

Visitors Log: Archived Messages: General: October to December 2007

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> RAN Commodore Takes Over CTF 158

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1191197194>

Message started by seashells on Oct 1st, 2007, 10:06am

Title: **RAN Commodore Takes Over CTF 158**

Post by **seashells** on Oct 1st, 2007, 10:06am

NSA, Bahrain -- Royal Australian Navy Commodore Allan du Toit relieved Rear Adm. Garry E. Hall as commander of Combined Task Force (CTF) 158 during a ceremony at Naval Support Activity Bahrain Sept. 27.

Command of CTF 158 typically rotates among coalition partners Australia, United Kingdom and the United States. CTF 158 is comprised of coalition ships and its primary mission in the Persian Gulf is Maritime Security Operations (MSO) in and around both the Al Basrah and Khawr Al Amaya Oil Terminals (ABOT and KAAOT, respectively), in support of U.N. Security Council Resolution 1723. This resolution charges the multinational force with the responsibility and authority to maintain security and stability in Iraqi territorial waters and also supports the Iraqi government's request for security support.

Additionally, under the training and leadership of CTF 158, Iraqi marines aboard ABOT and KAAOT train with the coalition in order to eventually assume responsibility for security.

"I am honored to have been in command of this task force," said Hall. "The coalition forces have done an excellent job of providing security to the oil platforms and training the Iraqi forces."

"I am very proud of the coalition forces and my staff in supporting the CTF 158 mission," said Capt. Paul Severs, who oversaw daily operations in the Persian Gulf. "We were able to continue the hard work from the previous staffs and improve the training of the Iraqi forces. We are ready to turnover to the Australian forces and I'm sure they will have continued success."

MSO help set the conditions for security and stability in the Persian Gulf and protect Iraq's sea-based infrastructure, which provides the Iraqi people the opportunity for self-determination. Iraq's oil platforms account for about 90 percent of the country's gross domestic product.



The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Whoopie!!!!-----I'm a millionaire

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1181648976>

Message started by Cyril Doc Rice on Jun 12th, 2007, 9:49pm

Title: **Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice on Jun 12th, 2007, 9:49pm**

:)

I guess you have all had similar e-mails telling of your big win and how to claim it
There are currently 419 listed scams on the internet, but I chose this one to take the mickey out of

Thank you ever so kindly for awarding me 1M British pounds.
It is marvellous. I do not know how to thank you properly or even try to imagine the great joy you have given me
There are so many things that I can now do that I have yearned for all my life. I only wish I could describe to you the visions I have for using this tremendous benefit.

Oh thank you, thank you, THANK YOU

I shall apply for a passport to-morrow, so that I can fly to London and pick up the reward.
By the way I am rather strapped for cash, so do you think that you could send me 10,000 (Aust.) in advance so that I can make the journey to pick up the rest please. You must already have my name and address to contact me on

Golly I am so excited and really looking forward to meeting you and am dying to get the details of how and when to get there. (I have never been overseas before and I am 73 years old). Wow , I still cannot believe it. I must send out emails to all my good friends and tell them the good news. (It goes without saying that I will share my good fortune with them)
I have always had this feeling that something wonderful would one day happen to me. Thank God my wait is over.

By the way, I do enjoy a good drop of Heineken it keeps me fighting fit. And I enjoy too, even though us Aussies play Rugby league more than soccer.

I don't know how I am going to get any sleep to-night, I'm so excited.

Sorry, I do tend to ramble on a bit, anyway hope to see you soon

Then as a follow up:-

"Heineken Light" Promotion

HEINEKEN BOTTLING COMPANY
#55 SCHOOL GATE PLACE, STAMFORD BRIDGE,
LONDON, SW1V 3DW. UNITED KINGDOM.

Dear winner ,
In regards to the VERIFICATION FORM sent to you I will like you to fill it and send back to us so as to enable
Courier company send your winning check and document to your door step.

I await your urgent responses to this mail because you have less time to do it .

Congratulations once more from staffs of Heineken Beer Company.

Regards,

Heineken Beer Promotional Officer.
Tel:

Copyright 2007 Heineken Light Champions Promotion Award. All Rights Reserved.

My reply

I regret to inform you that my children consider that I am too old to have so much money, personally I think that they want to get there hands on it themselves.
But I say "to hell with them all" .
I want to make sure that they do not,

So I have decided that instead of sending the money to me would you please send it the Treasury Dept. of the Australian federal government.
The Treasurer's name is Peter Costello, of course you know that John Howard is our Prime Minister, and a good friend of George W. Bush.
By doing this the government can fix up a lot of problems confronting our nation and people. Possibly they might recognise my gift and one day get Her Majesty the Queen to bestow some small award on me, like the Member of the British Empire or our own Order of Australia. That would be nice.

PS

I have just sent our Treasurer, Peter Costello, an email informing him of developments.

PPS

Once again let me tell you how happy you have made me and you have my undying gratitude for picking me for this tremendous reward.

PPPS

I do ramble on a bit , please forgive me

Stick aroundthere is more to com.....Geez I'm naughty..but I love it ::)

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Richmond Derham** on **Jun 12th, 2007, 11:05pm**

Yea Doc, i thought i was one of those millionaire's too , i received this nicely typed e/mail from some bloke in the Nigerian government, Stating that some bloke had passed away and it was found i was the only relative (all bulls\$#@t).
Sent a reply to the letter only to receive no reply in return.....Ha dto return the Jaguar and all my dreams.

Oh well we are not that old and stupid YET are we !!!!!!!

Any way they caught up with the scammers in the end .

Richmond ;D ;D ;D

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Joe** on **Jun 13th, 2007, 4:16am**

Scammers? s c a m m e r s - you blokes too - ahh bugga it I've been took. Luckily I only sent A\$20,000 and the wifes bank account details.....Now I'll just quietly slip down to the armoury and draw a pistol.....
Chookas
Joe

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **ronaldo** on **Jun 13th, 2007, 8:47am**

Congratulations fellas on you win. Wish I was so lucky. Nice to see that you now have a nice nest-egg to see you through your old age. If you would like to send me the details of your bank account or credit card No., so that I can update your records, or log on to this address, rh@kingscross.com.au, I shall update your records. Once again my heartiest congratulations.

PS. If you would like me to look after your wallet & watch, I can also do that for you.

Kindest regards

Ron

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Jun 13th, 2007, 4:53pm**

OK ;)

Here's todays little teaser

Hello again

Can you please hang on a bit

I have not had any word back from the Federal Treasurer, Peter Costello, as yet, I think they are away from the office for the Queens birthday week-end, so as soon as I hear from that office I will be able to give details of how to send the money to them.

I expect an answer within a few days, and again thank you for being so kind and understanding. Incidentally, my children are not really greedy, it was only an expression of concern for me. They thought that with that much money I would be preyed on by much younger women who would marry me only to get their hands on my fortune when I died.

As I said, I am 73 and according to statistics I have almost reached the time when the average aged male in Australia dies. So you can understand their concern.

They are not in much need for money now as I have provided for them pretty well and that is why I am a bit strapped for cash as I said. So an advance of \$A10,000 would be handy, I'm sure you can understand that.

I grew up drinking an Australian beer called Tooheys, and it has not been until recent years that we have been able to purchase your excellent beverage, and I really like it.

Oh dear, there I go again, always rambling on. Please excuse me, but as soon as I hear from Canberra I will contact you straight away

With grateful thanks

-----Original Message-----

From: Heineken Bottling Company.

Date: 13/06/2007 8:04:55 AM

To: Doc Rice

Cc: Doc Rice

Subject: Attn: Doc Rice ---FILL THE VERIFICATION FORM.

"Heineken Light" Promotion

Attn: Doc Rice ,

This is to acknowledge the receipt of your mail regarding the notification of the Heineken Light Promotion, Heineken Beer Company has been conducting this online Promotion for the past Three years.

About Heineken Light Promotions Objectives/ Goals:

*This Online promotional award is to raise the profile of Heineken Beer consumer's Males / Females in the Urban and Rural areas.

*Heineken is in challenge to take its market share from the popular Dutch import beer. The tactics includes Promotional Lotteries, Live Events, Local Campaigns and General Buzz to establish the brand on a neighbourhood at a time in major Urban and Rural areas.

* To promote Heineken Beer as the preferred choice for the Urban and Rural consumer, making it a preferred choice for the Urban and Rural areas, for entertainment in occasions. Simultaneously, create promotions where contest winners could win cash prizes, trips and mingle with the Celebrities at industry events and also to support live event and grassroots activities,our immediate goal is to increase the size of Heineken database among their target group throughout the WORLD.

The processing of your Heineken Light Promotions Award will begins on the acknowledgment of the below Questionnaire form for verification. After the successful verification, a copy of your award certificate will be forwarded to you as an email attachment, By the Clearance Officer,

QUESTIONNAIRE FORM / CLAIMS PROCESSING FORM

SURNAME / FAMILY NAME:

FIRST NAME:

DATE OF BIRTH:

tea:

COMPLETE MAILING ADDRESS:

TELEPHONE NUMBER:

ALTERNATIVE CONTACT:

EMAIL ADDRESS:

COUNTRY:

OCCUPATION:

POSITION::

AMOUNT WON:

ARE YOU A HEINEKEN CONSUMER?

IF YES WHAT BRAND OF HEINEKEN DO YOU ENJOY DRINKING?

HOW MUCH (IN YOUR LOCAL CURRENCY) DO YOU SPEND ON HEINEKEN WEEKLY?

IF YOU DON'T DRINK ANY OF HEINEKEN BEER, WHAT BEER DO YOU DRINK AND WHY DO YOU PREFER DRINKING IT?

Big congratulations from the Heineken Beer Company.

I await your filled Questionnaire.

Congratulation once more from staffs of Heineken Beer Company.

Regards,

Mrs. Mary Sharon.
Heineken Beer Promotional Officer.
Tel: +44-704-570-3460

All New Yahoo! Mail – Tired of unwanted email come-ons? Let our SpamGuard protect you.

SO!!!!!!!!!!!! tune in to-morrow for the next exciting episode, bthought to you by Heinenken Light
Geeez, I'm really naughty ain't I??

Title: **Re: Whoopie!!!!-----I'm a millionaire**

Post by **ronaldo** on **Jun 13th, 2007, 7:21pm**

Hey Doc

The very least which they could have done was to send you a carton, miserable b....ds.

On another note, I received one of those letters like you, in the snail mail today. From a bloke in Canberra calling himself Bilson or something, and saying that he wants to give me \$500 because I was paid some utility allowance or something. I saw the bugger off, I rang the No. & told him I wasn't a bit interested in his scam and to shove the money it where it hurts and then I tore the letter up. That should fix him and stop him from sending out those scam notices. I'm not silly mate. Wasn't born yesterday ;) Thanks also for alerting me on the other schemes.

Ron

Title: **Re: Whoopie!!!!-----I'm a millionaire**

Post by **Cyril Doc Rice** on **Jun 15th, 2007, 9:05am**

;)And todays episode Tah-da!!

Dear Mrs. Sharon
May I call you Mary?

Well Mary, I just don't know what to believe.

This morning I get a telephone call from a Malcolm Jocumson , who is a staff member of the Secretary to the Treasurer, who as you know is Peter Costello. I really do not understand about what he was telling me. It was some sort of a warning, Made it clear that the Treasurer was going to do something about it. Contacting someone who is the Chancellor of the Exchequer and Inland Revenue, whatever that is, sounds like it has something to do with Interpol, I guess that must be some finance organisation Since I have not had a reply from you so far to-day or yesterday, I thought I had better contact you again and get you to clarify for me what exactly they are referring to. Things to do with business and that legal stuff, I just have no ides about any of it. My neighbour, who I English told me that \$A10,000 is not even 4,000 British Pounds, so maybe we had better make the advance 5,000 British pounds, just in case, as I have no idea what things cost in the UK.

I can tell by your response to my emails that you a very kind and loving lady, God bless you. I live in the outback regions of Australia and we are having a terrible drought,but down south on the east coast they have a dreadful flood at the moment, so your award will come in handy for the Federal Government a hand to help the poor victims, Oh dear, I am rambling on again

Again I cannot tell you how grateful I am

Stay tuned for tomorrow final episode

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by jr67 on Jun 16th, 2007, 9:22am

Perhaps they are not silly after all this is in this mornings Courier-Mail

<http://www.news.com.au/couriermail/story/0,23739,21915193-3102,00.html>

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by ronaldo on Jun 16th, 2007, 2:23pm

Doc & JR67

I can see how persons can get sucked in by some of those conmen but at least it seems like I struck a genuine person today. He is willing to give me 40% of the funds so loks like I'm a winner as well. Winners are :) :)

Cop the name of this bloke!

From: Sherif Sambo
Address: Accra-Ghana,

Dear Sir,

I am Mr Sherif, Accounts supervisor with International Commercial Bank, Ghana. I have urgent and very confidential business roposition for you. On January, 2006, a Foreign Diamond consultant/contractor with the Ghana National Diamond Corporation, Mr. David Sluka, made a numbered time (Fixed) Deposit for twelve calendar months, valued at D\$29,500,000.00, (Twenty Nine Million, Five Hundred Thousand Dollars) in my branch. Upon maturity, I sent a routine notification to his forwarding address but got no reply. After a month, I sent a reminder and finally I discovered from his contract employers, the Ghana National Diamond Corporation that Mr. David Sluka died from attack. (**More than likely from one or more of the coups taking place every day in that neck of the woods....Ron**) one of On further investigation, I found out that he died without making a WILL and all attempts to trace his next of kin was fruitless. I therefore made further investigation and discovered that Mr. David Sluka did not declare any kin or relations in all his official documents, including his Bank Deposit paperwork in my Bank. This sum of USD\$29, 500,000.00 is in the Escrow Bank Account here in the Bank for safe-keeping. No one can ever come forward to claim it. According to Ghana Law, at the expiration of 8 (eight) years, the money will revert to the ownership of the Ghana Government if nobody applies to claim the fund. Consequently, my proposal is that I want you as a Foreigner to stand in as the rightful owner of the money. It's deposited in Escrow Account. In the circumstance, I want to present you as the rightful owner of the deposit in the Bank so that you can be able to claim them with the help of my attorney. This is simple. I would like you to provide immediately your Full names, contact address as well as your direct Telephone number, so that I can put in Bank Computer Data, to prove you as the rightful beneficiary/next of kin to late out late client who made the deposit. The money will be transfered to your nominated bank account in your country and share in the ratio of 50% for me and 40% for you, while 10% will be used to take care of every expenses we might incur. There is no risk at all as all internal documentation will manager and retrieve by me and this will guarantees the successful execution of this transaction on your behalf, please reply immediately via my email address. Upon your response, I shall then provide you with more details and relevant documents that will help you understand the transaction and swing into the necessary action while I confide in you hoping you will not betray me at last. Thank you, as I look forward to receive your positive respond through my private email address:

Post by **Cyril Doc Rice** on **Jun 16th, 2007, 4:18pm**

;D

Oh boy.....they never give up, do they?

Here's todays lot

Dear Doc Rice.

How are you doing today? I have received your email and the content understood.

I want to confirm if you can be able to send the 5,000 British pounds so that I can help you conclude this transaction by my self so that the delivery of your parcel will be made quicker.

I want you to send the 5,000 British pounds to the information below via western union money transfer and get back to me with the a scanned copy of the payment receipt for verification.

Below is the information.

Receivers Name: Mrs. Mary Sharon
Address: 21 Breweries buildings WE436TH WEST EAST TERRANO LONDON
Amount: 5,000 British pounds

Do get the 5,000 British pounds and get back to me ASAP.

Thanks for your time.

Regards,
Mrs. Mary Sharon.

My reply goes like this

Dear Mary

Because Australia has dollars and not pounds I cannot spend British pounds over here and to convert it means that I have to multiply by 41.816 or something. It is called the conversion rate, but I am not sure how it works.

But I also don't understand why I should be sending you 5,000 british pounds which I don't have, because , as I said , we have dollars.

I would have thought it would be easy to take the 5,000 pounds out of the one million I was awarded (I guess that must be some sort of commission fee is it?) and then send the government of Australia the remainder.

Anyway I think you misunderstood what I said. You were supposed to send me the 5,000 pounds so that I could collect it and bring it back to Canberra and hand to Mt Costello (The Treasurer).

By the way, that Malcolm Jocumsom, who is a member of the staff down there is a bit ratty. You should have heard all the things he said about you.

By golly if he rings again I will tell him a thing or two, you mark my words,

Oh sear, I just realised I am rambling on again, please forgive me

I await your reply

Your humble servant

Stay tuned to see what is installed in the next absorbing episode, bought to you by Heinenken Light

Hee Hee Hee!! :o

Yahoo! Mail is the world's favourite email. Don't settle for less, sign up for your free account today.

Title: **Re: Whoopie!!!!-----I'm a millionaire**

Post by **Joe** on **Jun 17th, 2007, 3:25am**

Doc : When you get this one settled maybe we can set up a scam on them. Maybe ask for something else other than money. I remember an old South African (Boer) mate of mine from years ago who used to say "Nothing wrong with black people - everyone should have one or two".... Maybe we could end up with our own labour force and live like millionaires on the proceeds. You know that everyone wants to come to Australia!!!

Title: **Re: Whoopie!!!!-----I'm a millionaire**

Post by **Cyril Doc Rice** on **Jun 17th, 2007, 10:30am**

;)Joe

I'll go along with that. I like the idea.....and since I've already got the foot in the door.....why not?
;D

Title: **Re: Whoopie!!!!-----I'm a millionaire**

Post by **Cyril Doc Rice** on **Jun 21st, 2007, 4:19pm**

G'day mates.

If you go back to the top and recap you will no doubt notice the change in address from the first letter to the secon.

Anywayto keep the line "wet" this is todays "epistle to the

Hello Mary

I am so worried. First off I did miss out on sleep because I was so excited and now I have all these problems

I should never trusted the Federal Treasurer or his staff, someone has leaked my e-mail details and I know it would not be you as I expect you would be more discreet.

Now I am getting all these e-mails from people and organisations wanting donations and assistance and it is breaking my heart that I cannot help them and I lay awake at night thinking about it.

Honestly I am so tired it is hard for me to think properly.

But one thing for certain Mr. Costello is not to get the money so forget him.

Luckily my granddaughter Gabrielle (she is a real angel) has just recently married a law school graduate and I am going to ask him for help.

Another friend has contacted me and when he heard about my predicament he is going to telephone me to-morrow with a few suggestions to help me out. Joe is a real nice chap and would help anybody. I am starting to ramble on again

So am just telling you this to keep you up to date.

;D ;D ;D

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Jun 22nd, 2007, 7:08pm**

;D Yes Joe, I know I am an evil bastard.....He Hee Hee

So here is the follow up ::)

Hi Mary

I'm so excited. My friend Joe Fowler (we call him "Chook" as in hen/rooster) has just rang me and he has come up with a wonderful idea which I think will please us all. He pointed out that there are an awful lot of young people in this world who leave school and have no future. Now here in Australia we have a whole continent with a population of only 20 million people so there is plenty of room and we have a booming economy (I suppose that Peter Costello will take all the credit for that), so Joe's idea is to set up a trust fund and invest the proceeds from my new assets and from the dividends, what ever they are, we can bring these poor unfortunate youths here to Australia and we (our community) provide them with accommodation and employment. In case you are not aware of it, our very modern government has insured that all workers are properly protected by what is called Work Place Agreements. Under this scheme there is a signed contract which sets out the employment conditions which is suitable to both parties. I bet there are not too many countries in the world that has that realistic plan.

Now here is the part he tells me that I do not really understand, as I said before in my last mail I would have to rely on Geoffrey (my granddaughters new husband) to do all this for me, but Joe says that I will need someone in the UK to be an administrator or executive to manage the funds, for a salary of course and as time goes by that person could involve other winners and form a global relief organisation to carry the plan.

I immediately thought that you, your good self, would probably be the best person to do that.

So I think Geoffrey would like to see what qualifications you have.

Well, so far, how do you like the idea?. By the way, if you need to come out here to Australia to see if we are genuine or not just take the fares and expenses out of the winnings.

It has been a time for me trying to understand it all. My head is in a spin and I feel so worn out.

There I go, rambling on again

Please answer me as soon as you can so that we can get things started

:o

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Joe** on **Jun 23rd, 2007, 4:27am**

Doc, Stay calm cool and collected - hook baited and a big bite about to take place - maybe you need a little more burley. Tell her/him/it/them about Medicare!!!

Chookas

Joe

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Jun 23rd, 2007, 12:53pm**

;DJoe

Yahoooooo!!! .They bit..... Will let things go for a couple of days and chuck them some more bait, Yep we could give the old Medicare issue a run. Notice that the "demand" has dropped from 5,000 to 2,000 pounds

How are you doing today? I have received your email; I want to advice you to look for at least 2000 Pounds to send so that I can assist you with the balance but promise me that when you have received your money you will pay me back with some little bonus along with it.

I await your swift response.

Regards,
Mrs. Mary Sharon.

Cummin' suckeeeeeers [smiley=evil.gif]

Yahoo! Answers - Get better answers from someone who knows. Try it now. [smiley=evil.gif]

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Jun 25th, 2007, 2:37pm**

Welcome to to-days nail biting saga ;D

Mary

Thank you for showing concern for me'

My "inbox" is so flooded with requests, I have not been able to answer them all. That is why it has taken me so long to answer your last letter

I am also now getting emails that I have won more money. This has only happened since someone revealed my email address. Do you think I should now change my email address to one that only you and I have access too?

I will wait to hear from you before I do anything else. Also, Geoffrey asked me to remind you about submitting your qualifications to asses your potential to be the CEO of the proposed Youth Development Agency, that will be set up.

He also asks if the address at Stamford Bridge is the Brewery address and the one at East Terrano, London is your office address. He needs to know where to send any documents

Gabrielle is blessed to have such a fine husband. I met him before the recent wedding and Ioh dear , there I go , rambling on again, I'm sorry. I will just shut up and wait for your reply

My heart is just full of gratitude for you very kind assistance

PS

"Chook" also told me to remind you that when the youths come here to Australia (the "lucky country" we call it)they will be automatically covered by Medicare health scheme, so that is good don't you think?

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Joe** on **Jun 26th, 2007, 5:02am**

Doc,
Settle down!!! Stay calm!!! Don't think any stressful thoughts or you might blow a gasket!
(Tell her about Centrelink - you know come to Oz don't do any work and our grateful grubbermint will pay you!!)

Chookas

Joe

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Jul 5th, 2007, 1:19pm**

Hi All

Just as I was beginning to think that they have woken up to me , when today they sent a JPG file showing me the cheque made out to me...Wow-weeee.

So what next?.....Any suggestions Joe? Ron??

Geez.....I'm a rascal

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Joe** on **Jul 6th, 2007, 6:34am**

Hiho Doc, You little ripper.....several suggestions - how about a jpeg of your own cheque in their favour - or some monopoly money? should whet the appetite - failing that, a nice shot of John Howard always makes people warm and fuzzy (well fuzzy anyway) - if all else fails a nice mug shot of Ned Kelly might just turn the tide in your favour!!!!!!

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **ronaldo** on **Jul 6th, 2007, 7:43am**

Hey Doc

I just openend up my e-mail and saw that had three (3) letters from a group informing me that persons were trying to access my 'pay-pal' account so to confirm things with them that it was not I, could I please forward my details to them for checking ::). Now, being a devious bastard that I am, I thought they are probable the same mob with whom you are corresponding with! :P, I then thinks a little bit more and I ask the question, could they all be the same mob? If perchance they maybe, perhaps we could send a cross reference to the 'pay-pal' mob. Then they might end up in correspondence with theirselves and thus leave us out of the equasion. They may even send their own bank details back to themselves and thus they would withdraw their own money from their accounts, rip theirselves off, and be left wondering, "what in the hell happened to all our money?. They could be left thinking that crafty old 'Doc', has ripped us off somehow!" :(

Well mate, you did after all, seek my opinion! ;D

Ron

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Jul 25th, 2007, 5:31pm**

;))

Sufficient time has passed to make it sound convincing that I have had a stroke

So now the sting.....read on dear friends

Geoffrey K. Scanlan LL.B

R: Claim

Dear Mrs. Sharon

I Overview/
N
D Obligations/Opinions
E
X Options/

Overview:

I apologise sincerely for any delay in taking up this matter.

I am an attorney with the firm of Gowan Gett.

However as this is a private matter and not a corporate case I must make it clear from the outset that I am acting in a private capacity on behalf of the interests of Mr. Rice.

Following his unfortunate stroke on the third of July inst. I have gained Power of Attorney for his daughter, Amanda Barwick-Rice and am acting on her instructions. (I have to, I am her daughter's husband)

Obligations:

For my part it is necessary to establish the facts and to attain this I need the following information.

- (a) A photocopy of the winning ticket and the prize pool list
- (b) the address of the Standard Trust Bank
- (c) Contact details of the Heineken Bottling Companies solicitors

Opinions:

Searches have shown that there is no registered banking organisation as the "STB" nor of the Heineken Bottling company.

It could be that the STB is a private banking corporation like those listed in other countries, e.g Switzerland. And that the Heineken Bottling Co. Is a separate entity to Heineken Breweries for taxation purposes, but operate as the one. This a common practice in this country. Hence my need for confirmation

Options:

From my position you do not seem to have any, but comply.

You see, the good doctors opinion is that Mr. Rice suffered his stroke. (preceded by what they described as Transient Global Amnesia) as the cause of the stress that he was placed under with his dealings with you.

Conclusion:

I eagerly await to hear from your solicitors so that we can exchange claims and counterclaims.

I noticed in the correspondence that a photocopy of "the cheque" has an expiry date of 90 days from 26/06/07. I would strongly suggest that you cancel that cheque and place the "said" money in the STB trust account till we have resolved this matter.

Thankfully Mr. Rice kept a copy of all the email exchanges which I have now turned into printed copy. In Australia these pages are classed as "legal and binding"

I also noticed that he referred to you on a personal basis and addressed you as Mary. That is fine, you may call me Geoff.

Your obedient servant

GKS 25/07/07

Hee Hee Hee!!.....tou little rascal ::)

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Jul 25th, 2007, 6:35pm**

:o Wowhow quick was that

Hello Geoff,

How are you doing today?am in regards to your mail and the content is well noted,first i must let you know that all winings was made through a radom internet selection and Doc Rice email was selected as a winner of the promo,after the last mail i sent and no respond ,i have to put a hold on the winning as the company intructed ,the Standard Trust Bank is a private bank whice Heineken company use to pay there winners and after you have recive the check you will have to take it to your bank and the bank will contact the company for the funds that is why it nomal takes maybe 3 to 4 working days before the check will be credited for you and about the address company address we do send it in the first mail you recive.

So all we need to know from you now is that are you ready to make your claims?

Do get back to me asap so that i can advice .

Do have a nice day.

Ahha! the plot thickens ;) Notice that there is no signature and the standard of english is not as high as "Mary", obviously we have another operator.
I have sent a reply to say the office is closed for the day

Yahoo! Answers - Get better answers from someone who knows. Try it now.

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **boots** on **Jul 25th, 2007, 10:39pm**

you could nearly write a book and sell the rites to a film company, its turning into a great saga aint it.

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **ronaldo** on **Jul 26th, 2007, 7:47am**

Doc

By the time you pay your Solicitors for acting on your behalf, you'll have nothing left of the winning cheque mate! They will probably bleed the Hieneken Co. & Standard trust Bank, dry as well. :P

Ron

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Jul 26th, 2007, 10:11am**

:;)Boots

Don't tempt me mate

Ron :)

gert the money anyway.
(Even if I don't really get any money,at least I'm getting a good laugh
But about the solicitors, did you notice that the creative name for "my" MIL is Barwick-Rice
Barwick....ring any bells.....like Sir Garfield (former Att. Gen.).....ahha!!...stay tuned
[smiley=lolk.gif]

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **birdiehandler** on **Jul 26th, 2007, 6:35pm**

>:(Doc,
You are very naughty! ;)

Ken.

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **boots** on **Aug 14th, 2007, 10:13pm**

This could be good too...Inbox » Read carefully

From: Mr. Choy Chong Yip <choychoongyip@uku.co.uk> « Add to Address Book »
To: jsymonds@iprimus.com.au
Cc:
Subject: Read carefully
Sent: Tue, 14 Aug 2007 04:06:27 -0500

Mr. Choy Chong Yip(Legal Representative)
No: 12, Satellite Town Lagos Nigeria
Tel: ++234 808 637 0252

Hello,

Get back to me immediately for necessary steps concerning your inheritance. Sequel to your none -
reply of my earlier email to you dated 02/03/06. On behalf of the Trustees and Executors to the Will
of your deceased relation in 2002, I wish to notify you that your name appeared in the codicil and
last statement of the deceased and you entitled to his fund US\$3,500,000.00 deposited with a Bank
here.

You are advised to reconfirm to me your details as required below to enable me obtain the legal
certificates from Federal High Court of Justice to enable the release release of your funds worth
US\$3,500,000.00 from Nigeria Account Broker in United States of America from the Federal
Government of Nigeria Reserved Account with Citibank of America:-

- (1). Your full names
- (2). Contact address
- (3). Phone
- (4). Fax
- (5). Profession
- (6). Female/ Male

These legal documents will enable Nigeria Account Broker in United States of America to contact
you for the release of the US\$3,500,000.00.
Regards,

--

STATEMENT OF CONFIDENTIALITY

The information in this email and in any attachments may contain confidential information and is intended solely for the attention and use of the named addressee(s). It may not be disclosed to any person without authorization. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are not authorized to and must not disclose, copy, distribute or retain this message or any part of it.

nice aint it.. my skin colour is a bit lighter than theirs. :D :D ;D 8-) 8-)

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Aug 23rd, 2007, 6:04pm**

;) ;) Ron
Just bought my new beach house

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **boots** on **Aug 23rd, 2007, 6:38pm**

my 3.5 mill is not enough for that sort of holiday shack, you will help with a couple of mill, to keep me going.

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **tromb123** on **Aug 23rd, 2007, 7:05pm**

That would barely pass muster as my w/c up the back-yard.....

;D ;D ;D ;D

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **ronaldo** on **Aug 24th, 2007, 7:54am**

Doc

Glad to hear the news of your Beach House. Hope it wasn't the floodwaters hitting you up that way after all this rain ;D Bet it is a bit on the damp side for those camped at Amamoor Forest for the little ole muster going on up that-a-way for all those yippees.

Ron

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Aug 24th, 2007, 9:53am**

;)
Barry.....Jealousy mate? ::)

Ron.....The SES is standing by to evacuate out at the Muster :-/. They have just changed Slim Dusty's song to ..."When the rain tumbles down in *the month after July*" ;D ;D ;D ;D

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **ronaldo** on **Aug 24th, 2007, 3:35pm**

Doc

;D either that or one of Frankie Laine's, ' an old cowpoke came out a riding one dark and windy night'.....Yippie yi yea & keep those doggies rollin'!

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Aug 24th, 2007, 5:26pm**

ronaldo wrote:

Doc

;D either that or one of Frankie Laine's, ' an old cowpoke came out a riding one dark and windy night'.....Yippie yi yea & keep those doggies rollin'!

One of those planes that flew over was "A smoke writer in the sky"

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **boots** on **Aug 24th, 2007, 9:04pm**

jeez you blokes are getting sharp.

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Aug 24th, 2007, 9:40pm**

boots wrote:

my 3.5 mill is not enough for that sort of holiday shack, you will help with a couple of mill, to keep me going.

You don't need money matejust tell them you own a couple of oil rigs in Bass Strait :) ::)

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Aug 29th, 2007, 9:44pm**

;)Got another one today so the following will bring you up to date

Dear Mrs. Sharon

I have been visiting Mr. Rice and I have just read your letter.

I am afraid that it does not entail any answers to the enquiries I asked you for in previous correspondence.

Therefore I cannot pursue this matter until I receive those details.

Mr. Rice is much improved with his health, but is still unable to deal with this matter.

Even so he still wishes to have the prize money put in trust to set up a "youth assistance scheme"

He only wants to see the money go to a good cause.

YOURS SINCERELY

GEOFFREY K. SCANLAN

-----Original Message-----

From: Heineken Bottling Company.
Date: 2/08/2007 1:11:29 AM
To: Doc Rice
Cc: evandoc@bigpond.com
Subject: Reply, (Doc Rice)

Attn:Doc Rice

How are you today?

Will have just be inform by some of our winner that the delivering agent fees/charges require by Mr. Eric Whiteis too much.

After much investigation i found out that it is truth and that is the reason why most of our lottery winner fine is a problem.

In the light of this i have made up my mind to help you get your winning cheque to you if you can come up with 450.00GBP.

Do get back to me with response to this mail so that i can advice as the case may be.

Thanks,
Mrs. Mary Sharon.
Heineken Beer Promotional Officer.

Yahoo! Answers - Get better answers from someone who knows. Try it now.

Yahoo! Mail is the world's favourite email. Don't settle for less, sign up for your free account today.

More to come.....stay tuned I am working on a doozy of a reply for the one that came today ;D ;D
;D

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Aug 30th, 2007, 1:31pm**

;)Here is the letter and reply I sent last night AND I've already got a reply that I am working on....BTW poor old Doc is going to croak it on Sunday night.....but more about that later Hee hee hee!!!!!! Read on

Dear Mrs Sharon,

As Geoff is so busy at chambers and has not the time to represent me I have decided to deal with you direct
I am Amanda Barwick-Rice, (Doc's daughter)

correspondence. So I take it that you have a new secretary. My estranged husband, Jeremy, taught me to observe these things. He is a QC and leading barrister with Gowan Gett, (and nephew of the late Attorney General, Sir Garfield Barwick)

Now ,you and I are both women and so let us cut out all the nonsense that those high handed solicitors get up to and you and I sort this out.
As I have obtained Power of Attorney from Dad I have opened a trust account for him in my name so that you can transfer the money directly to that. Just let me know if that is OK and I will send you the details of this account with the Commonwealth Bank.

I have noted that your secretary made an error and requested payment of only 450 GBP whereas my father agreed to 5,000 GBP, so simply deduct that amount from the award and send the rest to the account when I send you the details.

Now wasn't that easy. No lawyer format or poor old Daddy prattling about his emotions.
By the way he is feeling much better and sends you his love.
Would appreciate a speedy reply so that I can wrap this up and then Dad's friend "Chook" Fowler can start setting up this Youth Assistance plan, whatever it is.
He will be assisted by my cousin "Tug" Wilson, who has a social services agency.

God bless you

Mandy

Dad just reminded me to tell you that "Chook" (real name , Joseph) in an eminent poet here in Australia

-----Original Message-----

From: Heineken Bottling Company.
Date: 29/08/2007 7:24:51 PM
To: Doc Rice
Cc: evandoc@bigpond.com
Subject: Re: Reply, (Doc Rice)

To who it may concern,i am writing in regards to your last mail, all i want you to understand here is that this promotion is for real and your winnings is right here on my desk ready for delivery,if you whice to recive it by couriers you will have to make the delivery fees whice is 450 GBP then you will recive the winnings in the next 3 business day or if you will like to come over to our office to cliam your winnings feel free to let me know ,note that if you did not claim your winnings befor the next promotion ,your winnings will be fulfited,i will like you to get back to me asap so i can send you more details.

Do get back to me with response to this mail so that i can advice as the case may be.

Thanks,
Mrs. Mary Sharon.
Heineken Beer Promotional Officer.

Yahoo! Answers - Get better answers from someone who knows. Try it now.

Back soon ;)

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Aug 30th, 2007, 9:00pm**

;)A stalemate is developing here so will have to end it all this week-end, but first the latest response

Mary

I think you have a bit of a problem with your accountants.
I have got Dad to show me the cheque in question.
I noted that the cheque was not crossed which means that any bearer can cash it.
When you send the cheque please make sure that it is endorsed with an "Not negotiable.....account payee only" and it would be easier with the Commonwealth Bank local manager for me to deposit it, if it was made out in my name

Amanda Barwick-Rice

I do not wish to cause him any further anxiety, and going over this today has clearly upset him. On the brighter side the whole family is gathering here at the homestead this week-end to celebrate Fathers Day, also we can discuss this within the family gathering

Mandy
08/30/07

-----Original Message-----

From: Heineken Bottling Company.
Date: 30/08/2007 4:11:12 AM
To: Doc Rice
Cc: evandoc@bigpond.com
Subject: Re: Reply, (Doc Rice)

Hello, am in regards to your mail and the conten is well noted ,i want to make you understand that tere is no way we can deduct from the winnings because the check is issured in the winners name and seal so there will be no way any of us here can remove from the winnings except by you ,that is why i said if you will like to come over to see that this promotion is for real then you are free to come and claim your prize.

So you will have to make the delivery fees first then your winnings check will get to your country in the next 3 to 4 days.

Do have a nice day and i wait your urgent reply to this mail.

Thanks,
Mrs. Mary Sharon.
Heineken Beer Promotional Officer.

Yahoo! Answers - Get better answers from someone who knows. Try it now.

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Sep 1st, 2007, 5:50pm**

:-/
to-days barb

Mary

Re: Mr Harrison Brown
London, UK

Insufficient address more details please

Mandy

-----Original Message-----

From: Heineken Bottling Company.
Date: 30/08/2007 10:22:19 PM
To: Doc Rice
Cc: evandoc@bigpond.com
Subject: Re: Reply, (Doc Rice)

Attn:Amanda Barwick-Rice,
Am in regards to your mail and the content is well noted ,all i need from you now is the name of who you people want the check to be re issue and also i will want you to send the delivery fees of 450 GBP to the delivery agent details below so that we can speedy the delivery asap,

MR HARRISON BROWN
LONDON, UK

As soon as you send the delivery payment via western union money trasfer ,do send to me the payment details or payment receipt for confirmation and documentation.

Do have a nice time with your family and congratulations one more time.

Thanks,
Mrs. Mary Sharon.
Heineken Beer Promotional Officer.

For ideas on reducing your carbon footprint visit Yahoo! For Good this month.

Fathers Day to-morrow when I finally expire :(:(:(

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **ronaldo** on **Sep 2nd, 2007, 8:03am**

Doc

RIP old mate. :(I hope you did not pine-away of a broken heart whilst awaiting for all of that money to arrive. That Nigerian mob will be now using your name in correspondence to other suckers of having died and left a lot of money ;D

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Sep 4th, 2007, 3:52pm**

ronaldo wrote:

Doc

RIP old mate. :(I hope you did not pine-away of a broken heart whilst awaiting for all of that money to arrive.
That Nigerian mob will be now using your name in correspondence to other suckers of having died and left a lot of money ;D

Ring the church bells and weep. :(:(:(

BTW < I have had another reply , and as the final response to that will be a bell clanger..... stay tuned [smiley=evil.gif]
[smiley=evil.gif]

It is with great sadness that I have to tell you that my dear father passed away after a heart attack at home here on Sunday night

My daughter rushed him to the District Hospital but he was pronounced dead on arrival at 11:48pm. Family arrangements have been made for a private funeral and burial tomorrow.

The only happy note was that as we all gathered around him he thanked us all for looking after him and it pleased him to have us all there especially as it was Fathers Day.

So please understand if I do not contact you for a while when things get back to normal

Amanda

-----Original Message-----

From: Heineken Bottling Company.

Date: 09/02/07 08:54:58

To: Doc Rice

Cc: evandoc@bigpond.com

Subject: Re: Reply, (Doc Rice)

Attn:Amanda Barwick-Rice,

How are you today?well am in regards to your mail and the content is well noted,i will advice you to hurry up with the payment so that we can get approval of your delivery from the GAMBLING COMMISSION so that you will recive your winning pancel soon,the details you will be sending the payment via western union money trasfer are below agin,

MR HARRISON BROWN
175 WOODHILL ROAD, BULKYARD, LONDON,
UNITED KINGDOM

Note that as soon as you make the payment do send me the payment details or scan copy of the payment receipt via email attach for confirmation and documentation.

Do have a nice time and congratulations.

Thanks,
Mrs. Mary Sharon.
Heineken Beer Promotional Officer.

For ideas on reducing your carbon footprint visit Yahoo! For Good this month.

Doc Rice <evandoc@bigpond.com> wrote:

It is with great sadness that I have to tell you that my dear father passed away after a heart attack at home here on Sunday night

My daughter rushed him to the District Hospital but he was pronounced dead on arrival at 11:48pm. Family arrangements have been made for a private funeral and burial for tomorrow.

The only happy note was that as we all gathered around him he thanked us all for looking after him and it pleased him to have us all there especially as it was Fathers Day.

So please understand if I do not contact you for a while when things get back to normal

Amanda

-----Original Message-----

From: Heineken Bottling Company.

Date: 09/02/07 08:54:58

To: Doc Rice

Cc: evandoc@bigpond.com

Subject: Re: Reply, (Doc Rice)

Attn:Amanda Barwick-Rice,

How are you today?well am in regards to your mail and the content is well noted,i will advice you to hurry up with the payment so that we can get approval of your delivery from the GAMBLING COMMISSION so that you will recive your winning pacel soon,the details you will be sending the payment via western union money trasfer are below agin,

MR HARRISON BROWN
175 WOODHILL ROAD, BULKYARD, LONDON,
UNITED KINGDOM

Note that as soon as you make the payment do send me the payment details or scan copy of the payment receipt via email attach for confirmation and documentation.

Do have a nice time and congratulations.

Thanks,
Mrs. Mary Sharon.
Heineken Beer Promotional Officer.

For ideas on reducing your carbon footprint visit Yahoo! For Good this month.

Will be dropping the bombshell to.morrow ;) :o :o.

Ron

I went down to the place with the big fire to keep warm, but I could not get near to the fire as it was full of birdies ::) ;D ;D ;D

For ideas on reducing your carbon footprint visit Yahoo! For Good this month.

FESR Archive (www.fesrassociation.com)

Documents appear as originally posted (i.e. unedited)

Post by **ronaldo** on **Sep 5th, 2007, 7:51pm**

Doc

Look like the rellies might end up with a few bob afterall!

They would not have been 'birdies near the fire Doc. Probably the 'stokers' doing their flammers. ;) If the were 'birdies' they would have had wings on their shoulders, dressed in white robes and up in the clouds! ::)

Title: **Re: Whoopie!!!!-----I'm a millionaire**

Post by **boots** on **Sep 6th, 2007, 12:05am**

Yeh Right!!!!!!! :-?

Title: **Re: Whoopie!!!!-----I'm a millionaire**

Post by **ronaldo** on **Sep 6th, 2007, 7:34am**

Boots

Well, I'm up there anyhow with all of my high steppin' & "holy-than-thou", attitude. Just because I'm a blade short in my propellor..... :'(

Title: **Re: Whoopie!!!!-----I'm a millionaire**

Post by **Cyril Doc Rice** on **Sep 7th, 2007, 9:57am**

;)Hi cobbbers

This was to be the last, but I have one further dig at them after this and they are going to love it ..He he he!!

Gabrielle Scanlan
Gown Gett Attorneys

Mrs Sharon, if that is your real name

I have been through my grandfathers email files and used the Google search engine to verify all the business addresses telephone numbers and names you have supplied.....Guess what? You are scammers and since I hold you responsible for my dear grandpas death you are MURDERERS as well.

I have placed your email address on the "block sender" list so do not bother sending any more correspondence until I advise you the outcome of poor "Poppy" Rice's will. My husband Geoffrey drew up a new will just a month ago and you have been left a substantial amount of money to set up a Youth program of some sort, that he discussed with you. But we have to wait for probate. Meanwhile as my husband always says when asked where his office is, and I'm telling you now

Gowan Gett

-----Original Message-----

From: Heineken Bottling Company.
Date: 4/09/2007 10:30:05 AM
To: Doc Rice

Subject: Re: Reply, (Doc Rice)

Dear Mandy,

How are you today?well i want to know if you have send the payment to the delivery agent ?do send me details of payment so i can speedy up things for you delivery to get to you soon.

Do have a great day

Thanks,
Mrs. Mary Sharon.
Heineken Beer Promotional Officer.

For ideas on reducing your carbon footprint visit Yahoo! For Good this month.

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **tromb123** on **Sep 21st, 2007, 12:19am**

Hoi ! Where's my new Rolls - Royce???

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Sep 21st, 2007, 9:12am**

tromb123 wrote:

Hoi ! Where's my new Rolls - Royce???

Join the queue buddy, we are all waiting for the Probate CourtHee Heee Heeee ;D ;D ;D

Can't rush things..... the longer I wait to sting them the better it will sound :P :P

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Joe** on **Oct 4th, 2007, 6:22am**

Dear Doc Rice (dec'd)

Sorry to hear that you are dead - like carked it - what a blow. I've missed out on a bit of action I see.

It would seem right and proper to me that your alive g'dorta arranges a trip to set up a youth camp over there. Aussie kids can visit it and enjoy cross cultural differences and learn skills that could never be taught here. She can use the brewery and Mary and the bank as referees. I also understand that Geoff's BIL is a diplomat over there and knows and has access to the Chief of Police.... He enjoys a good loooong neck or the odd necklace I understand as well as a beer and a bonfire!

Anyway Doc glad to hear that you are dead - we didn't like you that much while you were alive and now we can talk about you til the cows come home...don't speak ill of the dead you say....Bullsh*t!!!

Chookas

Joe

FESR Archive (www.fesrassociation.com)

Documents appear as originally posted (i.e. unedited)

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Oct 4th, 2007, 1:00pm**

>:(>:(>:watch it buddy, or I'll come back and haunt ya.

:-/ Actually I am at a cross road here I want to end it all by asking for a hefty pay out as "executor" of the will to send them the money that the "dearly departed" left to her in a "You give me my money and I'll give you yours" sort of thing.

As you know I have told them that I have put a block on their e-mails. So what do you reckon is a reasonable time for probate to be settled?. I don't want to b too early, and at the same time I don't want to drag it out ::) ::)

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **boots** on **Oct 4th, 2007, 1:58pm**

send them a short message about the lengthof time its taking,

Title: **Re: Whoopie!!!!-----I'm a millionaire**
Post by **Cyril Doc Rice** on **Oct 4th, 2007, 5:28pm**

boots wrote:

send them a short message about the lengthof time its taking,

;))

Right mate, sounds like a good idea, just waiting on a PM reply from another "conspirator"

Admiral Joe

You have a PM.

Like that bit about Geoff's BIL being a diplomat and friend of the police chief

8-) 8-)

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Pop up

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1191643930>

Message started by Tom29216 on Oct 6th, 2007, 2:12pm

Title: **Pop up**
Post by **Tom29216** on **Oct 6th, 2007, 2:12pm**

Reference the pop up that comes up when I post a message and wants to access my itty bitty part of this site..

What is and who is doing it.??

Title: **Re: Pop up**
Post by **Cyril Doc Rice** on **Oct 6th, 2007, 2:23pm**

:-[:-/

Tom

This would be normal if you are running a program such as Roboform or similar, but until you identify what it is I suggest you leave it alone.

Should it be a virus, then run your anti-virus program immediately and try again, if everything returns to normal then you have had an infection of some sort.

It is rather hard to be accurate without seeing the problem at all, but let me know how you go

Cheers mate ;) ;)

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Fathers Day

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1188532816>

Message started by seashells on Aug 31st, 2007, 2:00pm

Title: **Fathers Day**

Post by **seashells** on **Aug 31st, 2007, 2:00pm**

I hope each of you had a Happy Father's Day. I know that I did.
Who would have thought so many years ago that many of us would be the fathers of children who would someday show their appreciation for what we did in raising them?

Then again everyone of us have a different story to tell... on being surprised, happy, overjoyed etc etc

My wife and I now have three grown men and only one is married with no kids(children :)) and they are all 25 + yrs old

The story's I could write would take me another lifetime but hey! their mine and I'm proud to be their father

HAPPY FATHERS DAY TO ALL THE DADS OF THIS FORUM

What say you

Comments.....

Title: **Re: Fathers Day**

Post by **seashells** on **Sep 3rd, 2007, 7:42pm**

Obviously 57 who viewed my post had a sh\$t Fathers Day like myself

Title: **Re: Fathers Day**

Post by **Cyril Doc Rice** on **Sep 4th, 2007, 1:40pm**

seashells wrote:

Obviously 57 who viewed my post had a sh\$t Fathers Day like myself

On the contrary, I had a good day, maybe not the best, but good just the same , as probably the

So why is it important to state it? :-/ :-/

Title: **Re: Fathers Day**
Post by **thor** on **Sep 4th, 2007, 2:07pm**

Seashells

It appears you had fathers day on 31st august I thought it was on 2nd of september. I might be shat off having it on the wrong day.

Thor

Title: **Re: Fathers Day**
Post by **seashells** on **Sep 4th, 2007, 8:04pm**

[quote/ So why is it important to state it?[/quote]

Because I had a sh\$t one on Sunday
Wife worked, one son in Melbourne for footy,
Another in Darwin for a wedding
and the third was in Mt Gambier to see his Father Inlaw
Not one rang me

So I thought I would just post and see if anyone had a similar

Title: **Re: Fathers Day**
Post by **Joe** on **Oct 6th, 2007, 7:58pm**

OK so it's a bit late BUT...I'm just sobering up after Fathers Day - what a ripper ...Elder daughters b'day tomorrow so looks like I'll have to get stuck into it again ...whoopee!!

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> hOW COME

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1188450319>

Message started by Doug Buchanan R49630 on Aug 30th, 2007, 3:05pm

Title: **hOW COME**
Post by **Doug Buchanan R49630** on **Aug 30th, 2007, 3:05pm**

How come so many years ago we allowed the Government of the time to split us in to groups ie T.P.I E.D.A Special rate other percentages and white cards.As i see it we are all Disabled Veterans and that is the umbrella we should all come under this would stop the situation where in last Budget TPI got \$50 Special Rate \$ 25 and all others nothing ,each individual Association fought on their own behalf where had we all been united I feel would have been a greater sum and we all would have shared in the wealth.This maybe seen as sour grapes by those who got something but not by

giving a bit here and a bit there.All I ask guys see it the way I mean it if we were all one body would be a big voice not four or so groups as is now

Title: **Re: hOW COME**

Post by **Ernie D** on **Aug 30th, 2007, 4:09pm**

Spot on Doug,

And they can do things to us , for example in my case, award me asbestosis of both lungs as war caused, but because i was under 65yrds old, gave me no pension increase, or money. Soon as I turned 65 the awarded me EDA (poor old mans TPI) Its just another way of not placing some of us on Tpl, that should have been on tpi. For instance let things drag out till the veteran turns 65 then give him a bit of a carrot rather than all the carrot.. What a lot of bunnies we are. Regards ..Ernie "D" [smiley=embarrassed.gif] [smiley=rolleyes.gif] [smiley=undecided.gif]

Title: **Re: hOW COME**

Post by **Joe** on **Oct 6th, 2007, 8:05pm**

Seems a shame that this thread stopped dead in the water! What's going on? All you blokes satisfied with the way the grubbermint treats you are you - happy with the DVA review board and the Writeway spies they employ..happy with the miserable benefits you receive for doing your bit for your country (By the way it doesn't matter if you didn't actually join up to do that - it happened so you are entitled!!). Happy with the way you have to produce records and prove absolutely what happened to you 30 years ago while the grubbermint just says "We ain't go no record so it didn't happen" and off you go with the ar*e outta your trousers for the rest of your life - Strange I thought there might have been a bit more interest in this thread.....

Chookas

Joe

Title: **Re: hOW COME**

Post by **evilCA** on **Oct 6th, 2007, 11:07pm**

I think you will find that the major factor in the difference between TPI and EDA is due to a change in the rules a few years ago when a new clause was slipped in where- by a requirement for TPI is that the Veteran is unable to continue in his employment due to his dissability.

It is virtually deemed that at 60 you have retired due to age rather than your dissability.

It was pretty common at the time for the claimants to stay at work until they reached age 60 and able to claim a full superannuation (this was relatively easy in Public Service or Government jobs) and then apply for TPI and it became a fair question for Vet Affairs to wonder how they were fit enough to work right through to 60 claim a full superannuation and then suddenly suffer sufficiently for a TPI so they introduced that little clause and brought in the EDA classification.

Regards...CA

Title: **Re: hOW COME**

Post by **Joe** on **Oct 7th, 2007, 6:46am**

What you mean is that the mean spirited grubbermint thought they were paying the Vets too much?

That's the way I read it like all Pensions and Welfare generally it will gradually disappear. Our grandkids will be hard pressed to get any sort of grubbermint assistance I would think. AND that includes those that serve and are injured in the course of protecting this great country!!

Title: **Re: hOW COME**
Post by **tromb123** on **Oct 7th, 2007, 8:52am**

I thought that any decision, for anything at all, that was based on an age factor, constituted discrimination. Shouldn't each and every case / individual be tried on their repective merits? ...I mean, the government itself encourages, with financial incentives, people to continue working. Some people are ready to retire at 50...I know of some teachers still working at 80+

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Toyota Winner

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1191708571>

Message started by ronaldo on Oct 7th, 2007, 8:09am

Title: **Toyota Winner**
Post by **ronaldo** on **Oct 7th, 2007, 8:09am**

Get this into you, Doc Rice. You may have been lucky in your winnings with the African Group, but cop this one. I an lucky indeed and this could not be a scam because our good neighbours, the Japanese sent me this notification ::)

At least this one is a little different than the others. ;)

TOYOTA INTERNATIONAL LOTTO (HEADQUARTERS)
Customer Service Department Affiliate of Toyota Japan.
#28 Kanashiwa roads Tokyo JP

We are pleased to inform you of the announcement made today, You are Among the winners of the TOYOTA CAR INTERNATIONAL PROMOTION PROGRAM Participants were selected through a computer ballot system drawn from 2,500,000 email addresses of individuals and companies from all part of the World as part of our electronic business Promotions Program.

As a result of your visiting various websites we are running the e-business promotions for. You/Your Company email address, attached to ticket Number 7192261319, with serial number 90266 drew the lucky numbers 5, 1, 2, 30, 11, 17 and Bonus number 43 , Your INSURANCE Number: FLS433/ 453L /GMSA and consequently you won in the Second Category of the TOYOTA FORTUNE LOTTO DRAW.

You have therefore been approved for the payment of the sum of US\$2.5M, 000, 00 in cash, including a Toyota car, which is the winning, present /amount for the Second category winners. This is from the total prize Money of US\$1billion shared among the international winners in the Second category.

CONGRATULATIONS!

Please be informed that your US\$2.5M is now with the payee center. Contact your agent and give them your full names so that they will re-insure your winning under your full names. Together with the port where your winning car should be ship to.

To begin your claim, please call your claim agent or send email immediately. Reply to your agent immediately.

MR. Desmond Kim
EMAIL: financeltd@mail15.com

TEL: +8615989025441
TOYOTA CLAIMING SECURITY AGENCY

NOTE: In order to avoid unnecessary delays and complications, please quote your

1. Full name:
2. Address / contact number
3. Country of origin:
4. Occupation:
5. AGE:

Send above information in your correspondences with your claims agent.

;D ;D

Title: **Re: Toyota Winner**
Post by **Cyril Doc Rice** on **Oct 7th, 2007, 9:12am**

::) :P :-/

I would send them a reply and thank them very much but you are only interested in their TOP model and send them that "Hieneken " checque I sent you, to pay for it. Tell them to" keep the change" (if you haven't kept it I will send you another) :P :P

Title: **Re: Toyota Winner**
Post by **Joe** on **Oct 8th, 2007, 4:25am**

'Crick' I gotta you picture! I don't think you are going to get away that easily - damn clever those Japanese!!!!

Title: **Re: Toyota Winner**
Post by **ronaldo** on **Oct 8th, 2007, 7:50am**

What I sshould do, if I had time to mess around, is to forward the name & address of one of the Nigerian scammers to them and then sit back & watch the bun fight. ;D

BTW, I was reading in a Sunday paper where the police have arested a few of the Nigerian scammers and are ready to pounce on a few more.

Ron

Title: **Re: Toyota Winner**
Post by **Joe** on **Oct 9th, 2007, 5:19am**

There goes Docs inheritance! Would be fun to see the scammers out scam each other though. How many people get sucked in? Better still how many scammers are there and do they outsource their work to India?

Chookas
Joe

ells on Oct 9th, 2007, 9:00am

ing a new topic... i just thought I would just place this here

2375][ch12356][ch12513][ch12540][ch12523][ch12450][ch12489][ch12524][ch12473][ch12434][ch12362][ch30693][ch12425][ch12379][ch12375][ch12375][ch12356][ch12513][ch12540][ch12523][ch12450][ch12489][ch12524][ch12473][ch65306] karlnn7@yahoo.co.jp

CONSENT TO DEPOSIT WITH YOU OUR COMMISSION(\$7,5M) FROM A CRUDE OIL DEAL TRANSACTION IN NIGERIA WITH MY LATE ASSOCIATE. WITHOUT YOUR CONSENT I SHALL PROCEED LEGALLY. SEND YOUR FULL NAMES CONTACT ADDRESS AND PHONE NUMBERS 30% FOR YOUR COMPENSATION.

s some quick money just email this JAP ;D ;D

Title: **Re: Toyota Winner**
Post by **seashells** on Oct 9th, 2007, 9:14am

And here is another one
Persistent little buggers, aren't they? ::)
From Terry Donald

Address :- 10052 kissy Avenue, Marcory Ramblais, Abidjan, Cote d'ivoire, West Africa.

INTRODUCTION

Dearest, ;D

Please do reply me through my private mail box above, and also send me your direct mail to reach you. It is my pleasure to contact you for a business venture which I intend to establish in your country. Though I have not met with you before but I believe, one has to risk confiding in someone sometimes in life. There is this huge amount of Ten million, Seven hundred U.S dollars(\$10,700,000.00) which my late Father kept for me with a Fiduciary Fund Holder in Amsterdam-The Netherlands before he was assassinated by unknown persons during this war in Cote d'ivoire. ::)

Now I have decided to invest these money in your country or anywhere safe enough outside Africa for security and political reasons. I want you to help me claim and retrieve these fund from the Fiduciary Fund Holders in Amsterdam-The Netherlands and transfer it into your personal account in your country for investment purposes. If you can be of an assistance to me I will be pleased to offer to you 20% Of the total fund and 5% for any expenses made during transaction. I am currently residing in Nigeria because the same people that killed my late father are after me so please you can contact me through my private email at terrydonng@yahoo.gr or you can call me on my line 2341-4063306 so that we can discuss all about this transaction one on one. :-/

I await your soonest response.
Best Regards,
Terry Donald.

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Pension and welfare service

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1191988989>

Message started by **seashells** on Oct 10th, 2007, 2:02pm

Title: **Pension and welfare service**
Post by **seashells** on **Oct 10th, 2007, 2:02pm**

Dont know if any member here knows of this site...if you did, then you should of told us

New site for service men and woman
Currently 31 members
Les Dwyer is the Administrator

WELCOME TO THE NAA PENSIONS SERVICE FORUMS –
THEY ARE HERE TO ASSIST YOU WITH YOUR IMPORTANT PENSIONS AND WELFARE
WORK.
IF YOU NEED TO CONTACT THE NATIONAL COORDINATOR PLEASE EMAIL
NationalCoordinator@NAAPensions.org or Telephone 07 54727359

Web site is at
<http://naapensions.proboards49.com/index.cgi>

Title: **Re: Pension and welfare service**
Post by **Joe** on **Oct 10th, 2007, 5:48pm**

Looks interesting - and promising. Will have a look - I am a member of the NAA as I am sure many
other FESR'ers are - thanks
Chookas
Joe

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> RADM J Drovers

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1191643520>

Message started by ColinS on Oct 6th, 2007, 2:05pm

Title: **RADM J Drovers**
Post by **ColinS** on **Oct 6th, 2007, 2:05pm**

It is with great sadness that I members that RADM John (Bill) Drovers crossed the bar on 3rd
October 2007
RADM Drovers was born in Sydney, 12th Feb 1918. He joined the RAN in September 1932. During
his 43 years of service he served as Commanding Officer on HMAS Ships Swan, Barcoo,
Gladstone, Arunta, Voyage, Sydney and Supply. He was also CO HMAS Creswell from 1958-1959,
was appointed as the Commander Royal Malayan Navy 1960-1962
He funeral will be held in Canberra next week
LEST WE FORGET

Title: **Re: RADM J Drovers**
Post by **walbutler** on **Oct 7th, 2007, 12:53pm**

If anyone has the details of RADM J Drovers funeral it would be greatly appreciated.

please contact me on my email address [thegreatwj @ yahoo dot com dot au](mailto:thegreatwj@yahoo.com.au)

Regards

Wal Butler
(HMAS Quickmatch)

Title: **Re: RADM J Drovers**
Post by **Cyril Doc Rice** on **Oct 9th, 2007, 5:03pm**

g'day Wal

The Funeral service for Rear Admiral William (Bill) John Drovers, CBE, DSC, RAN (Rtd) will be held in the ANZAC Memorial Chapel of St Paul, RMC Duntroon ACT, on THURSDAY (October 11, 2007), commencing 1 p.m. Private cremation will follow.

He was 89 and old age finally caught up with him, as it does us all

Sadly missed

Title: **Re: RADM J Drovers**
Post by **Doug Buchanan R49630** on **Oct 12th, 2007, 5:14pm**

What a sad loss, there is no doubt he was a great man, a great Skipper but still one you could talk to last saw Bill at Montville in the Glasshouse Mountains in 1993 he was on a tour with old shipmates from the WW2 H.M.A.S Swan introduced myself when I recognised him we spoke for several minutes

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Veteran Artist Christopher John Gunn

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1192144937>

Message started by seashells on Oct 12th, 2007, 9:22am

Title: **Veteran Artist Christopher John Gunn**
Post by **seashells** on **Oct 12th, 2007, 9:22am**

This was conveyed to me by the Vendetta Veterans Association of Qld

Does anyone know the whereabouts of Vietnam Veteran Artist Christopher John Gunn,
Service no. 4718778, Gunner (4th field reg)
Date of birth, 25/12/1945.
Born SA Australia
Royal Reg. of Aust. Artillery
Service in Vietnam 4th Field Regiment 13/11/1967 to 28/05/1968

Would Christopher or anyone knowing his whereabouts please contact Vietnam Veteran artist Peter Daly on 02 6646 0092 or at pdfaly@bigpond.com

Title: **Re: Veteran Artist Christopher John Gunn**
Post by **Joe** on **Oct 13th, 2007, 4:47am**

One of these might be him :
78 ST ALBANS ST ABBOTSFORD NSW 2046
80 PROUSES RD BENDIGO VIC 3550
85 SCRIVENER ST O'CONNOR ACT 2602
6 DARGIN CL SINGLETON HEIGHTS NSW 2330
20 GAYLE ST SOUTHPORT QLD 4215
218 TUNNEL RD TUNNEL TAS 7254
Chookas
Joe

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Wall Plaques.

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1192661498>

Message started by Bodgie Sefton on Oct 18th, 2007, 8:51am

Title: **Wall Plaques.**
Post by **Bodgie Sefton** on **Oct 18th, 2007, 8:51am**

Gents, does any State Division have any information on the FESR crest mounted on wood as a wall plaque.

Title: **Re: Wall Plaques.**
Post by **Joe_Linaker** on **Oct 18th, 2007, 9:30am**

G'day Bodg,
You may wish to contact John, Manager of Unit Plaques & Trophies, here at Bribie Island QLD
Tel:07 34082444 Email: unitplaques@bigpond.com His cost is \$35.00 plus GST.
Regards JL.

Title: **Re: Wall Plaques.**
Post by **seashells** on **Oct 18th, 2007, 4:01pm**

Here is one in your area Blodge and good luck

Heritage Medals Perth & Sydney

Ph 1300 797 465

http://www.heritagemedals.com.au/index.php?main_page=product_info&cPath=29&products_id=295&zenid=48082b530827d74e516027ef7cc958b6

Plus you may contact these if you wish ;)

Adelaide Plaques & Awards

EVRIGHT.COM PTY LTD

Email: sales@evright.com

Head Office (Adelaide, Australia)

208 Gouger Street

Adelaide, South Australia, 5000

Phone: +61-8-8231-2746

Queensland, Australia
PO Box 1053
Toowong, Qld, 4066
Email: jenny@evright.com
Fax: 07 38787228
Mobile: 0404147668

<http://www.evright.com/overview.asp?c=plaques>

Spitpolished Presentations

PO Box 534, Morayfield
Queensland, Aust. 4506
PH: (07) 5495 8036
FX: (07) 5495 5161
E-mail us: sales@spitpolished.com.au

<http://www.spitpolished.com.au/contact.htm>

Title: **Re: Wall Plaques.**
Post by **ceeveedee** on **Oct 18th, 2007, 6:28pm**

Seashells,

None of those links have any references to FESR Plaques in particular. I think you will find they are an "inhouse" product of the FESR Association, itself, and you would have to contact John, as mentioned by Joe.

Title: **Re: Wall Plaques.**
Post by **seashells** on **Oct 18th, 2007, 9:00pm**

Hey ! I did contact them and they intern me that they can replicate FESR :-?
Oh well I at least tried to help :-[
I will try and find a Plaquard to hide under for now :-X

Title: **Re: Wall Plaques.**
Post by **Bodgie Sefton** on **Oct 19th, 2007, 10:36am**

Thanks Gents, I can place one in ANZAC House in Perth and another over the Bar (most appropriate) at the RAAFA Club Bullcreek.

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Magazine Article

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1193088447>

Message started by ronaldo on Oct 23rd, 2007, 7:27am

Title: **Magazine Article**
Post by **ronaldo** on **Oct 23rd, 2007, 7:27am**

Morning Girls

In case you may be interested,

FYI

This is from an e-mail sent to me this morning from my B-in-Law. Apparently it is a large article. I have not yet been to the newsagent so I cannot elaborate any further.

Quote:

: "Hi Ron, The latest issue of NAVY Magazine in the Newsagents at the moment has a big article on the HMAS Melbourne regards Jimbo

Ron

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Comsuper and DFRDB

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1174979677>

Message started by oldmech on Mar 27th, 2007, 5:14pm

Title: **Comsuper and DFRDB**

Post by **oldmech** on **Mar 27th, 2007, 5:14pm**

PARLSEC 021/2007

Tuesday, 27 March 2007

MILITARY SUPER THREATENED UNDER LABOR

Members of the Defence force could have their superannuation entitlements put at risk under Labor's recent proposal to fund a national broadband network from the Future Fund.

"Kevin Rudd revealed last week that a Labor government would raid the Howard Government's Future Fund to pay for a national broadband network and Labor did not rule out using the Fund to fund other election promises. This would put Defence superannuation in jeopardy," Parliamentary Secretary to the Minister for Defence, Peter Lindsay said.

"The Future Fund was established to ensure the Commonwealth Government is able to meet its future financial obligation to pay superannuation to commonwealth employees," Mr Lindsay said.

No private employer is allowed to raid a super fund for its employees. Clearly Labor can't be trusted with money.

"The Labor party's track record speaks for itself. When Gough Whitlam came to power in 1972 he also had to fund election promises.

"When Labor was running out of money one of the "hollow logs" they found was to raid was the Defence Force Retirement and Death Benefits Fund (DFRDB).

"At that time DFRDB was classed as one of the best funded super funds. Its funds were soon appropriated along with the super fund of the Australian Federal Police to the point that there was concern as to the ability of government to pay out on a member's retirement.

"There are disturbing similarities between Mr Rudd's latest policy and Whitlam's actions.

"Labor can not be trusted to run Australia's trillion dollar national economy, when they intend to spend superannuation that does not belong to them."

Media Information:

Media Advisor: Niki Lyons 0418 762 307

Interesting !!

CoIN

Title: **Re: Comsuper and DFRDB**
Post by **Cyril Doc Rice** on **Mar 27th, 2007, 6:12pm**

;) Colin

Peter Costello has boasted for years about "budget surplus"
Whenever I was holding an office as a Treasurer I ensured that the money was spent on what we budgeted for. A surplus meant you short changed a project/s.
So what exactly is this "Future Fund". Nothing is outlined about it in the Budget, it is portrayed as a "nest egg".....
For what?
Maybe we will find out by the end of this year, The word "pork barreling" comes to mind.
In the meanwhile our service entitlements, among other things get a wave of the hand by the Government.
Does this make sense to anyone? If it does let me know
(This not a paid Labor Party advertisement) :(

Broadband is a service that we need to update. The question is who should pay?
It is after all a "public service", like any other utility, and therefore it is the Governments job is to provide it

The "FF" is just what it is needed. After all, \$4.7bn out of \$50bn does not even add up to 10%.
I am sure the end users (us), would pay a contribution, even if it needs to make higher charges to do it.
After all as one erstwhile PM once said "There is no such thing as a free lunch". ::)

Phewww.....got that of my chest and
NoI'm not standing for Parliament
[smiley=thumbsup.gif] [smiley=thumbsup.gif]

Title: **Re: Comsuper and DFRDB**
Post by **Mex** on **Mar 28th, 2007, 5:00pm**

It is important to remember that our contributions (5.5%) went directly into government funds and was used as they saw fit. They did not add their contribution to our money or put our money aside to earn interest 'for us'. they just promised to pay pensions to those that completed a minimum of 20 years service.

The monetary value of pension varied and depended upon the length of service and rank of the contributor. Bearing in mind that the higher the rank the higher the salary, the higher the actual contributions paid into the fund and consequently the higher the eventual pension.

It is important to remember that because the government did not put aside our contributions, or add to them, it became necessary for them to pay the pensions directly out of consolidated revenue each year. The excuse that a 'future fund' is required to pay these pensions is a con. What they are actually doing is setting up a fund that will be used for a variety of projects over the years. The fund will of course benefit from huge amounts of interest and in due course it will become a 'massive slush fund'.

Further, by paying Defence/Public Service pensions out of the futures fund it will no longer be

pay these pensions. Pretty smart piece of work by the Treasurer and it gives him more money to play with each year.
It matters not which political party is in government they will all do whatever they can to juggle the dollars to get the best result ...'for them'!!!!.
Do not forget that it is only a matter of time before all of us silly old buggers on DFRDB etc will be history then they will not have to pay any of us either out of government coffers or out of their new fund.
Be happy..... enjoy the DFRDB pension, pay tax on it and accept that it reduces your age/service pension entitlements. You have to do that because the existing system will not be changed and the retirees do not have sufficient voting power to convince the government to do anything.

Title: **Re: Comsuper and DFRDB**
Post by **Joe** on **Mar 29th, 2007, 5:31am**

...and if retirees do have sufficient voting power to change grubbermint policy the retirees are not voting as a cohesive force...
Chookas
Joe

Title: **Re: Comsuper and DFRDB**
Post by **Ernie D** on **Mar 29th, 2007, 1:33pm**

If You could force your Government to put out a Balance sheet instead of a budget
Every member of our Australian society would be entitled to receive a dividen
each year. All govt hardware, overnight, onbehalf of all our Australian people, would become
Assets on the black side of the ledger!Ern "D" ;) ;) ;D [smiley=thumbsup.gif]

Title: **Re: Comsuper and DFRDB**
Post by **herbjqmg** on **Mar 29th, 2007, 9:47pm**

This is "Bull nuts" they have plenty of money in the fund. just one question, what happened to the Super that we have been paying for the past 30 years ?

Title: **Re: Comsuper and DFRDB**
Post by **oldmech** on **Mar 31st, 2007, 12:31am**

herbjqmg,
You just said "This is "Bull nuts" they have plenty of money in the fund. just one question, what happened to the Super that we have been paying for the past 30 years "

May I ask what you mean by the above statement? You were paid back every dollar you paid in on your discharge if you did not serve for 20 years, I would hazard a guess. I know I was, in 1963 after 12+ years. But later on I re-enlisted and bought back my previous time in the DFRDB Scheme, and ended up doing 22+ years. I am now rising 75, have been receiving a DFRDB Pension (Comsuper) for over 22 years, and I do not have one complaint about Superannuation.

Here is a hypothetical case.
These figures are based on fortnightly payments.
Assuming you paid \$200 per pay into Super. ??? That's big bickies to be paying into any super fund !!
That amounts to \$5200 per year into the fund.
Over 30 years that would be \$156000 that you have paid into the fund.
Assuming that you retired after those 30 years you spoke of, and, you expected to live for at least

Excluding interest, that means that you would expect to get \$15600 per year, or \$598.35 per pay as a return, to break even.

But, ah, here is the catch! Who could afford to pay \$200 per pay into any Super Fund back in the 20 th century? Not very many people I can assure you!

Mate, work it out on your pay-in to the Super fund, and see where you end up.
In this world you don't get nuttin' for nuttin', I can assure you !!

ColN

Title: **Re: Comsuper and DFRDB**
Post by **ronaldo** on **Mar 31st, 2007, 7:30am**

G'day to all

How come. if someone can tell me, that at every CPI adjustment, that the pensions/super fund/wages of the ordinary citizen, is never adjusted to the correct value. It always appear to me at about the same time, that the Salarys/Pension Funds etc, of Fed. or State Pollies, Councillors, GG's, Guvs, Judges, Heads of Dept etc.etc., or their take home pays, always seem to rise above the determined CPI. They seem to enjoy other added little perks as well like overseas trips to attend conferences or to study & then if kicked out of office at the next election, a 'redundancy' (so to speak!), allowance is in the offering. Huh! :-?

Ron

Title: **Re: Comsuper and DFRDB**
Post by **phil** on **Mar 31st, 2007, 7:44am**

Ron
thats a good question that only the pollies have the answer to.
Phil
::)

Title: **Re: Comsuper and DFRDB**
Post by **Bob Witt** on **Mar 31st, 2007, 3:00pm**

For those not on the NAA mailing list you may want to check their Submission
http://www.navalassoc.org.au/NAA%20SUPERANNUATION%20REVIEW%20SUBMISSION_Mar07.pdf

Title: **Re: Comsuper and DFRDB**
Post by **millview** on **Apr 2nd, 2007, 3:30pm**

I believe that the opening statement has been analyzed to suit the writers political views .
Pension money in every form will always be there when it is due .
I have never heard of anyone that was due a pension or DFRB entitlement or any other money that they were due , that they didn't get it . :-? :-? :-?

Title: **Re: Comsuper and DFRDB**
Post by **Napper** on **Aug 21st, 2007, 4:22pm**

recent 2006/07 budget. He then announced that he would be putting an further \$7 billion into the futures fund to cover the Governments unfunded superannuation liabilities for the public sector in 2020 (obviously he will be drawing his pension at that time). He said that this combined with the sale of Telstra 3 in 2008 will reach his target of \$140 billion!

He is also giving an additional \$1 billion to the higher education endowment fund (HEEF), together with the \$5 billion given in the last budget. Another \$2.5 billion is going put in a health and medical investment fund.

No mention is made of any money going to veterans to right the wrongs that they have been experiencing over the last 20 years or so, such as the indexation of the DFRDB pension. It is estimated that there are 63,000 DFRDB pensioners currently, with an average pension of less than \$20,000 per annum. If the government was to change the indexation of these pensioners from the CPI to the higher of CPI or the MTAW, then the overall increase per year would average about 1.5%. Calculating an average pension of \$22,000 pa (to allow for the percentage of higher pensions), at 1.5% for 63,000 recipients means an increase in government expenditure of just over \$20 million per year. Peanuts when you look at what money the government throws around, such as \$1 billion for Indonesia after the tsunami!

It is estimated that DFRDB pensioners are dying about 500 per year so the overall expenditure would decrease every year until there are none of us left! This is probably what the government wants.

I have recently written to Joe Hockey, the Prime Minister and Kevin Rudd requesting action be taken to "right" the wrong we are suffering but have not had the courtesy of an acknowledgement or response from any one of them. I understand the ESO's who have also written on this subject also have no response.

As an election is about to take place I believe we should all be writing to our representatives asking what they intend to do to change this unfairness. Maybe something can be done if they feel their seat is vulnerable, but notwithstanding, this could bring some light and publicity on the subject. I will not probably be around in 2020 when the treasurer is happy with his futures fund so it will be no use to me to get an increase then. Let us start stirring the pot now whilst the government is vulnerable and the opposition are looking for popular proposals that they could promise to embarrass the present government.

Napper

>:(>:(:(

Title: **Re: Comsuper and DFRDB**
Post by **Napper** on **Oct 25th, 2007, 7:01am**

The CPI announced yesterday is said to be at 1% for the last quarter, the overall CPI for the year is said to be 2.9%. The Economists say the "underlying" annual increase is actually 3.6% and Mr Costello then says that the CPI increase was only 0.7% for the July/Sep quarter and the total CPI increase for the year is only 1.9%. Guess what percentage DFRDB recipients will get for the end of the year increase, observing we received nothing for the June increase?

It is amazing how different the figures are, seeing that the recent pay rise for politicians was based on an annual inflation increase of 4.5%, plus 2.7% for their hard work! It looks like we will be screwed again as I doubt any change to DFRDB indexation is going to be announced prior to the election.

I heard that the Military Superannuation Review findings were given to the Government in July 2007 but were passed to Treasury and Finance because it was too hard to make a decision by this Government, who boasts about their "proven record of economic management". In other words it has been filed in the "too hard" bin and will then be transferred to the shredding machine, like the past two Senate Committee findings. >:(:(:(:-[

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> HMAS VENDETTA

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1194066527>

Message started by seashells on Nov 3rd, 2007, 3:08pm

Title: **HMAS VENDETTA**

Post by **seashells** on Nov 3rd, 2007, 3:08pm

Wanting to contact anyone who was on the HMAS VENDETTA 69/70 Vietnam tour
If you were on the D08 at the time please contact veteran08nam@adam.com.au

as the matter is most **urgent**

AAT Hearing is coming very soon and needs crews opinions

PS; If you know of a crew member ... pass this message along



The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Afghanistan UN medal

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1194055183>

Message started by sluggo on Nov 3rd, 2007, 11:59am

Title: **Afghanistan UN medal**

Post by **sluggo** on Nov 3rd, 2007, 11:59am

heres one for the medallists or those who served in Afghanistan,,,,regards,,,Shep

Department of Defence Media Mail List

DEFENCE MEDIA RELEASE
CPA 412/07 Friday, 2 November 2007

NATO MEDAL TO BE AWARDED TO AUSTRALIAN TROOPS IN AFGHANISTAN

The Chief of the Defence Force, Air Chief Marshal Angus Houston, today announced that Australian Defence Force personnel serving alongside their North Atlantic Treaty Organisation (NATO) counterparts in Afghanistan will be able to officially accept and wear the NATO medal.

The Commander of the NATO International Security Assistance Force (ISAF) made a formal offer to award the medal to Australian Defence Force (ADF) personnel, and this offer has been accepted by the Australian Government. The NATO medal with clasp 'ISAF' is awarded for 30 days service in Afghanistan in support of ISAF.

"Australian Defence Force personnel have been working with ISAF since 28 July 2006, and they have been making a significant contribution to security and reconstruction in Afghanistan," Air Chief Marshal Houston said.

"The award of this NATO medal recognises the military skill and professionalism of Australian service personnel in undertaking difficult and dangerous tasks in Afghanistan. This formal offer reinforces that ADF personnel are held in very high regard by our coalition partners.

"The medal may also be awarded posthumously and both Trooper David Pearce and Sergeant Matthew Locke will be awarded the NATO medal. Arrangements will be made to present this medal to their families at an appropriate time."

Additionally, any ADF personnel evacuated from the area of operations before reaching the qualifying period due to wounding or serious injury as a result of operations will also be eligible to receive the medal.

ADF members deployed to Afghanistan on Operation Slipper are also eligible for the Australian Active Service Medal with clasp 'ICAT' and the Afghanistan Campaign Medal.

Further information about eligibility and the approval process under the Australian honours and awards system for wearing foreign awards will be advised at a later date.

Media contact: Defence Media Liaison (02) 6265 3343 or (0408) 498 664

Title: **Re: Afghanistan UN medal**

Post by **seashells** on Nov 3rd, 2007, 3:23pm

1. Description: A bronze medal, 1 3/8 inches in diameter, bearing on the obverse the NATO emblem (a four pointed star emitting a ray from each point superimposed on an annulet) enclosed in base by a wreath of olive. The reverse side has a band inscribed "NORTH ATLANTIC TREATY ORGANIZATION" at top and "ORGANISATION DU TRAITE DE L'ATLANTIQUE NORD" at the bottom. In the center is a sprig of olive between the inscription "IN SERVICE OF PEACE AND FREEDOM" above and "AU SERVICE DE LA PAIX ET DE LA LIBERTE" below.



2. Ribbon: The ribbon is 1 3/8 inches wide and consists of the following stripes: 5/32 inch Yale Blue 67176; 1/8 inch White 67101; 13/16 inch Yale Blue; 1/8 inch White; and 5/32 inch Yale Blue.

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> White Ensign Club, Nowra

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1161146927>

Message started by Ern_Sinfield on Oct 18th, 2006, 2:48pm

Title: **White Ensign Club, Nowra**
Post by **Ern_Sinfield** on **Oct 18th, 2006, 2:48pm**

Today, I attended a luncheon to celebrate the reopening of the White Ensign Club Nowra, which is situated between the Museum of Flight and the fence of the airstrip at HMAS Albatross. It was a joint project by the Fleet Air Arm Association and the Shoalhaven Branch of the Naval Association. The new buildings are very tastefully done out with lots of artifacts and crests from the old WEC which closed decades ago. My best wishes to the club for its future.
Ern

Title: **Re: White Ensign Club, Nowra**
Post by **Les De Bonde ex PO COOK** on **Nov 13th, 2007, 9:39am**

Great to hear . I enjoyed many a "run" to the old ensign club while serving at the Tross in the early 60s.
Does anyone know what happened to The White Ensign Club (The Screamers) in the old Exhibition Buildings in Melbourne ?
Les De bonde ex PO Cook

Title: **Re: White Ensign Club, Nowra**
Post by **seashells** on **Nov 13th, 2007, 4:20pm**

BUCHANAN, HERBERT JAMES (1902-1965), naval officer
While commodore superintendent of training at H.M.A.S. Cerberus in 1950-52, he enlisted community support in Melbourne **to found the White Ensign Club for sailors**. Also Buchanan was involved in the development of Garden Island Dockyard, Sydney, and in equipping R.A.N. ships with radar. He proposed innovations in gunnery and radar, and endeavoured to ensure that his ships received adequate logistic backup. :-? 8-) ;)

And another

Sir KENNETH GEORGE LUKE (Ken) (1896 - 1971)
In November 1949 the Hollway government appointed him a trustee of the (Royal) Exhibition Building. During his terms as chairman (1954-57 and 1961-63) trade exhibitions came to the fore, the stadium annexe was constructed for the 1956 Olympic Games, unwanted tenants were removed, and a new western annexe was built for an international trade fair in 1963. Luke had founded (1952) the White Ensign Club for sailors. He became a notable supporter of many other charitable causes. ::) ::)

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> An insult to their great sacrifice

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1194984304>

Message started by Ian_McClure on Nov 14th, 2007, 6:05am

Title: **An insult to their great sacrifice**
Post by **Ian_McClure** on **Nov 14th, 2007, 6:05am**

An insult to their great sacrifice

Article from Daily Telegraph
Comment By Anita Quigley

November 14, 2007 12:00am

THE Ode of Apathy:

They shall grow very old, as we that are left don't care;

Age shall not endear them, nor the years be kind.

At the going down of the sun and in the morning,

We will just forget them.

This was the ode adhered to in shopping centres across the country last Sunday.

Consumers too busy in their little materialistic worlds couldn't give a minute of their time to acknowledge the men and women who sacrificed their lives, their health and their futures so that we could benefit from the freedom and democracy in which we are fortunate enough to live.

Not even the loudspeaker announcing that it was time to observe Remembrance Day distracted some customers at Chatswood Chase from their buying frenzy.

While many decent Australians did pause for the 11th hour of the 11th day of the 11th month that marks the time the World War I armistice became effective, most at this shopping hub did not.

Even as the Ode of Remembrance was clearly read aloud, they kept on walking, talking, quaffing their lattes and selecting that "must have" new designer shirt.

In a world where many think it a greater privilege to meet Nicole Kidman, Steve Waugh or Kylie Minogue than a returned veteran, I suppose I shouldn't really be surprised.

But I was.

When you are in an affluent suburb - which should constitute well-educated residents - and you are reminded clearly over a loudspeaker that it is Remembrance Day yet you still ignore it and walk away, it makes you wonder what sort of citizens we are becoming.

Neither age, race nor tea seemed a factor among those who decided to disregard our servicemen and servicewomen. The only common element was a desire to keep shopping, no matter what.

Is one minute of one day - a lazy, sunny Sunday morning in this case - too much to ask?

No member of my family past or present has served in the armed forces, yet I appreciate the importance of acknowledging those who have lost their lives.

For me. And for you.

Who can be that frantic in a shopping mall on a Sunday morning not to offer 60 silent seconds in return?

To all those people too "busy" to stop for the past, you should also remember we have current serving soldiers for whom this is a very living thing - regardless of whether you agree with them being in such war zones as Iraq.

By way of example, at the International Security Assistance Force headquarters in Kabul, Afghanistan, Australian and New Zealand troops held their own Remembrance ceremony last Sunday morning.

There they witnessed the opening of a new building, named ANZAC.

It is the first building at ISAF headquarters to be named after a non-NATO entity.

In an email to friends and family, one soldier wrote: "It was an amazing feeling to be there with troops from all over the world and honour those who did not come back.

"I will always remember the way the sun cut through the pines on the memorial in front of the headquarters as over a thousand troops stood in silence while all we could hear was the singing of the birds."

I wonder what he would have made of those who kept on shopping at Chatswood Chase.

Then again, given his current circumstances, it might be best he doesn't know.

The disappointment in his fellow Australians is a burden he and his fellow soldiers at ISAF in Kabul need not worry themselves with. They already have more than enough on their plate.

Remembrance Day is not solely for those linked to the armed services or for politicians and royals bound by duty to lay wreaths - or even newsreaders to wear poppies.

Remembrance is profoundly personal. It can take just a second or, in this case, a minute. But it's the least we can do.

One day of Remembrance.

One minute of silence.

A lifetime of being forgotten.

If you were one of those who were far too busy to observe The Ode of Remembrance last Sunday, possibly you could spare a moment for it now:

They shall grow not old, as we that are left grow old;

Age shall not weary them, nor the years condemn.

At the going down of the sun and in the morning,

We will remember them.

Title: **Re: An insult to their great sacrifice**
Post by **greygull** on **Nov 14th, 2007, 4:24pm**

These are the same people who will be calling out for the men and woman in the armed forces to defend them when this country is in danger .

I went over to my local R S L for the Rememberence Day service and i am glad to say there was three generation of my family there my sister my nephew and my great nephew we do not forget what oue family has done and i also remember my mates who i am proud to have served beside

LONG MAY THERE MEMORY REMAIN
LEST WE FORGET

Title: **Re: An insult to their great sacrifice**
Post by **Joe** on **Nov 15th, 2007, 8:08am**

No - maybe the hard grafters are a bit more savvy to what it takes and what it means to fight for your country and what you believe in - win lose or draw. On Sunday morning We did remember them.....

Title: **Re: An insult to their great sacrifice**

Post by **Paul** on **Nov 16th, 2007, 10:14am**

Hi Ian,

Thanks for opening this thread as you reminded me that the Remembrance Day Ceremonies managed to make it as about the 3rd item on ABC news on Sunday night. (Please correct me if I'm wrong)

Wasn't important enough to place first - Values ??????

Regards,

Paul

Title: **Re: An insult to their great sacrifice**

Post by **Cyril Doc Rice** on **Nov 16th, 2007, 11:25am**

:(:(

Paul

I think is a measure of the the Apathy that currently prevails :o

Title: **Re: An insult to their great sacrifice**

Post by **ronaldo** on **Nov 16th, 2007, 1:56pm**

When & why I joined the Services, was to, "keep back the yellow hordes", so to speak. Since those days have gone, when marching along Adelaide Street, I see all of the smiling faces of the little ones from all corners of the globe, sitting in the gutter, waving their Australian flags & their parents standing behind them, also waving & cheering and holding their flags. I think to myself as I march past, Ron old son, you didn't do too good of a job now did you ? Let's Be honest!" :)

I then think of the yobbos coming out from the night clubs in the early hours before the dawn service full of pizz & bad manners, some who hassle the old Diggers, & I think, I know what group of people I would rather have. >:(

I think that those 'shopping centre yobbos', who do not appreciate the sacriifices given by our fallen, would be better off migrating to some of those far corners of the Globe & then they may be able to appreciate what was done for them by our fallen.

L.W.F.

Ron

Title: **Re: An insult to their great sacrifice**

Post by **Ian_McClure** on **Nov 16th, 2007, 1:58pm**

Hi all, Remembrance day service was held here in Greta last Sunday. We usually get a good crowd, but this year we had around 30 attend and most of those were RSL members. Very dissapointing. starvo

Title: **Re: An insult to their great sacrifice**
Post by **DeeCee** on **Nov 16th, 2007, 3:31pm**

Maybe, just maybe, our grand kids etc are being taught more in schools today about things such as this. One could only hope so. History when I was at school was more about something that happened in 1066 or some such ridiculous date than what went on in this country. I was in Grade 1 in 1943 so my first 2 years of school were during WW11. I cannot recall very much being taught in later years at school about it. Maybe my memory is just bad.

Title: **Re: An insult to their great sacrifice**
Post by **evilCA** on **Nov 17th, 2007, 12:19am**

Des if you think about it when we started school WW2 was on and we all had neighbours and relatives serving.

We learnt all about it from our parents and neighbours and of course the 7 o'clock news on the radio and if we were lucky enough to go to the local picture theatre on Friday or Saturday night that was what Movietone News was all about.

It meant something to our generation but to the next generation war was a political issue and it was fashionable to be against it in all shapes or forms.... that attitude was even encourage in the schools.

Hopefully the clock in relation to attitudes of our day are maybe just being turned back a little as the kids of today listen to their grandfathers side of things.

We missed out on getting the story accross to a generation.....they did not want to listen.

My grandson wont learn much about it from his parents but he sure as hell will know a bit about from me.

Regards....CA.

Title: **Re: An insult to their great sacrifice**
Post by **seashells** on **Nov 17th, 2007, 8:17am**

At the going down of the sun...

I crouched in a shallow trench on that hell of exposed beaches... steeply rising foothills bare of cover... a landscape pockmarked with war's inevitable litter... piles of stores... equipment... ammunition... and the weird contortions of death sculptured in Australian flesh... I saw the going down of the sun on that first ANZAC Day... the chaotic maelstrom of Australia's bleeding.

I fought in the frozen mud of the Somme... in a blazing destroyer exploding on the North Sea... I fought on the perimeter at Tobruk... crashed in the flaming wreckage of a fighter in New Guinea... lived with the damned in the place cursed with the name Changi.

I was your mate... the kid across the street... the med. student at graduation... the mechanic in the corner garage... the baker who brought you bread... the gardener who cut your lawn... the clerk who sent your phone bill.

I was an Army private... a Naval commander... an Air Force bombardier. no man knows me... no name marks my tomb, for I am every Australian serviceman... I am the Unknown Soldier.

I died for a cause I held just in the service of my land... that you and yours may say in freedom... I am proud to be an Australian.

and so

If you were one of those who were far too busy to observe The Ode of Remembrance last Sunday, possibly you could spare a moment for it now:

They shall grow not old, as we that are left grow old;
Age shall not weary them, nor the years condemn.
At the going down of the sun and in the morning,
We will remember them.

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Vale; C.P..F.C. Peter Dewah

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1195190545>

Message started by DeeCee on Nov 16th, 2007, 3:22pm

Title: **Vale; C.P..F.C. Peter Dewah**
Post by **DeeCee** on Nov 16th, 2007, 3:22pm

I recieved a message from The vendetta Ass. that peter had crossed the bar. I am sorry but have no more information. R.I.P. Chief.

Des Smith Class 83 Jan 1956 :(.

Title: **Re: Vale; C.P..F.C. Peter Dewah**
Post by **seashells** on Nov 17th, 2007, 8:49am

May you always have
Fair Winds, Calm Seas and Sunny Skies:
To show you the way Peter
Rest in Peace :(

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> EX-SERVICE PERSONNEL BAYONETED BY POLITICIANS

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1195503248>

Message started by Bob Witt on Nov 20th, 2007, 6:14am

Title: **EX-SERVICE PERSONNEL BAYONETED BY POLITICIANS**
Post by **Bob Witt** on Nov 20th, 2007, 6:14am

I receeived this letter & CV by email and pass it on for preusal by all

During World War 1, the Reverend William Budsworth, a British padre attached to an Infantry unit, saw the following words scratched onto the wall of a partially destroyed sentry box:

*God and a soldier all people adore
In time of war but not before.
And when war is over and all things righted*

While the leaders of both major political parties take great delight in having their photographs taken with Service personnel who are departing for or returning from overseas, in reality nothing has changed since 1914 – 1918. Both political parties continue to ignore the plight of our ex-service personnel, especially those who have served our nation for 20 years or more. It is no surprise to the ex-service community that the rate of suicide within that group continues to grow.

An indication of the areas in which ex-service personnel are being financially disadvantaged follows:

1. Indexing the DFRB/DFRDB Pensions Against MTAWE.
 - a. Despite the recommendations of two Senate Committees that ex-Service, and Commonwealth Public Service superannuation payments be wage-based indexed, the Government still continues to argue that the Consumer Price Index (CPI) is the fairest means of indexing these payments.
 - b. The Australian Bureau of Statistics (ABS) has stated that the CPI is a measure of inflation, NOT a measure of the increase in the cost of living. Defence Force Retirement Benefit (DFRB) and Defence Force Retirement and Death Benefit (DFRDB) superannuants were recently advised that, as there had been no increase in the CPI during the last quarter, there would be no increase to their payments. However, the ABS announced, in late July 2007, that petrol prices had risen by 9%, the cost of vegetables had increased by 6% and rent had increased by 16% in the three months to June 2007, just to mention a few increases in the cost of living. No increase in the cost of living, like hell!
 - c. Despite this decision, not to increase the DRRB/DFRDB, and Commonwealth, superannuation payments, the Government still agreed to increase their Parliamentary salaries by 6.7%, having received a 7% increase last year. If there had been no increase in the CPI, why did the politicians need such a substantial increase to their salaries?
 - d. The average Commonwealth/Defence superannuation is a meagre \$22,000.00 per annum. In many cases this supports both the pensioner and his/her partner. This is \$1,000.00 less than the combined married rate for Aged Pensioners. Not only that, but Aged Pensioners are eligible to split their superannuation payments for taxation purposes, providing them with a more favourable taxation outcome. This is not available to the Defence superannuants.
 - e. There is a fundamental flaw in the rationale for treating DFRB/DFRDB superannuants the same as Commonwealth Public Service superannuants in that military personnel are expected to go anywhere at any time, for any period, to do anything ordered by the Government of the day, including going into a hostile/warlike environment. The majority of Commonwealth Public Servants are employed in administrative, office positions and many receive overtime payments and other benefits not available to those in uniform. Military personnel should be a discrete group for superannuation payments and other benefits. This, in no way should be interpreted as denigrating the excellent work done by the Commonwealth Public Servants. It is a clear statement of fact.
 - f. Based on the above facts, it is apparent that Governments of both political persuasions have been treating, and continue to treat, ex-Service superannuants as second rate citizens.
 - f. Both political parties have been approached on numerous occasions to index the DFRB/DFRDB superannuation payments against the Male Total Average Weekly Earnings (MTAWE) instead of the CPI, but the Coalition has refused stating that the CPI is the fairest method. The ALP has made no commitment to rectify this blatant inequality.
2. Tax on DFRB/DFRDB Superannuation.
 - a. Taxation of contributions and revenue for superannuation funds was not introduced until 1988. There were no tax obligations, therefore, for the life of the DFRB Fund, or for the first 16 years of the DFRDB Fund. Military members paid 5.5% of their taxed salary into the DFRDB from 1972. There was no Fund for the DFRDB, as the total funds and assets had been purloined by the Government of the day. It is worth remembering that military superannuation schemes are regarded as “unfunded” because Governments have chosen not to make ongoing contributions to a fund in the same manner as other employers do. This had been recommended in the Jess Report but not implemented. These funds could have been invested to ensure that those members who served 20 years or more were eligible to receive an appropriate pension. This was never done. Instead the Government took the funds and used them for other purposes. Consequently ex-Service superannuants are again being disadvantaged by the Government’s action, or inaction.

b. Ex-Service superannuants who retired prior to 1988 should be receiving the full benefits of Simpler Super, as are their private sector equivalents. Those ex-Service superannuants with extensive service before 1988 should receive credit for such service with no tax applied for the pre-1988 service.

c. However the private sector superannuants of that time, that is pre-1988, are receiving the full benefits of the new Simpler Super and the ex-Service superannuants are not.

d. Contrary to the Treasurer's statement that all pensioners over 60 will pay no tax, DFRDB recipients, those who served this nation for 20 years or more, continue to pay tax.

3. Reversion of Pension to Pre-Commutation Value.

a. DFRDB recipients were entitled to commute part of their pension to receive a lump sum, equal to four years of salary based on the average salary over the last four years of their service. Their super payments were then reduced according to a formula which was based on their life expectancy, calculated in a Life Expectancy Table. Minister Billson, in a letter to me dated 10 August 2007, stated, inter alia:

"It is a common misunderstanding that pensions are reduced after commutation in order to repay the amount commuted. This is not the case. The repayment is a notional concept used to explain the process by which scheme life expectancy factors are used to ensure that members electing to commute part of their pension do not receive more than they would in usual pension payments over their expected lifetime. That is, the amount commuted and the residual pension should not exceed the amount of pension a member would receive if they had chosen not to commute their pension." – my emphasis.

While I have no argument with this policy, I am concerned with what happens after a member lives past his/her expected lifetime. If we take the case of two members, of the same age, who enlist on the same date and retire on the same date. Member A decides not to commute so receives an unreduced pension for the rest of his/her lifetime. Member B decides to commute, receives a lump sum and then receives a reduced pension for the rest of his/her lifetime. According to Minister Billson's explanation, by the time both Member A and Member B reach their expected lifetime, calculated from a life expectancy table and used to calculate the reduced pension of Member B, both should have received the same amount of pension. However Member A continues to receive a larger pension than Member B and this will continue. If both live for the same number of years beyond their expected lifetime, then Member B has been seriously financially disadvantaged. This is completely contrary to Minister Billson's stated policy.

b. As far as I am able to ascertain the relevant legislation makes no provision for the reversion of a reduced pension to its pre-commutation value. Similarly, however the legislation does not preclude this. When attending Resettlement Seminars, I was certainly never advised that, should I decide to commute and subsequently receive a reduced pension, my initial pension would never be reinstated. The DFRDB pamphlets of the time contain no mention of this fact. Most of the retired members I communicate with have the same recollections.

c. The argument that those members who decided to commute had the use of a large sum of money to help them resettle is spurious to say the least. This decision to commute or not to commute would have been based on a member's personal financial situation at the time. Some would have already secured employment, some would have already purchased their home, some may have received a bequest, while others would have been financially secure because of a second income. It would be a very unjust Government to financially disadvantage a member for making such a decision after serving the nation for so long! It is the same position as a bank continuing to charge interest on a mortgage after the mortgage had been repaid.

d. Both political parties have given no indication that they will even look at this unjust policy.

4. Restoration of Mr Keating's "Stolen" 2%

e. From memory, back in 1986, I seem to recall that the Labor Government, under Mr Keating, said that the Nation was broke and that everyone would have to help out. From memory Mr Keating imposed a 2% reduction on all ex-Service pensions. Again, from memory, this 2% has never been restored even though the Government now finds the Nation in a very financially positive position. I am aware that parity was restored in 1989 but I do not know whether or not this included the 2% or

b. Again this has not been addressed by either party.

5. Equitable Pensions for Veteran Spouses.

a. Despite a number of letters to members of both political parties, I have not received one reply or even a mention of this subject. As it affects both parties I can understand that there would be bi-partisan support to make no comment. As far as I can ascertain, and the fact has never been refuted despite my queries, the spouse of a deceased politician receives 83% of the politician's pension. This pension is then indexed against the AWOTE (PS) – which is much higher than the MTAW, let alone the CPI.

b. The spouse of a deceased ex-Service pensioner receives only a paltry 62.5% of the member's pension. That pension is then indexed against the CPI, which as stated previously is not a true indication of the increases in the cost of living.

c. Does this mean that the politician's spouse has made a more valuable contribution to the nation or is a more valuable person generally, than an ex-Service member's spouse? I have yet to receive any justification for this huge disparity.

d. Ministers always demand justification for any financial initiatives and then they comment on whether or not the Government can afford the additional costs. I suggest the Government should apply the same criteria to the pensions paid to the spouses of deceased politicians as well as the method of indexing these pensions. Then in the spirit of the Aussie fair go, they should apply the same rationale to the spouses of deceased ex-Service members.

The ex-Service community, particularly those who served for 20 years or more have been ignored for too long. If these issues are not addressed before this election then, regardless of which Party is elected on 24 November 2007, I can assure them that these issues will not go away. The ex-Service community, through the advances in communications technology, is a united force. We will continue to lobby the Government, and our local members, to give us a better deal than what we are receiving at the moment.

Our votes and those of our extended families will play a big part in any election from now on, including the 24 November 2007.

Neil Weekes, AM, MC
BRIGADIER (RETIRED)
18 November 2007

CURRICULUM VITAE

BRIGADIER NEIL HARVEY WEEKES, AM, MC (RETD)

Neil Weekes was born in Mackay, Queensland. After completing his schooling at Sarina and St Brendan's College, Yeppoon, he attended the Teachers' Training College at Kelvin Grove, Brisbane, during 1964-1965. In 1966 he taught at Clermont State School but was then called up for National Service at the beginning of 1967.

He graduated from the Officer Training Unit, Scheyville NSW, in July 1967 and was posted to the 1st Battalion, The Royal Australian Regiment. He served with this Unit in South Vietnam in 1968, as a Platoon Commander, where he was awarded the Military Cross (MC) for gallantry. He remained with the Battalion for its tour in Malaysia and Singapore during 1969-1971. He accepted a Short Service Commission, followed by a Permanent Commission, and subsequently served in a number of regimental, training and staff appointments, including postings to the 2nd Battalion, The Pacific Islands Regiment, Wewak, Papua New Guinea, and the Malaysian Armed Forces Staff College, Kuala Lumpur.

From July 1985 to December 1987 he was the Commanding Officer of NORFORCE, with units based throughout the Northern Territory and the Kimberley Area of Western Australia. For his service in this appointment he was awarded the Member of the Order of Australia (Military Division) – AM.

He was promoted to Colonel in July 1990 and posted as the Commander, District Support Group,

of Colonel, after 26 years of continuous service.

At the request of the Chief of the Army, he rejoined the Part-Time Army on 17 November 1995, being promoted to the rank of Brigadier. He assumed command of 11th Brigade on 10 December that year. Brigadier Weekes finally retired from the Army on 20 December 1998.

After leaving the Regular Army in 1993, he was employed at James Cook University in Townsville, where he held a number of appointments. In August 1995 he was appointed as the Executive Officer to the Vice-Chancellor. He retired from the University in October 2003.

Neil is married to Lyn. They have three children and four grandchildren. Neil and Lyn enjoy fishing and they will fish for tadpoles in a puddle after a shower of rain. Neil likes reading and researching Australia's military history.

Title: **Re: EX-SERVICE PERSONNEL BAYONETED BY POLITICIANS**

Post by **Cyril Doc Rice** on **Nov 20th, 2007, 11:34am**

:)
Bob

I thought it was a very well prepared report.
It is also nice to see someone who is prepared to put his face on it and not hide behind pen name ;)

Title: **Re: EX-SERVICE PERSONNEL BAYONETED BY POLITICIANS**

Post by **birdiehandler** on **Nov 20th, 2007, 2:31pm**

:) It's a bloody old photo of that face thought, Doc. ;D

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Another story about the RN.

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1196130398>

Message started by tromb123 on Nov 27th, 2007, 12:26pm

Title: **Another story about the RN.**

Post by **tromb123** on **Nov 27th, 2007, 12:26pm**

I can't remember if this one's been told here before. It was sent to me from an old piccolo player:

New British Navy

Details have been released regarding Britain's next generation of fighting ships: the Royal Navy is proud of the cutting edge capability of the fleet of Type 45 destroyers.

Costing £750 million, they have been designed to meet the needs of the 21st century; in addition to state of the art technology, weaponry, and guidance systems, the ships will comply with the very latest employment, equality, health & safety and human rights legislation.

They will be able to remain at sea for several months and positively bristle with facilities. For instance, the new user friendly crew's nest comes equipped with wheelchair access. Live ammunition has been replaced with paintballs to reduce the risk of anyone getting hurt and to cut

day, and each ship will have it's own onboard industrial tribunal.
The crew will be 50/50 men and women, and balanced in accordance with the latest Home Office directives on race, gender, sexuality and disability. Sailors will only have to work a maximum of 37hrs per week in line with Brussels Health & Safety rules even in wartime!
All bunks will be double occupancy, and the destroyers will all come equipped with a maternity ward and creche, situated on the same deck as the Gay Disco.
Tobacco will be banned throughout the ship, but cannabis will be allowed in the mess. The Royal Navy is eager to shed its traditional reputation for "Rum, Sodomy and the lash"; out goes the occasional rum ration which is to be replaced by Perrier water, although sodomy remains this has now been extended to include all ratings under 18. The lash will still be available but only by request.
Condoms can be obtained from the Bosun in a variety of flavours, except Capstan Full Strength. Saluting officers has been abolished because it is elitist; it is to be replaced by the more informal "Hello Sailor".
All notices on boards will be printed in 37 different languages and braille.

Crew members will no longer be required to ask permission to grow beards or moustaches, even the women.

The MOD is working on a new "Non specific" flag based on the controversial British Airways "Ethnic" tailfin design, because the white ensign is considered to be offensive to minorities. Sea Trials are expected to take place soon, when the first of the new destroyers HMS Cautious, sets out on her maiden mission it will be escorting boat loads of illegal immigrants across the channel to ports on the south coast.

The ship is due to be launched soon in a ceremony conducted by Captain Hook from the Finsbury Park Mosque who will break a petrol bomb over the hull. The ship will gently slide into the water to the tune of "In the Navy" by the Village People played by the Royal Marines.

The Prime Minister said that "While the ships reflected the very latest of modern thinking they were also capable of being up graded to comply with any new legislation. His final words were "Britain never, never waives the rules!"

Title: **Re: Another story about the RN.**
Post by **Joe** on **Nov 28th, 2007, 4:56am**

Looks that that is absolutely in line with everything else going on. We don't want to offend anyone do we. Maybe we can write to the enemy and ask them not to play too rough as well. Guess most of the day will be spent in shopping and dress parades....daaaarrrrrllllllllllnnnnnnnnnggggggggggggggggs.....

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> HMAS Quickmatch/Vampire Vietnam 62' roll

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1198022257>

Message started by sluggo on Dec 19th, 2007, 9:57am

Title: **HMAS Quickmatch/Vampire Vietnam 62' roll**
Post by **sluggo** on **Dec 19th, 2007, 9:57am**

for those who are interested try the following:-
This is the latest on the Vampire/Quickmatch visit to Saigon in 1962 ... Please pass on to anyone that you think may have been on these ships...Mike

those lists along with other things, and are hoping to have all the names checked by the end of this month ready for the up date in the New Year.

<http://www.vietnamroll.gov.au/QUICKMATCHandVAMPIRE.aspx>

regards,,,Shep

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> New-look Navy uniform

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1190783291>

Message started by lan_McClure on Sep 26th, 2007, 3:08pm

Title: **New-look Navy uniform**

Post by **lan_McClure** on **Sep 26th, 2007, 3:08pm**

Hi all, check this one out.

starvo

<http://www.defence.gov.au/media/download/2007/Sep/20070926/index.htm>

Title: **Re: New-look Navy uniform**

Post by **Bob Witt** on **Sep 26th, 2007, 4:29pm**

Give me the old No 8's



Title: **Re: New-look Navy uniform**
Post by **boots** on **Sep 26th, 2007, 5:52pm**

the □ccasions□ is so you can blend in with the water and not be seen, it looks like a load of crap to me. :-? :'(

Title: **Re: New-look Navy uniform**
Post by **evlCA** on **Sep 26th, 2007, 6:31pm**

Great idea having reflective tape on a 'camouflage' uniform ?????????????????? :o

Regards....CA

Title: **Re: New-look Navy uniform**
Post by **Richmond Derham** on **Sep 26th, 2007, 9:46pm**

what a load of crap exactly! To me they look like □ccasions□ pyjamas.
Now the enemy dosnt need to sight his rifle, just aim between the two reflective arm bands.

;D ;D ;D
Richo

Title: **Re: New-look Navy uniform**
Post by **oldmech** on **Sep 26th, 2007, 9:48pm**

Looks as if the model found it in the scran bag to my way of thinking, and boots I agree with you, great cam if you are sinking down amongst the seaweed. And now that they are doing away with the old tropical shorts, geez it's gonna be hot in the tropics. Oh that's right air conditioned ships, I forgot.

>☹ ☹ :o :-[:-/ :☺

CoIN

Title: **Re: New-look Navy uniform**
Post by **boots** on **Sep 26th, 2007, 10:04pm**

One thing is for sure, it aint our navy anymore :'(:'(:'(.

Title: **Re: New-look Navy uniform**
Post by **ronaldo** on **Sep 27th, 2007, 8:08am**

Hope there is a place at the back, so some of the old stokers can attach their wheel spanners and a leg pocket for us 'Leckies', to carry our long red handled insulated screw driver together with a loop across the back for the 'Birdies, ear defenders & goggles and that they can be removed fairly quickly, as soon as the aircraft have taken off, to enable us to down daks to the undies and then sunbathe on the sponsons for a couple of hours until the next land ons. ;D Have done that once or twice on the odd occasions.

Title: **Re: New-look Navy uniform**
Post by **tromb123** on **Sep 27th, 2007, 9:01am**

I can't see my reflection in his boots. I want his name and number, and while we're at it, "Get a haircut!"
3 kitmasters should do it..

;)

Title: **Re: New-look Navy uniform**
Post by **Bob Witt** on **Sep 27th, 2007, 9:51am**

Our days and our Navy apparently as with the sailing ships are a thing of the past no more camaraderie, runs ashore in uniform aaaah!!! The memories at least they can't take those from us

Title: **Re: New-look Navy uniform**
Post by **Cyril Doc Rice** on **Sep 27th, 2007, 9:58am**

boots wrote:

One thing is for sure, it aint our navy anymore :(:(:(.

Boots

You are right, but..... Here is the true story behind the issue.....ahemmmm

Back in the early 50's there was serious consideration of forming a marine corp a part of the navy similar to the RMs but closely following the course that the Canadians took. They had to have a new outfit and the ADF had over ordered the camouflege outfits for the army because after the Korean war the numbers of serving members dropped, the surplus was given to the Navy (for the proposed "marine corp". Since then the Sores bods in the S&S branch have had to count them every annual stocktake and got sick of it , so one bright spark come up with the idea that they would be more attractive if they had reflector material on them (So they would show up in the motorists headlights when they were staggering home to drunk to drive). The Navy Board agreed and I'm am telling fibs but I want you to believe it.....'cause it makes more sense that what the official story is.....oh gawd!!! :-/

Title: **Re: New-look Navy uniform**
Post by **Ernie D** on **Sep 27th, 2007, 11:54am**

Shouldn't have the reflective tape on the left arm have been the colour RED for port and the right arm reflective tape GREEN for Starboard. But of course then he would be expected, to carry a bright white light on top of his cap to indicate a mast head light. It makes one ponder!!! :-/ :o

Title: **Re: New-look Navy uniform**
Post by **DeeCee** on **Sep 27th, 2007, 12:21pm**

Good one Ernie but what about the overtaking light. I have one idea where you could put it. :©

Title: **Re: New-look Navy uniform**
Post by **ronaldo** on **Sep 27th, 2007, 2:34pm**

Talking about things 'so as you could be seen' and that, I recall when at the 'tross, after Old Winnie Churchill fell off his perch, ships Co. had to bung on a march thru Wooloongong. It was a pretty long march so in order to get the troops fit and ready, powers to be decided to train us up over a couple of weeks. So here we were on long road marches around the back roads of the 'tross in columns of four, in Divisions, marching along and of course making the odd comment or fifty about pusser in general. It was in the dogs between 4 and 6. Tail end Charlie, an Officer, had to carry this flashing red lamp, the battery operated ones they used to have and used for road warnings, to warn motorists of an obstruction up ahead :@

Title: **Re: New-look Navy uniform**
Post by **ColinS** on **Sep 27th, 2007, 6:08pm**

Last Saturday (22nd Sept) I was invited to the Commissioning of HMAS Launceston at Beauty Point, Tasmania, the Patrol Boat crew no longer wear a tally band with the Ships name on it. The tally band of the ship's company simply read HMAS PATROL BOAT, as there are three new Patrol Boats operating out of Cairns, N Q, but there are four crews for the three boats, the extra crew change over when a boat comes back into port. Out of a crew of 21, ther 4 fremale sailors
[smiley=□ccasions□d.gif] [smiley=□ccasions□d.gif] [smiley=vrolijk_26.gif] [smiley=vrolijk_26.gif]
On reading more of the info handed out re the Commissioning of HMAS Launceston the other Patrol Boats are HMA Ships Bundaberg, Wollongong, Childers. There are a total of six crews two for each boat

Title: **Re: New-look Navy uniform**
Post by **boots** on **Sep 27th, 2007, 8:45pm**

I hope they I act like that show of the same name..that was on tv for a couple of weeks. Or do they all talk and act like the yanks. :-/ :-?

Title: **Re: New-look Navy uniform**
Post by **greygull** on **Sep 28th, 2007, 1:12pm**

:D What with the new uniforms are they going to replace rifles with hand bags for the boarding parties the orders could be "Halt or I will hit you with myHand bag or Handbags at twenty paces shoot"

Title: **Re: New-look Navy uniform**
Post by **thor** on **Sep 28th, 2007, 3:10pm**

Thank god I served in the 50 -60s, before this mob of morons took over making some stupid decisions.
Thor

Title: **Re: New-look Navy uniform**
Post by **DeeCee** on **Sep 29th, 2007, 1:50am**

And to think how bad we all thought it was when they took away our bells with the Loading tray and

option when on a ship. As soon as we went to a depot we soon got into the habit of stepping in civvies even if you had to wear a tie and jacket. :☺

Title: **Re: New-look Navy uniform**
Post by **sluggo** on **Sep 29th, 2007, 8:51am**

back in the 50's and 60's I when ships looked like warships and the uniforms looked like sailors uniforms and the sheila's loved it, I know about now, ships airconditioned look like □ccasion whaling vessels and now they have stuffed the uniforms,,,,I I want to join anymore, I I know about having sheila's at sea ok for a select few but what about the rest,,,,maybe they should make it 50/50 heh heh
regards,,,,Shep

Title: **Re: New-look Navy uniform**
Post by **Cyril Doc Rice** on **Sep 29th, 2007, 10:30am**

:☺ :☺ :☺

I can't wait for the day when we come the full circle, and the skipper will be there dressed in pantaloons great coat, tri-cornered hat, patch over one eye, a parrot on the shoulder, using a crutch to support the wooden leg, and us blokes in stripped t-shirts, bandanas on our heads and swords stuck between our teeth.

Drinking rum and shouting "Avast there me 'earty" :☺ :☺

Title: **Re: New-look Navy uniform**
Post by **tromb123** on **Sep 29th, 2007, 5:57pm**

That would be about 200 years after WW3....

Title: **Re: New-look Navy uniform**
Post by **ronaldo** on **Sep 30th, 2007, 8:31am**

Wonder if the will have to line up at 1600 hurs in the rig, ready to step ashore for liberty, after the OOD has inspected & passed them fit to proceed ashore. Remember holding out the hands and then turning them palm upwards so he could inspect both sides. Imagine that happening in todays'world. The OOD would probably wash the hands for the sailors now ;D

Title: **Re: New-look Navy uniform**
Post by **Joe** on **Oct 6th, 2007, 9:39am**

Time moves on – styles change. Lets hope the Navy personnel still remain the same in spirit and mind and continue the "Nelsons era" tradition of mateship that was and, I still hope, is Pussers. Imagine in 30 years time what todays sailors will be saying about the 2037 Navy!!!!!!

Title: **Re: New-look Navy uniform**
Post by **Ernie D** on **Oct 6th, 2007, 12:32pm**

Joe
Crickey mate! Stone the Crows ! How did you pick the year 2037? I the year I turn 100.

understand why they ever changed from the original we all use to wear!
Regards...Ernie "D" (up number one's) ;) ;D

Title: **Re: New-look Navy uniform**
Post by **boots** on **Oct 6th, 2007, 1:44pm**

I can remember what my father said when we no longer changed to blacktops for the winter. But I cant repeat it here.

Title: **Re: New-look Navy uniform**
Post by **Tom29216** on **Oct 6th, 2007, 2:05pm**

Boots,
I was about to ask you what you meant be changing to Blacktop,then I noticed the RN down the bottom. ;D
On several occasions I had to change my white top from Black back to white by giving it a good scrub after a few too many ales.
It made a good pillow. :☺
Mind you I was a bit younger then. :(

Title: **Re: New-look Navy uniform**
Post by **Joe** on **Oct 6th, 2007, 7:50pm**

I guess the old Pussers uniform took a bit of getting used to – how to put it on, how to look after it (dhobeying it and ironing it) and then telling her how to take it off – especially flap fronts (yep I got two of 'em) – still there will be new tricks for new dogs and old sea dogs will sit an wonder!
Ernie D (I cheated – I had a look to see who would be 100 in 2037!!) See you then and I'll even buy you a beer because I'll still be but a lad!
Chookas
Joe

Title: **Re: New-look Navy uniform**
Post by **daniel49** on **Nov 22nd, 2007, 12:17am**

Bad luck it wasn't around in the 70's when the Bognor was raging. It would have blended in well there!!!!

Title: **Re: New-look Navy uniform**
Post by **Joe** on **Nov 22nd, 2007, 10:16am**

Now wasn't that a nice place!!!!!! Can't remember how many beers I had there but I think...'lots' might cover it!!

Title: **Re: New-look Navy uniform**
Post by **ColinS** on **Nov 22nd, 2007, 5:26pm**

The Bognar that brings back lots of memorys. I first went there when NSW still had 6pm closing, then low and behold NSW went to 10pm closing, but at first they had to close at 6pm for their meal

from 10am till 10pm came in. Could you think how the Rockers, Friso, New Castle, Ship Inn, First & Last, if that wasn't enough you headed out to Balmain. Sadly most of them have gone by the roadside.

[smiley=beer.gif] [smiley=beer.gif] [smiley=2vrolijk_08.gif] [smiley=vrolijk_26.gif]
[smiley=vrolijk_26.gif]

Title: **Re: New-look Navy uniform**

Post by **seashells** on **Nov 22nd, 2007, 9:34pm**

Arhh! Yes! The years of bell bootom trousers ;D ;D ;D ;)

Chorus:

Singing bell bottom trousers,

Coat of navy-blue.

Let him climb the rigging

Like his daddy used to do.

Once there was a waitress
In the Prince George Hotel,
Her mistress was a lady
And her master was a swell.
Chorus:

2. They knew she was a simple girl
And lately from the farm.
And so they watched her carefully
To keep her from all harm.
Chorus:

3. The Forty Second Fusiliers
Came marching into town.
And with them came a complement
Of rapists of reknown.
Chorus:

4. They busted every maidenhead
That came within their spell.
But they never made the waitress
From the Prince George Hotel.
Chorus:

5. Next came a company
Of the Prince of Wales' Hussars
They piled into the sleeper house
And they packed along the bars.
Chorus:

6. Many a maid and mistress
And wife before them fell.
But they never made the waitress
From the Prince George Hotel.
Chorus:

7. One day there came a sailor.
Just an ordinary bloke.
A-bulging at the trousers.
With a heart of solid oak.
Chorus:

8. At sea without a woman
For seven years or more.
There wasn't any need to ask
What he was looking for.

9. He asked her for a candlestick
To light his way to bed.
He asked her for a pillow
To rest his weary head.
Chorus:

10. And speaking to her gently.
Just as if he meant no harm.
He asked her if she'd come to bed
Just so's to keep him warm.
Chorus:

11. She lifted up the blanket
And a moment there did lie.
He was on her; he was in her
In the twinkling of an eye.
Chorus:

12. He was out again, and in again,
And plowing up a storm.
And the only words she said to him:
"I hope you're keeping warm."
Chorus:

13. Then early in the morning
The sailor he arose
Saying here's a two pound note.
My dear, for the damage I have done.
Chorus:

14. If you have a daughter,
Bounce her on your knee.
If you have a son,
Send the bastard out to sea.
Chorus:

Bell Bottoms!!!... You are a Ding A Ling ;D ;D

Title: **Re: New-look Navy uniform**
Post by **seashells** on **Nov 22nd, 2007, 10:09pm**

BELL BOTTOM GEORGE

Now I can guess that some of you are wondering at my navy blues
Or how I came to be – oh a sailor on the sea.
You may think that I'm too daft to know what's forward and which is aft,
But when I've sung my song – Oh, you'll all agree you're wrong.
A happy-go-lucky A.B. on the land or the sea
I know a few nautical games and my name's Bell Bottom George

A girl in each port may be true of the boys dressed in blue,
A sailor I know has got three and it's me, Bell Bottom George
It's the same to me as we sail to Tripoli or we go back home to Dover
I can go ashore and have one or two more till I'm feeling half-seas-over.
Adventures I've had by the score, what a life, what a war.
If ever you get in a scrap I'm your chap, Bell Bottom George

When others are up to their necks pulling ropes, scrubbing decks,
Who slips on the soap and goes – whiz – down on his Bell Bottom George.

He speaks when we meet on the stair, "Gangway there Bell Bottom George."

And the chief is grand so I always lend a hand
With a grin and a smart "Aye, Aye Sir",
And it's fun by 'gum' when I've had a tot of rum,
I'm the champion main brace splicer.
I've sailed the Dead Sea and the Med, and the Black and the Red,
There's only the suck it and see left for me Bell Bottom George. ;D ;D ;D

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Melancholy

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1196418284>

Message started by Joe on Nov 30th, 2007, 8:24pm

Title: **Melancholy**

Post by **Joe** on **Nov 30th, 2007, 8:24pm**

I went to a "do" today - a christmas do - I'm a bit in me cups and thinkin too deep. A mate didn't make the lunch - cancer...what a bummer.....

Title: **Re: Melancholy**

Post by **Webmaster** on **Nov 30th, 2007, 8:49pm**

Hi Joe sorry to hear this - unfortunately so many service people go early with cancer - not service related mind you - just coincidence - hope his family is looked after by caring people like yourself - have a good Christmas anyway - Ross Jennings

Title: **Re: Melancholy**

Post by **seashells** on **Dec 1st, 2007, 7:35am**

Joe...Commiserations' on the loss of one's friend he would be sadly missed, especially this time of year from his family and friends :(regards

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Vale. Leslie John Stoddart

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1196572008>

Message started by chilblain on Dec 2nd, 2007, 3:06pm

Title: **Vale. Leslie John Stoddart**

Post by **chilblain** on **Dec 2nd, 2007, 3:06pm**

Leslie John Stoddart o/no 51284. Served from 1955-1961.
Sydney-Melbourne-Warrego.

Repatriation General Hospital, Adelaide, with his family around him.
age 69.
Rest in Peace, Les.

Title: **Re: Vale. Leslie John Stoddart**
Post by **seashells** on **Dec 2nd, 2007, 4:37pm**

They shall grow not old as we that are left grow old
Age shall not weary them nor the years condemn
At the going down of the sun and in the morning
We Will Remember Them
Less We Forget :(



Title: **Re: Vale. Leslie John Stoddart**
Post by **Joe** on **Dec 3rd, 2007, 5:13am**

Again..too young, too soon. RIP and our thoughts are with his loved ones and friends. Calm seas Sailor.

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Hexavalent chromium found in rivers at former U.S.

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1195877275>

Message started by seashells on Nov 24th, 2007, 2:07pm

Subject: Hexavalent chromium found in rivers at former U.S.

Posted by seashells on Nov 24th, 2007, 2:07pm

Hexavalent chromium (CrVI) compounds, often called hexavalent chromium, exist in several forms. Industrial uses of hexavalent chromium compounds include chromate pigments in dyes, paints, inks, and plastics; chromates added as anticorrosive agents to paints, primers, and other surface coatings; and chromic acid electroplated onto metal parts to provide a decorative or protective coating. Hexavalent chromium can also be formed when performing "hot work" such as welding on stainless steel or melting chromium metal. In these situations the chromium is not originally hexavalent, but the high temperatures involved in the process result in oxidation that converts the chromium to a hexavalent state.

If you ever visited **Subic Bay** then you **MUST READ** the following...

background

In 1991, the United States military closed its overseas bases in the Philippines, leaving in place toxic contamination of the soil and water which now threatens the lives and the environment of the communities surrounding these facilities and the economy of the nation as a whole. The People's Task Force for Bases Cleanup was created in 1994 to respond to the impact these pollutants have on our communities. Our objective is to initiate awareness and political movement in the United States on bases cleanup and the community health needs of the surrounding Filipino communities.

The former U.S. bases in the Philippines functioned as : headquarters of the 13th U.S. Air Force, primary port of the U.S. Seventh Fleet, staging point, major communications nodal point and relay station, nuclear submarine base, ground terminal for satellite surveillance, ship and aircraft repair facility, training area, major supply depot, weapons storage, bombing ranges for air and amphibious support training and for war exercises and rest and recreation areas for both navy and airforce that operated in the Western Pacific and the Indian Ocean. More than 13,000 US troops were permanently stationed in the US bases (excluding civilian employees and dependents).

In Subic, many workers who were exposed to asbestos in the course of their work in the naval shipyard are suffering from lung illnesses consistent with these exposures. Out of the 1,500 members of YAKAP-Subic, the organization of victims, 125 have died from asbestos- induced illnesses and many more are exhibiting signs of asbestosis leading to Mesothelioma, a type of lung cancer. At least three or four die each month. This data does not include the rest of the 8,000 SRF (Ship repair Facility) workers who were exposed to asbestos in varying degrees. There are 20,000 to 30,000 former base workers who are highly suspected to be contaminated by asbestos dust/powder brought by air and toxic waste chemicals apart from scavengers, base and residents of perimeter communities. Moreover, in a span of 10 years before and after pullout, 320 leukemia cases from the communities of Subic were reported in one hospital alone. Eighty per cent were children. This is many times higher than the occurrence of leukemia in the communities around military bases in the US.

In Subic, the PTFBCU unearthed a Department of Environment Natural and Resources (DENR) study that confirmed presence of high levels of hexavalent chromium in 3 rivers in Subic that supplies the water for the converted base residents and the nearby communities.

These characterization of the serious contamination problem are only the "tip of the iceberg"

Further reading on this, is located at the following sites

http://www.greenkorea.org/zb/view.php?id=environment&page=1&sn1=&divpage=1&sn=off&ss=on&sc=on&select_arrange=headnum&desc=asc&no=2

Other related sites

<http://www.yonip.com/main/articles/Subic.html>

<http://www.yonip.com/main/PTFBC/senate.html>

Just do a search on hexavalent chromium

Definitions of Hexavalent chromium on the Web:

hexavalent chromium can form six bonds with other atoms. It is used in various industrial processes, such as plating, leatherworking, paper manufacturing and dyeing. Chromate salts are soluble and highly toxic, causing intestinal, nerve, skin and respiratory ailments, among other disorders. Trivalent chromium (Cr III), on the other hand, is not toxic and is even considered to be an important trace mineral.

www.environment.total.com/menuA/a6.htm

<http://www.osha.gov/SLTC/hexavalentchromium/index.html>

Health Effects

Workers who breathe hexavalent chromium compounds at their jobs for many years may be at increased risk of developing lung cancer. Breathing high levels of hexavalent chromium can irritate or damage the nose, throat, and lungs. Irritation or damage to the eyes and skin can occur if hexavalent chromium contacts these organs in high concentrations or for a prolonged period of time.

http://www.osha.gov/OshDoc/data_General_Facts/hexavalent_chromium.pdf

Title: **Re: Hexavalent chromium found in rivers at former**
Post by **seashells** on **Dec 2nd, 2007, 7:13pm**

Hey you guys... If you have ever taken on water in **SUBIC BAY** then the above does concern **YOU**
It is no more different than **AGENT ORANGE** etc

Title: **Re: Hexavalent chromium found in rivers at former**
Post by **Joe** on **Dec 3rd, 2007, 5:10am**

Thanks Seashells - just add it to the pile. Bet the US Health Dept are on it already writing up compo cheques and generally searching for those involved to ensure they get the right treatment. In Oz the DVA review board lawyers (oopps forgot - the review board are mostly barristers anyway!!) will be studying the books to avoid the issue and Writeway Investigations briefing their gumshoes to reduce any possible claim - that's life....and most probably a slow and painful death. Great way to start the week!!!
Chookas
Joe

Title: **Re: Hexavalent chromium found in rivers at former**
Post by **seashells** on **Dec 9th, 2007, 8:07am**

A research on animals, conducted by the National Toxicology Program (NTP), has produced strong evidence that a chemical referred to as hexavalent chromium (chromium 6) causes cancer when it is consumed in drinking water.

The two-year study showed that the mice had developed malignant tumors upon administration of the chemical.

"Previous studies have shown that hexavalent chromium causes lung cancer in humans in certain occupational settings as a result of inhalation exposure. We now know that it can also cause cancer in animals when administered orally," said Dr. Michelle Hooth, NTP study scientist for the technical report.

dihydrate, an inorganic compound containing hexavalent chromium, in drinking water for two years.

The lowest doses of the chemical administered to the rats were 10 times higher than what humans could consume from the most highly contaminated waters sources identified in California.

Researchers observed increases in the number of benign and malignant tumors in the mice's small intestines, which increased with dose in both males and females.

"We found that hexavalent chromium is absorbed from the gastrointestinal tract. After it is orally administered, it is taken up by the cells in many tissues and organs," said Hooth.

The NTP began work on this compound after gaining inputs from the public and a panel of scientific experts about the study design.

Even miniscule amounts of chromium 6 can cause cancer. Blame that do-gooder nutrient, vitamin C.

Brown University researchers have discovered that naturally occurring vitamin C reacts inside human lung cells with chromium 6, or hexavalent chromium, and causes massive DNA damage. Low doses of chromium 6, combined with vitamin C, produce up to 15 times as many chromosomal breaks and up to 10 times more mutations forms of genetic damage that lead to cancer compared with cells that lacked vitamin C altogether.

In fact, vitamin C has been used as an antidote in industrial accidents and other instances when large amounts of chromium are ingested.

Vitamin C works protective wonders because it is a powerful antioxidant, blocking cellular damage from free radicals. Specifically, the vitamin rapidly "reduces," or adds electrons, to free radicals, converting them into harmless molecules. This electron transfer from vitamin C to chromium 6 produces chromium 3, a form of the compound that is unable to enter cells.

But what happens when chromium and vitamin C come together inside cells? Because vitamin C isn't found in cells grown in a lab, Zhitkovich and his team conducted experiments using human lung cells supplemented with vitamin C. They learned that when vitamin C is present, chromium reduction has a very different effect. Cellular vitamin C acted as a potent toxic amplifier, sparking significantly more chromosomal breaks and cellular mutations.

"When we increased the concentration of vitamin C inside cells, we saw progressively more mutations.

The study findings were announced at the National Institute of Environmental Health Sciences.

Picture below

The alchemy of contamination.

Chromium in the soil has dissolved in a pool of standing water. Because chromium can go into solution and move through soil, chromium pools and blooms (the crystallized chromium left on the surface when the water evaporates) may occur some distance from the original site of contamination.



Title: **Re: Hexavalent chromium found in rivers at former**
Post by **Joe** on **Dec 16th, 2007, 8:12pm**

So sailors exposed through work place duties were also encouraged to drink 'limers' to keep the vitamin C level high to avoid scurvy (which hadn't really occurred since Nelsons day) - pretty cool hey! Another nail in the coffin for many but...'all in all it's just another brick in the wall..' (pink floyd).

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> HMAS Quickmatch/Vampire Vietnam 62' roll

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1198022257>

Message started by sluggo on Dec 19th, 2007, 9:57am

Title: **HMAS Quickmatch/Vampire Vietnam 62' roll**
Post by **sluggo** on **Dec 19th, 2007, 9:57am**

for those who are interested try the following:-
This is the latest on the Vampire/Quickmatch visit to Saigon in 1962 ... Please pass on to anyone that you think may have been on these ships...Mike

We have put all the names we have up some checked some not. We have a young lady working on those lists along with other things, and are hoping to have all the names checked by the end of this month ready for the up date in the New Year.

<http://www.vietnamroll.gov.au/QUICKMATCHandVAMPIRE.aspx>

regards,,,Shep

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Have You Been For YOUR Screening Yet???

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1194146962>

Message started by seashells on Nov 4th, 2007, 1:29pm

Title: **Have You Been For YOUR Screening Yet???**
Post by **seashells** on **Nov 4th, 2007, 1:29pm**

Have You Been For YOUR Screening Yet??? :-/

ASBESTOS IS AN EXTREMELY DANGEROUS SUBSTANCE and there is **NO KNOWN SAFE LEVEL-OF-EXPOSURE LIMIT** for exposure to it. :o

While I do not wish to unduly alarm anyone, the facts are as follow.....

ANYONE who has ever been exposed to asbestos fibres IS at risk of developing the following diseases:

result of exposure to, and inhalation of, a variety of mineral dusts - **INCLUDING ASBESTOS**.

2. Asbestosis - chronic lung disease resulting from the inhalation of asbestos dust over a period (of time). Thickening and scarring of the lung tissue occurs with reduced efficiency of oxygen and carbon dioxide interchange with the blood. The resulting breathlessness may progress to respiratory failure (and death).

3. Pleural Plaques - the Pleura is the thin double-layered membrane which separates the lungs from the inside of the chest wall. A film of liquid between the two layers provides lubrication to allow smooth movement during breathing. The membrane also prevents the lungs rubbing directly against the inside of the rib cage and causing 'wearing' damage to the lungs.

Plaques are the scar tissue calcification (thickening or fibrosis) caused by the mechanical action of the sharp asbestos fibres to the lung tissue during the movements caused by breathing.

Pleural Plaques is irreversible and untreatable damage to the membrane between the lungs and the chest wall.

4. Mesothelioma - a benign or malignant tumour (a type of cancer) of the Mesothelium (lining cells) of the Pleura.

Mesothelium occurs in the Peritoneum, Pleuran and Pericardium.

Pleural mesotheliomas are associated with the inhalation of asbestos dust.

ANYONE who has been exposed to the inhalation of asbestos fibres is at risk of developing each and any of the 'stages' of the conditions which I have briefly explained above.

All of these things appear to be influenced, to one degree or another, by a number of other factors.

1. Cigarette smoking appears to have a 'synergistic' (co-operative or increasing) effect upon the damage done to the human body by inhaled asbestos fibres.

2. The genetic make-up of the individual. It is possible for two individuals to be exposed to exactly the same environmental factors. One may die prematurely as a result of the exposure and the other may be either virtually unaffected or may develop one or more of the conditions above.

3. Exposure to a combination of asbestos fibres.

A combination of both Crocidolite (blue) and Chrysotile (white) asbestos fibres appears to have a synergistic effect upon the human lung tissue.

Combinations of Crocidolite and Chrysotile asbestos fibres were commonly used in industry for the manufacture of asbestos fencing sheets (Super Six) and the 'lagging' of a variety of industrial pipes - including air conditioning ducts.

Are you "still procrastinating" ?

If you served in the Navy, my advice to you is **DON'T** procrastinate (delay, put off, hesitate) any longer!

Get yourself checked out **NOW**.

here are the details again:

Defence Health Services and the Defence Asbestos Registration Service database .

Until the 1970's asbestos was commonly used as a building material in many Australian buildings. It was frequently used in ships for lagging, fire retarding and soundproofing until the 1990's. Because of this common industry practice some

Defence buildings and (All?) naval vessels contain asbestos.

If you feel you may have been exposed to asbestos, (if you were a member of the RAN there is no "may have been" involved - you were!), and you want further advice on possible exposure to asbestos, the Department of Defence - in conjunction with Health Services Australia - conducts a free service for assessment, counseling and, if necessary testing.

You can access this service by contacting the Health Services Australia office in your region on the following, phone numbers, but you will first need to contact the Defence Call Center on 1800 000 655 and obtain a reference number. Be advised that the call centre number can be difficult to get on to, so you will need to persevere.

You will need to have the above reference number when you call the Health Services Australia numbers below.

SYDNEY 02 8396 0680
PARRAMATTA 02 9806 7362 /7354
NEWCASTLE 02 4 726 4033
WOLLONGONG 02 4226 0172
MELBOURNE 03 9224 8376
ADELAIDE 08 8468 6084
BRISBANE 07 3307 9422
DARWIN OS 8981 7492
PERTH 08 9324 6444
CANBERRA 02 6269 2022
HOBART 03 6211 0464.

Title: **Re: Have You Been For YOUR Screening Yet???**

Post by **Joe** on **Nov 5th, 2007, 5:01am**

Thanks Seashells - a timely warning. I must admit I am on the Register but haven't gone for the test....yet!

Title: **Re: Have You Been For YOUR Screening Yet???**

Post by **Bob Witt** on **Nov 5th, 2007, 5:24am**

The only sure way is to have a Deep Image Scan and unfortunately to be positively sure is for a repeat every twelve months whether it shows or not and everybody who served in our period was exposed

Title: **Re: Have You Been For YOUR Screening Yet???**

Post by **seashells** on **Nov 24th, 2007, 1:52pm**

Those personnel wishing to have their names entered onto the

Asbestos and Beryllium Registers

that the government have established

must call the Defence Call Centre on the following numbers:

ASBESTOS: 1800 000 655 **BERYLLIUM: 1800 000 644**

Be advised that you may experience difficulties and long delays

getting an answer during busy periods

BERYLLIUM Uses

Beryllium is used as an alloying agent in producing beryllium copper, which is extensively used for springs, electrical contacts, spot-welding electrodes, and **non-sparking tools (paint gun needles)**. It is applied as a structural material for high-speed aircraft, missiles, spacecraft, and communication satellites. Other uses include windshield frame, brake discs, support beams, and other structural components of the space shuttle.

Because beryllium is relatively transparent to X-rays, ultra-thin Be-foil is finding use in X-ray lithography for reproduction of micro-miniature integrated circuits.

Beryllium is used in nuclear reactors as a reflector or moderator for it has a low thermal neutron absorption cross section.

It is used in gyroscopes, computer parts, and instruments where lightness, stiffness, and dimensional stability are required. The oxide has a very high melting point and is also used in nuclear work and ceramic applications.

BERYLLIUM Handling

Beryllium and its salts are toxic and should be handled with the greatest of care. Beryllium and its compounds should not be tasted to verify the sweetish nature of beryllium (as did early experimenters). The metal, its alloys, and its salts can be handled if certain work codes are observed, but no attempt should be made to work with beryllium before becoming familiar with proper safeguards.

Title: **Re: Have You Been For YOUR Screening Yet???**

Post by **seashells** on Dec 5th, 2007, 9:24pm

USE OF NEEDLE GUNS IN THE NAVY

Much of the media reporting about beryllium has focused on the use of pneumatic needle guns on Royal Australian Navy ships to strip paint and rust. In the main, steel needles were used in those guns and no health risks are associated with their use. However, copper-beryllium alloy needles were used on board ships to suppress sparks where there was a high risk of igniting flammable liquids. There are possible health risks associated with beryllium dust generated by the de-scaling and de-rusting process and they are detailed in this letter.

The investigation into the use of copper-beryllium needles in pneumatic de-scaling guns within the Navy has been extensive but has been hampered by the passage of time and the resultant archiving and routine destruction of many of the old file records and documents. Considerable resources have been applied to trying to discover any records that remain in existence but the results have been only partially successful. In the absence of documentation, some of the information gathered is necessarily anecdotal and is the result of first hand recollections from those that served in the Navy during the relevant period.

Copper-beryllium needles were used on board ships most likely from the early 1970s until the early to mid 1980s. Usage was intended to be specifically for ships carrying AVGAS to prevent sparking near AVGAS storage and handling facilities where there was a high risk of igniting flammable liquids. The ships affected would have been HMA ships SYDNEY, MELBOURNE, and SUPPLY, but it is possible that there may have been incidents of copper-beryllium needle usage on other ships. The use of copper-beryllium needles was withdrawn when the ships were decommissioned.
:o ;)

Title: **Re: Have You Been For YOUR Screening Yet???**

Post by **boots** on Dec 6th, 2007, 8:10am

all we had was a chipping hamer,, scraper and a wire brush,and some "fizzy liquid"that killed any rust spots we missed,the fumes made your eyes water a bit.

Title: **Re: Have You Been For YOUR Screening Yet???**

Post by **Joe** on Dec 6th, 2007, 6:32pm

...and now makes the blood run cold to think what it actually did to you !!!!

Title: **Re: Have You Been For YOUR Screening Yet???**
Post by **seashells** on **Dec 28th, 2007, 3:40pm**

Beryllium

Some current and former members of Royal Australian Navy are concerned about exposure to beryllium dust generated by the use of Jasons De-Rusting and De-Scaling Gun (also known as a J-gun or Jasons pistol) with copper-beryllium needles, which were used in potentially explosive environments (eg, tankers and aircraft carriers).

Personnel who have only used Jasons guns with steel needles are not at risk from this type of exposure. Most people who have used Jasons guns will only have used steel needles.

Berylliosis

This article on berylliosis describes studies in Professor Lechler's department to elucidate the immunogenetic basis of beryllium lung disease. Berylliosis was first recognised as an occupational hazard in workers in the fluorescent lamp industry in 1946. The spectrum of disease ranges from dermatitis and conjunctivitis to chronic lung disease. Corticosteroid treatment is required early on in the course of the disease for it to be successful, and carries the risk of side-effects. One puzzling feature of this disorder is that only 1-5% of the exposed workforce develop symptoms, suggesting that there may be a genetic predisposition. Work in Professor Lechler's laboratory is helping to elucidate the genetic basis. It is also shedding new light on how T cells recognise a variety of metals including cobalt, nickel, and gold and is facilitated by links with researchers in Nottingham employing novel X-ray techniques to analyse molecular interactions.

Beryllium lung disease

Although the insoluble ore, beryl, is harmless, beryllium metals and its soluble salts are highly toxic. Acute lung disease and skin changes were described in metal workers in the 1930s. However, the specific role of beryllium was not fully recognised until beryllium phosphors became widely used in the electronics industry in manufacturing fluorescent tubes for lighting and television sets. Precautions to prevent powder and machinings from becoming airborne should now prevent acute lung disease from fume inhalation. However, subacute and chronic berylliosis, the latter described in 1946, can result from very low levels of exposure and now represent the main occupational hazard. Early X-ray changes associated with breathlessness and dry cough progress to generalised lung fibrosis, with subsequent pulmonary and right heart failure. Hepatitis, hypercalcaemia and renal calculi can also occur. Successful treatment requires early and continued oral corticosteroids with the risk of side-effects. Data from the UK Beryllium Registry shows that fluorescent lamp workers and machinists are most at risk. Diagnosis is based on occupational history and clinical features together with a positive beryllium lymphocyte proliferation test, which confirms beryllium sensitisation.

http://www.google.com.au/search?hl=en&ie=ISO-88591&q=chronic+beryllium+lung+disease&meta=lr%3Dlang_en

<http://www.healthline.com/search?q1=Berylliosis>

About a year back there was an article on SBS about beryllium and its uses and it mentioned a needle gun for cleaning in the RAN etc

The tool in question sounds like a Jason pistol. I didn't see the program but used one quite a lot whilst in the RAN. It was an air driven device with loosely packed needles about 3mm thick. Its purpose was to 'hammer' loose paint and/or rust from metal surfaces prior to repainting. Never used a dust mask for the needles but on occasion used one because of the excessive dust from rust or paint. The navy didn't tell anyone more than they had to and I have found out now that many things I used back then are carcinogenic. Oh well \$hit happens.

Apparently only half the story was being given, from the media reports, its only sailors from the seaman dept on certain ships like HMAS Supply and HMAS Melbourne. Jason pistols were used by anybody doing ship's husbandry on all ships except those made of wood or GRP.

That includes sailors from all departments, working in engine rooms, boiler rooms, fuel and water tanks auxiliary machinery rooms, steering gear compartments, upper decks, ships sides etc.

Beryllium was also used in bearing housings, anti-seize compound, gun mounts, electrical and electronic equipment etc.

For any sailor who might get any form of cancer at any time in their life, are already entitled to free medical treatment at the Navy's expense, they don't even have to prove that the cause was service related.

From what I have seen, the large majority of violations with regard to that policy have been made by civilian contractors during refits or major work. Workers are meant to have been instructed in the dangers and precautions, but this seems to get overlooked at times.

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Xmas Messages

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1196978653>

Message started by seashells on Dec 7th, 2007, 8:04am

Title: **Xmas Messages**
Post by **seashells** on Dec 7th, 2007, 8:04am

To all members and guests on the FESR site
Administrator and Moderators ::)

Christmas is a special time of year to remember those who are close to our hearts!
May your days be bright, and your heart be light!
Your home be full of friends and Joy
May this glorious time of our Savior's birth
resound with hope and peace on earth! ;)

A very Merry Christmas...
To **all** for 2007 [smiley=beer.gif]

Title: **Re: Xmas Messages**
Post by **sluggo** on Dec 7th, 2007, 11:47am

good one seashells, a very, very merry Xmas and a happy New Year to the staff and members of this site and to all who served in the FESR and those who didnt,,,,,regards,,,Shep

Title: **Re: Xmas Messages**
Post by **looseleis** on Dec 7th, 2007, 6:07pm

Seashells must have had you in mind as he posted his message Sluggo. I noticed that he put your picture on the bottom.

Regards Loose Leis.

Title: **Re: Xmas Messages**
Post by **seashells** on Dec 18th, 2007, 9:42pm

For all those with children and grand children you are seeing this Christmas

----- ;)
I just finished the household chores for the night and was preparing to go to bed, when I heard a noise in the front of the house. I opened the door to the front room and to my surprise, Santa himself stepped out from behind the Christmas tree. He placed his finger over his mouth so I would not cry out.

"What are you doing?" I started to ask. The words choked up in my throat, and I saw he had tears in his eyes. His usual jolly manner was gone. Gone was the eager, boisterous character we all know.

He then answered me with a simple statement.

"TEACH THE CHILDREN!"

I was puzzled; what did he mean? He guessed my question, and with one quick movement pulled a miniature toy bag from behind the tree.

As I stood puzzled, Santa said,
"Teach the children! Teach them the old meaning of Christmas. The meaning that now-a-days Christmas has forgotten."

Santa then reached in his bag and pulled out a **FIR TREE** and placed it in front of the fire place.
"Teach the children that the pure green colour of the stately fir tree remains green all year round, representing the everlasting hope of mankind, all the needles point heavenward, making it a symbol of man's thoughts turning toward heaven."

He again reached into his bag and pulled out a brilliant **STAR**.

"Teach the children that the star was the heavenly sign of promises long ago. God promised a Saviour for the world, and the star was the sign of fulfillment of His promise."

He then reached into his bag and pulled out a **CANDLE**.

"Teach the children that the candle symbolises that Christ is the light of the world, and when we see this great light we are reminded of Jesus who fills our lives with light."

Once again he reached into his bag and removed a **WREATH** and placed it on the tree.

"Teach the children that the wreath symbolises the real nature of love. Real love never ceases, like Gods love which has no beginning or end."

He then pulled from his bag an ornament of **HIMSELF**.

"Teach the children that I, Santa Clause symbolise the generosity and kindness we feel during the month of December."

He then brought out a **HOLLY LEAF**.

"Teach the children that the holly plant represents immortality. It represents the crown of thorns worn by our Saviour. The red holly represents the blood shed by Him."

Next he pulled from his bag a **GIFT**
and said,

"Teach the children that God so loved the world that HE gave us HIS only **SON**... We thank God for his very special gift."

"Teach the children that the wise men bowed before the Holy Baby and gave HIM gifts of gold, frankincense and myrrh. We should always give gifts in the same spirit of the wise men."

Santa then reached in his bag and pulled out a **SUGAR CANE** and hung it on the tree.

helps to bring back lost sheep to the flock."

He reached in again and pulled out an **ANGEL**.

"Teach the children that it was the angels that announced the glorious news of the Saviour's birth. The angels sang 'Glory to God in the highest, on earth peace and good will toward men.'"

Suddenly, I heard a soft tinkling sound, and from his bag he pulled out a **BELL**.

"Teach the children that as the lost sheep are found by the sound of the bell, it should ring to guide us to God. The bell symbolises guidance and return. It reminds us that we are all precious in the eyes of God."

Santa looked back and was pleased. I saw the twinkle in his eyes as he said:

"Remember, teach the children the true meaning of Christmas and do not put me in the centre, for I am but an humble servant of the One that is, and I bow down to worship HIM, our LORD, our GOD."

Title: **Re: Xmas Messages**

Post by **Paul** on **Dec 19th, 2007, 7:54am**

Seashells,

Thank you for the previous post . That is one beautiful message and certainly should be taught to the children . In this day of materialistic thinking very little thought goes back to origins and meanings and values.

Merry Christmas to you , your family and all at FESR.

God Bless - Paul

Title: **Re: Xmas Messages**

Post by **seashells** on **Dec 19th, 2007, 12:37pm**

Very kind of you Paul... write this in your kids or grandkids Xmas card

I made myself a snowball
As perfect as could be.
I thought I'd keep it as a pet
And let it sleep with me.
I made it some pajamas
And a pillow for its head.
Then last night it ran away,
But first it wet the bed.

Title: **Re: Xmas Messages**

Post by **Joe** on **Dec 21st, 2007, 4:10am**

Yes - too true with the real meaning of Christmas. I guess Kevin "Bloody" Wilson didn't get it quite right with his ode "Santa, Where's me efin bike?"!!!!!!!!!!!!!!

With the snowball buz...I can almost do the same with am imaginery snowball!!

Title: **Re: Xmas Messages**

Post by **seashells** on **Dec 22nd, 2007, 10:45am**

IF I WERE SANTA, I'D - ;D

If I were a rockin' Santa,
You know what I'd do?
I'd dump the silly gifts
That are given to you.

I'd deliver some things
Just inside your front door --
Things you have lost,
But treasured before.
I'd give you back all
Your maidenly vigor,
And to go along with it,
A neat, tiny figure;

Then restore the old color
That once graced your hair
Before rinses and bleaches
Took residence there

I'd bring back the shape
With which you were gifted,
So things now suspended
Need not be uplifted.

I'd draw in your tummy
And smooth down your back
Till you'd be a dream
In those tight fitting slacks!

I'd remove all your wrinkles
And leave only one chin,
So you wouldn't spend hours
Rubbing grease on your skin.

You'd never have flashes
Or queer dizzy spells,
And you wouldn't hear noises
Like ringing of bells.

No sore aching feet,
And no corns on your toes
No searching for spectacles
When they're right on your nose.

Not a shot would you take
In your arm, hip or fanny
From a doctor who thinks
You're a nervous old granny.

You'd never have a headache,
So no pills would you take.
And no heating pad needed
Since your muscles won't ache.

Yes, if I were Santa,
You'd never look stupid.
You'd be a cute little chick
With the romance of a cupid.

I'd give a lift to your heart
When those wolves start to whistle,

Would be light as a thistle.

But alas! I'm not Santa.
I'm simply just me,
The matronest of matrons
You ever did see.

I wish I could tell you
All the symptoms I've got,
But I'm due at my doctor's
For an estrogen shot.

Even though we've grown older
This wish is sincere:
Merry Christmas to you!
And a Happy New Year!

Title: **Re: Xmas Messages**

Post by **seashells** on **Dec 23rd, 2007, 12:43pm**

I thought this would be most appropriate for our young sevice men and woman at this time of year...

A mate sent me this and it made me think - if only more people actually thought and actually appreciated the sacrafices our Australian Forces make.

To anyone on Ops over Christmas. Stay safe!!

A different Christmas poem

The embers glowed softly, and in their dim light,
I gazed round the room and I cherished the sight.
My wife was asleep, her head on my chest,
My daughter beside me, angelic in rest.

Outside the snow fell, a blanket of white,
Transforming the yard to a winter delight.
The sparkling lights in the tree I believe,
Completed the magic that was Christmas Eve.

My eyelids were heavy, my breathing was deep,
Secure and surrounded by love I would sleep.
In perfect contentment, or so it would seem,
So I slumbered, perhaps I started to dream.

The sound wasn't loud, and it wasn't too near,
But I opened my eyes when it tickled my ear.
Perhaps just a cough, I didn't quite know,

Then the sure sound of footsteps outside in the snow.
My soul gave a tremble, I struggled to hear,
And I crept to the door just to see who was near.
Standing out in the cold and the dark of the night,
A lone figure stood, his face weary and tight.

A Sailor, I puzzled, some twenty years old,
Perhaps a Soldier, huddled here in the cold.
Alone in the dark, he looked up and smiled,
Standing watch over me, and my wife and my child.

'Come in this moment, it's freezing out here!
Put down your pack, brush the snow from your sleeve,
You should be at home on a cold Christmas Eve!

For barely a moment I saw his eyes shift,
Away from the cold and the snow blown in drifts..
To the window that danced with a warm fire's light
Then he sighed and he said 'Its really all right,

'I'm out here by choice. I'm here every night.'
'It's my duty to stand at the front of the line,
That separates you from the darkest of times.

No one had to ask or beg or implore me,
I'm proud to stand here like my fathers before me.
My Gramps died in the Somme on a day in December,'
Then he sighed, 'That's a Christmas 'Gram always remembers.'

My dad stood his watch on the streets of Belfast,
And so here I am, my turn at last
I've not seen my own son in more than a while,
But my wife sends me pictures, he's sure got her smile.

Then he bent and he carefully pulled from his bag,
The red, white, and blue... an Australian flag.
I can live through the cold and the being alone,
Away from my family, my house and my home.

I can stand at my post through the rain and the sleet,
I can sleep in a foxhole with little to eat.
I can carry the weight of killing another,
Or lay down my life with my sister and brother..

Who stand at the front against any and all,
To ensure for all time that this flag will not fall.'
'So go back inside,' he said, 'harbour no fright,
Your family is waiting and I'll be all right.'

'But isn't there something I can do, at the least,
'Give you money,' I asked, 'or prepare you a feast?
It seems all too little for all that you've done,
For being away from your wife and your son.'

Then his eye welled a tear that held no regret,
'Just tell us you love us, and never forget.
To fight for our rights back at home while we're gone,
To stand your own watch, no matter how long.

For when we come home, either standing or dead,
To know you remember we fought and we bled.
Is payment enough, and with that we will trust,
That we mattered to you as you mattered to us.'

**Christmas will be coming soon and credit is due to our service men and women for our
being able to celebrate these festivities**

Title: **Re: Xmas Messages**
Post by **seashells** on **Dec 27th, 2007, 6:16pm**

December 26th. Boxing Day.

Nor is it the day that all breeds of boxers go out for their annual fun run. ;D

It's also not the day everyone runs around town with nothing but their boxers on. ;D

Or is it maybe the day that boxers, wearing boxers, take their boxers out for the annual fun run???
Hmmm....something tells me not..... ;D ;D

So then does it have anything to do with actual boxes?

There are a wide number of theories as to how this all started, including:

* In churches, donations were paid into a locked box on Christmas Day to help the poor and the needy. The box was then opened on December the 26th, the day after Christmas day, and the money distributed on what became known as "Boxing Day".

* In feudal times, after all the families had gathered together for Christmas festivities, the serfs with families in tow, would visit their lord at his manor house where under obligation, he would bestow upon them a box of goods such as grains, cloth and tools. Because of the boxes being given out, the day was called Boxing Day.

* Because servants had to work on Christmas Day they were given the following day off. Unable to be with their own families to work on a such a traditional religious holiday and unable to have Christmas Dinner, the left over food from Christmas Day was boxed up and given to the servants and their families.

* Later on in time, servants would carry boxes to their employers when they arrived for their day's work on the day after Christmas. Their employers would then put coins in the boxes as special end-of-year gifts similar to todays Christmas bonus.

So there you have it. Boxing day does involve boxes, just maybe not the boxes you may have always thought! ;)

[smiley=grin.gif] [smiley=2vrolijk_08.gif] [smiley=2vrolijk_08.gif] [smiley=2vrolijk_08.gif]
[smiley=grin.gif]

Title: Re: Xmas Messages

Post by **Joe** on **Dec 29th, 2007, 5:11am**

I thought it was because of the 'boxing match' held between the rellies the day after Christmas because you were not allowed to punch anyone out on Christmas Day!!

or

No one was buried on Christmas Day so they had to work harder putting 'em in the 'boxes' the next day!!

or

You had no clean underwear so had to wear 'boxer shorts' the next day. (You know Underpants, poplin, one pair of - non folded etc etc).

or

OK OK OK - I've got the message!!!!

Title: Re: Xmas Messages

Post by **seashells** on **Dec 29th, 2007, 8:29am**

Joe... When I was younger ;D, Boxing Day for us, was to put the unwanted, broken, missing pieces, does not work etc back in the original boxes and take them back to the store of purchase and then sometimes we would have a boxing day (with retailers) ;D ;D ;D

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/vahh2/YaRR.nl>

General >> Bulletin Board >> Humor-Fact-Sea Story

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1191720026>

Message started by seashells on Oct 7th, 2007, 11:20am

Title: **Humor-Fact-Sea Story**
Post by **seashells** on **Oct 7th, 2007, 11:20am**

THE SEABAG..... 8-) ;) ;D

There was a time when everything you owned had to fit in your seabag. Remember those nasty rascals? Fully packed, one of the suckers weighed more than the poor devil hauling it.

The damn things weighed a ton and some idiot with an off-center sense of humor sewed a carry handle on it to help you haul it. Hell, you could bolt a handle on a Greyhound bus but it wouldn't make the damn thing portable.

The Army, Air Force and Public Servants got footlockers and we got a big ole' canvas bag.

After you warped your spine jackassing the goofy thing through a bus or train station, sat on it waiting for connecting transportation and made folks mad because it was too damn big to fit in any overhead rack on any bus, train and airplane ever made, the contents looked like hell. All your gear appeared to have come from bums who slept on park benches.

Traveling with a seabag was something left over from the "Yo-ho-ho and a bottle of rum" sailing ship days. Sailors used to sleep in hammocks. So you stowed your issue in a big canvas bag and lashed your hammock to it, hoisted it on your shoulder and in effect moved your entire home and complete inventory of earthly possessions from ship to ship. I wouldn't say you traveled light because with one strap it was a one-shoulder load that could torque your skeletal frame and bust your ankles. It was like hauling a dead linebacker.

They wasted a lot of time in recruit school etc, telling you how to pack one of the suckers. There was an officially sanctioned method of organization that you forgot after ten minutes on the other side of the gate at Cerberus or Lewin.

You got rid of a lot of issue gear when you went to the SHIP.. Did you ever know a sailor who had much of original pussers gear Like a raincoat? One of those nut hugger knit swimsuits? How bout those roll your own neckerchiefs...

The ones the girls in a good Naval tailor shop would cut down and sew into a 'greasy snake' for two bucks?

Within six months, every fleet sailor was down to one set of dress blues, port and starboard undress blues and whites, a couple of whitehats, boots, shoes, assorted skivvies a jacket and three sets of bleached out 8's

The rest of your original issue was either in the coat locker, lucky bag or had been reduced to wipe down rags in the engine room. Underway ships were not ships that allowed vast accumulation of private gear.

Hobos who lived in discarded refrigerator crates could amass greater loads of pack rat crap than fleet sailors. The confines of a canvas back rack, side locker and a couple of bunk bags did not allow one to

Space and the going pay scale combined to make us envy the lifestyle of a mud hut Ethiopian.
We were the global equivalents of nomadic Monguls without ponies to haul our stuff.

And after the rigid routine of recruit school we learned the skill of random compression packing...
Known by mother's world-wide as 'cramming'. It is amazing what you can jam into a space no bigger than a breadbox if you pull a watch cap over a boot and push it in with your foot. Of course it looks kinda weird when you pull it out but they never hold fashion shows at sea and wrinkles added character to a salty appearance.
There was a four-hundred mile gap between the images on recruiting posters and the actual appearance of sailors at sea.
It was not without justifiable reason that we were called the tin-can Navy.

We operated on the premise that if 'Cleanliness was next to Godliness', we must be next to the other end of that spectrum...
We looked like our clothing had been pressed with a waffle iron and packed by a bulldozer.

But what in the hell did they expect from a bunch of jerks that lived in the crews hole of a Daring Class Destroyer or frigate pre 60's.
After a while you got used to it... You got used to everything you owned picking up and retraining that distinctive aroma...
You got used to old ladies on busses taking a couple of wrinkled nose sniffs of your uniform then getting up and finding another seat...

Do they still issue seabags? Can you still make five bucks sitting up half the night drawing a ships picture on the side of one of the damn things with black and white marking pens that drive old master-at-arms into a 'rig for heart attack' frenzy? Make their faces red... The veins on their neck bulge out...
And yell, "Jeezus H. Christ! What in god's name is that all over your seabag?" "Artwork, Chief... It's like the work of Michelangelo... My ship... Great huh?" "Looks like some damn comic book..."

Here was a man with cobras tattooed on his arms... A skull with a dagger through one eye and a ribbon reading 'DEATH BEFORE SHORE DUTY' on his shoulder...
Crossed anchors with 'Subic Bay 1955' on the other shoulder...
An eagle on his chest and a full blown Chinese dragon peeking out between the cheeks of his butt.
If anyone was an authority on stuff that looked like a comic book, it had to be this CPO sucker.

Sometimes I look at all the crap stacked in my garage, close my eyes and smile, remembering a time when everything I owned could be crammed into a canvas bag.
Maturity is hell.

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Oct 8th, 2007, 4:39am**

Ain't it true. But I loved the old canvas bag. Think it was called a 'kit' bag. You can bet when you went on draft that the very thing you wanted was always at the very bottom - most convenient. I'm sure they wouldn't have them now - OH &S wouldn't allow anyone to lift that much without a crane and two people to keep watch!! Memories....

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Oct 8th, 2007, 7:03am**

OK, here is a true test of who has been around a while and who hasn't. 8-)
How many of you were ISSUED with a canvas one and have you still got it? ;)
I still have one stowed with most of my old service and working uniforms in the attic. :o
Used to come in handy hauling gear for the kids footy games etc. :)

Title: **Re: Humor-Fact-Sea Story**
Post by **boots** on **Oct 8th, 2007, 8:16am**

Mine was filled up with sand and used as a puching bag by my kids ,when they were kids, untill the bottom fell out and was too rotten to sew up with a palm needle and thread. still got my seamans knife with lanyard attached.

Title: **Re: Humor-Fact-Sea Story**
Post by **boots** on **Oct 8th, 2007, 8:17am**

Mine was filled up with sand and used as a puching bag by my kids ,when they were kids, untill the bottom fell out and was too rotten to sew up with a palm needle and thread. still got my seamans knife with lanyard attached. ;D

Title: **Re: Humor-Fact-Sea Story**
Post by **ronaldo** on **Oct 8th, 2007, 3:01pm**

Don't know what Navy you blokes belonged to. When I joined I was issued with two. One large, brown canvas, which would hold all of your kit and closed with a metal clasp which you could fit a lock, to secure it from prying hands. The second, was a small blue canvas bag, a miniture of the sea bag, which tied at the top, through the eyelets, and you went ashore with that of a weekend etc, carrying the gear which you would need.

At Jervis bay, if we joined the *Melbourne* there, we used to go out from *Creswell* by work boat and clamber aboard the ship via the ladder Bays and the sea bags would be hoisted aboard via the jumbo crane if any of you old sea-dogs can remember it. On one occasion, it was a bit rough for the sailors to put the ladders down so what did the do to us poor old birdies :(:(, shoved the landing nets over the side and made us climb up carrying our seabags from the workboat to the nets & thence to the weather deck & on the weather decks to meet you and help pull you aboard, were members rom our Advance party who had been aboard a few weeks earlier during the work-up trials prior to embarking the main bodies of the Squadrons. It was OK for us young 'uns at the time but some of the Chiefs & PO's, and 3 badgemen,.....well that's another dit. That was one occasion where rank did not have its privileges!

Can you imagine WPH & Safety today!

Ron

Title: **Re: Humor-Fact-Sea Story**
Post by **Ernie D** on **Oct 8th, 2007, 3:11pm**

Ron
That brought back memories of my "Sydney" time (The Carrier when operational) ...I wonder, when you were doing what you so nicely explained, if on the way up did you get to meet the lazy painter, or by chance, step on or near the Lizard?
Kind Regards...Ernie "D"

Title: **Re: Humor-Fact-Sea Story**
Post by **looseleis** on **Oct 8th, 2007, 7:39pm**

The last i saw of my Sea Bag was at Creswell. There was a fancy dress ball in the PO's mess so i cut two holes in the sides and two holes in the bottom and went as a sailors kit.
Regards Loose Leis.

Title: **Re: Humor-Fact-Sea Story**
Post by **evilCA** on **Oct 8th, 2007, 9:22pm**

Graham , you should have said you were the 'scran bag' and you would have got first prize.
Regards...CA.

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Oct 9th, 2007, 5:52am**

Wasn't the 'Scran Bag' full of lost and found items most of which were useless...oh! I get it....
Chookas
Joe!

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Oct 9th, 2007, 5:57am**

Thanks for that really smart question Seashells - now I'll have to spend the next couple of days and sleepless nights trying to work out where I lost it. I have a couple of cap tallies as tangible proof I was in Pussers, a hefty swag of memories gathered in a short time gathering (bull) dust in what's left of my brain and a fair few body parts breaking down partly as a legacy of my time ...kitbag and the little blue one Ronaldo was talking about? Nah can't remember where they are but I'll bet someone put 'em to good use!!!

Title: **Re: Humor-Fact-Sea Story**
Post by **ronaldo** on **Oct 9th, 2007, 7:44am**

Ernie

I did it see too much on the way up. My eyes were closed as I was too **#+ scared to look :o)! . Also, once aboard ship do you remember carrying the sea bag down the ladders & getting it caught going thru some of those small hatches? Especially when the ship was closed up ready for sea! As someone of fame once later said, "life was not meant to be easy." Just recall another use for the old sea bag. Don't know how many of you did you PO NBCD course at *Pebguin*, but when I went ththrough to do the 'damage control' part of the course, they had this mock up compartment of a ship with supposedly shell holes etc placed at various positions around the bulkheads. They then pumped in water from the holes and the object of the exercise was to shore up those holes and stop the compartment from flooding. Around the compt. there were seabags, hammocks, plywood, 4X4's & other sized timber etc, to block the holes with. As you placed things in to stop the flow of water, the Instructors would turn up the water pressure and blow out the shores you had cunningly placed into position thinking that you had won that little battle with the water. End of the morning or arvo, the six or eight of you in the compt. fighting this little battle, were up to your necks in water, completely stuffed. End result, another ship sunk & was 'lost' at sea :(That tho. was another good used for the old seabag & hammock. Must have done something right, I was made up to a PO ;)

Ron

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Oct 9th, 2007, 9:53am**

Can anyone remember the weight of these suckers.. Cause I remember one evening in Melbourne, after being on the turps trying to haul this monster over my shoulder and every time I did, I went belly up as I only weighed at the time around 70kg but I've gained a few kgs since then :o... looking back I guess it was a good way to carry your gear ;). But at the end of those long flights across Australia and including train rides, remember how tired you were at the end of those? I could have easily abandoned it. ;D ;D ;D

Title: **Re: Humor-Fact-Sea Story**
Post by **sluggo** on **Oct 9th, 2007, 4:23pm**

yes I remember the kit bag, dont know what happened to it and I have nothing left of anything I was given in pussers, only memories and they are getting lighter too,,,,only ever slept in a hammock wouldnt know what a bunk looked like, I reckon the hammock would be much better to sleep in at sea, still remember morse code and touch typing and thats about it,,,regards,,,Shep

Title: **Re: Humor-Fact-Sea Story**
Post by **boots** on **Oct 9th, 2007, 5:16pm**

Kit bag over one shoulder and hammock over the other, where could you carry a small Blue bag, did it have a long shoulder strap or what? ;D

Title: **Re: Humor-Fact-Sea Story**
Post by **Cyril Doc Rice** on **Oct 9th, 2007, 6:20pm**

boots wrote:

Kit bag over one shoulder and hammock over the other, where could you carry a small Blue bag, did it have a long shoulder strap or what? ;D

Mate, I have no idea what they do to-day but back in the 'old" Navy, the sea/kit bag was for "Draftin" and the small one for "steppin", but if you saw a matelot with one he was probably still in recruit school and still hadn't saved enough money to buy a traveling bag, like those silly civvies used :-/

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Nov 25th, 2007, 9:06am**

Here is the good book for you old sailors who may wish to make some old sea-time stuff of years gone-by..
Its called "The Marlin Spike Sailor" By Hervey Garrett Smith
Published 1993
McGraw-Hill Professional
ISBN 0070592187 / 9780070592186

Hervey Garrett Smith was the foremost marine illustrator of the 1950s and 1960s, and his wonderful drawings of traditional ropework quickly propelled *The Marlinspike Sailor* to cult classic status when it was published in 1956. With the addition of a section on modern, synthetic rope in the 1970s, its popularity has continued undiminished to this day. It teaches a few basic knots--the bowline, sheet bend, and rolling hitch, among others--and splices in three-strand and braided rope. But its real business is decorative rope and canvaswork--the traditional arts of the sailor--and here it has no equal. For a rope mat, a rope ladder, a sea chest, a ditty bag, a canvas bucket, a mast boot, and the best-looking rope fenders or heaving line in the marina, this is the book of choice.
good luck :D ;)

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Nov 27th, 2007, 5:12am**

What a great way to spend ones retirement - think of the frustration on the arthritic days!!!

Title: **Re: Humor-Fact-Sea Story**
Post by **Ernie D** on **Nov 27th, 2007, 11:29am**

Interesting lads!
Do they still use grass Rope these days? Or is it smokd before anyone can get it out of the Bosun's store/locker...Is a SheepShank still used for pulling sheep out of shallow water...Baaahhh who cares I suppose!
Ernie "D"

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Nov 27th, 2007, 12:10pm**

1. --A heavy rope may be rotten at the core;
2. --A thin nylon rope may cut your hands if used improperly;
3. --Manila is the standard for fine rope, but if it is mistreated, it is subject to rot;
4. --Sisal is cheaper, but very coarse;
5. --Nylon is a rope that stretches under tension, and may react like a rubber band;
6. --Dacron will not stretch; is that better or worse than nylon?
7. --Binder Twine is designed for and should only be used for binding or marking. Putting a strain on such is dangerous.

Breaking Strengths:

The strength of rope in a any given situation can be complicated, so some consideration must be given to it to avoid injury to yourself or to others:

a. --Approximate Breaking Strength (Lbs Dead WT.)

| Dia. (In.) | Sisal | Manila | Poly* | Dacron | Nylon |
|---------------|-------|--------|-------|--------|-------|
| 1/4" | 480 | 600 | 1050 | 1600 | 1800 |
| 3/8" | 1080 | 1350 | 2200 | 3300 | 4000 |

3/4" 4320 5400 8100 11000 14200

1" 7200 9000 14000 18500 24600

You have all passed your rope work for today fellows ;D ;)

Title: **Re: Humor-Fact-Sea Story**
Post by **Ernie D** on **Nov 27th, 2007, 3:34pm**

No mention of grass rope! They must have done away with it in the 60's because of the up and coming hippies...There was no nylon or very little in pusses when I was seafaring, must have been after 61 as i was buffers mate before i paid off in dec 61. Grass rope was made out of Hemp and would float, one use was as heaving lines...Ernie "D" ::)

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Nov 28th, 2007, 4:46am**

BTW I pass on the rope work every day Seashells. Come to think of it I pass on the work too!

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Nov 28th, 2007, 6:17am**

Something I did not know ::)
Hemp cultivation is legally prohibited, but during World War II farmers were encouraged to grow hemp for cordage, to replace manila hemp previously obtained from Japanese-controlled areas. ;)

Reason hemp rope is no longer used... :D
Hemp rope is notorious for breaking due to rot as the capillary effect of the rope-woven fibres tended to hold liquid at the interior, while seemingly dry from the outside. Hemp rope used in the age of sailing-ships was protected by tarring, a labor-intensive process and also the reason for the Jack Tar nickname for sailors. Hemp rope was phased out when Manila, which does not require tarring, became available. ::)

Title: **Re: Humor-Fact-Sea Story**
Post by **Ernie D** on **Nov 28th, 2007, 8:56am**

100% European Hemp Ropes
Certified organic European hemp. Assorted diameters \$20/kg (~C\$28)
Hemp ropes are great for the garden, laundry lines,
nautical uses, interior design, toy making, home projects, & more!
Also perfect for making signs big and small as well as insulating log walls.

Our organic hemp ropes are sold by the kilogram, regardless of thickness or length.

made in Romania from certified organic hemp that is processed without chemicals or pesticides of any kind, our full line of organic hemp ropes are available in assorted diameters from 4mm to 90mm (0.16 inches to 3.54 inches). Price per kilogram is \$20 for all diameters, but price per spool is different for each rope depending on weight per coil (please refer to info table below).

Indispensable for the nature lover's and hemp purist's home and garden as well as the great outdoors, our organic hemp ropes are tightly twisted from clean high quality yarns. You will find

hemp dog and cat toys (hemp ropes are really tough -- cats can scratch on them and dogs love to chew on them, which is great for strengthening their teeth as well as keeping them off things you don't want them to chew on!), signs (making for unique & eco-friendly lettering in relief for your front gate or garden -- see inset photo above: HR12 ropes were used), insulation for log home walls, children's toy chest handles, bucket handles, nautical projects, tree-house drop-down ladders, handicraft projects (signs made from twisted ropes forming letters nailed on wooden boards are rustic and charmingly beautiful), and much more. Do-it-yourselfers will find even more uses for them.

***** "Please note The Following Paragraph" *****

Well-nigh indestructible, hemp ropes have always been valued for their natural strength and weather-resistance since time immemorial (they are completely impervious to sun, rain, sea water, and rough use). In fact, up until the turn of the century when synthetics came along, the word "rope" was synonymous with "hemp".

25 mm = 1 inch {10 mm = 1 cm; 2.5 cm = 1 inch} Depending on delivery location, HR30, HR 40, HR60 and HR90 may not qualify for our \$5 flat-rate shipping option (we will inform you by email if this is the case). Hawaiian and Alaskan customers please choose Rapid Mail or Express Mail for optimal transit time.

Code Price
/Spool Length per
Coil/Spool Weight
(39.4 ft) 60 kg's
(132 lbs) 90 mm
(~3-1/2") 81,230 lbs 4

This is current, Need I say more!...Ernie "D"

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Nov 28th, 2007, 2:55pm**

1. --A heavy rope may be rotten at the core; ::)
 2. --Hemp rope still rots from the centre out :o
 3. --Hemp rope is still heavy these days :(
 4. --Industrial hemp is grown as a fibre crop while marijuana or psychotropic hemp is grown for the narcotic cannabis. :D
- Both are forms of Cannabis sativa L. The important difference between the two forms is the level of the narcotic tetrahydrocannabinol (THC). :D
- In industrial hemp the THC level is less than 0.3 per cent compared with between 3 and 10 per cent in narcotic hemp. :o
- Industrial hemp cannot be used as a substitute for marijuana as its THC content is too low to produce any psychotropic effect. :)
- Although industrial hemp is taller and less branched than marijuana, the visual appearance of both plants is essentially similar. :)

Have a nice day fella's

Title: **Re: Humor-Fact-Sea Story**
Post by **Ernie D** on **Nov 29th, 2007, 3:28pm**

:-/ uhhh :-/

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Nov 30th, 2007, 4:47am**

I'll have to leave town - been selling bits of rope to the dopeheads telling 'em it was the right gear.
You'll have to warn us earlier on Seashells. By the looks of Ernie D's comment he's in trouble too!
Quick Ernie D Run mate Ruuunnnnnn!!!!!!!

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Nov 30th, 2007, 7:36am**

Ernie are you trying to say you need some health insurance ahhh-mm ;D ;D
We need more input... too many lurkers
We need to be aware of the silent types ::) ;)

Title: **Re: Humor-Fact-Sea Story**
Post by **Ernie D** on **Nov 30th, 2007, 10:15am**

NO! DVA cover me for health problems and health insurance, seashells. Sorry Joe Can only just walk these days,
my running shoes are left back with the naval Rugby teams of old, but i am trying to go as fast as I can mate, please wait for me i gotta get out of here!

-----Walking can add minutes to your life.
This enables you at 85 years old to spend an additional 5 months in a nursing home at \$5000 per month.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 1st, 2007, 9:30am**

BURY ME WITH SAILORS

I've played a lot of roles in life;
I've met a lot of men.
I've done some things I'd like to think
I wouldn't do again.

And though I'm young, I'm old enough
to know some day I'll die,
and to think about what lies beyond,
Beside whom I would lie.

Perhaps it doesn't matter much;
Still if I had my choice,
I'd want a grave, mongst Sailors when
At last death quells my voice.

I'm sick of the hypocrisy
of lectures of the wise.
I'll take the man, with all the flaws,

The troops I knew were commonplace
They didn't want the war;
They fought because their Fathers and
Their Fathers had before.

They Cursed and killed and wept...
God knows, they're easy to deride...
But bury me with men like these;
They faced the guns and died.

It's funny when you think of it,
The way we got along.
We'd come from different worlds
To live in one were no one belongs.

I didn't even like them all;
I'm sure they'd all agree.
Yet I would give my life for them,
I know some did for me.

So bury me with Sailors, please,
Though much maligned they be.
Yes bury me with Sailors,
for I miss their company.

We'll not soon see their likes again;
We've had our fill of war.
But bury me with men like them
Till someone else does more."

- Author Unknown :(

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 1st, 2007, 9:50am**

Night Before Deployment

"Twas the night before deployment and all through our home
There was movement and chatter through each room I did roam.

The seabags were packed, stacked near the doorway with care.
Because 2400 end of liberty, soon would be here.

Little Jimmy was up, he would not go to bed.
In a diaper, my black shoes, my cap pulled over his head,

He tromped through the house and he smiled with glee,
When I said, "Yep, you're a sailor, a sailor like me".

I'll be gone at least six months, six months or more,
By then he'll have another height "notch" mark on the door.

Then there's Tommy asleep, you know he's turned ten,
He said he wished I didn't have to leave him again.

This morning I chuckled when I pulled him out of the rack,
He said he'd been dreaming of a Big Mac Attack!

I made sure I got to his soccer game yesterday,
For you see, the rest of the season I'll be away.

There's my wife, this last week she's started to cry and pine,
It's not easy to leave her and the children behind.

There's Linda who is seventeen, her prom's drawing near,
My princess in formal, wish I could be here.

Her boyfriend will arrive in his formal coat tail,
Time goes so fast, will she soon wear a white veil?

Linda's friend was just over and I heard her say,
"How can you stand it when your father's away?"

"Its hard -- I miss him, whenever he's gone,
But to beg him to stay would be terribly wrong.

It's his job, it's his duty, his career -- don't you see,
It's for country, our family, and you, he keeps us all free.

And you've heard of terrorists who all think they're right,
To threaten and scare people and shoot many on sight.

There's not many jobs as important, you hear,
the Navy's our life, a family career."

And I heard my children yell as we pulled out from the pier,
"We'll miss you, we love ya, Daddy, we'll wait for you here!"

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 5th, 2007, 9:05pm**

McHale's Navy revisited... maybe ;D

Navy Values

The Royal Australian Navy has a code of values that guide our behaviour, how we treat each other, define what is important - they bind us together. Our values are a source of strength; they are a source of moral courage to take action.

HONOR Honour is the fundamental value on which the Navy's and each person's reputation depends. To demonstrate honour demands honesty, courage, integrity and loyalty and to consistently behave in a way that is becoming and worthwhile.

HONESTY Honesty is always being truthful, knowing and doing what is right for the Navy and ourselves.

COURAGE Courage is the strength of character to do what is right in the face of personal adversity, danger or threat.

INTEGRITY Integrity is the display of truth, honesty and fairness that gains respect and trust from others.

LOYALTY Loyalty is being committed to each other and to our duty of service to Australia.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 8th, 2007, 9:06pm**

Loose Lips Sink Ships

A MATTER OF PRIORITIES

IT WAS A DARK ,MOONLESS NIGHT. THE WATCH ON THE BRIDGE STRAINED THEIR EYES THROUGH BINOCULARS TO FOCUS ON A DIM LIGHT THAT APPEARED SPORADICALLY BETWEEN RAIN SQUALLS UP AHEAD. THE GIANT SHIP WAS STEAMING FULL SPEED INTO THE INKY BLACKNESS.

"BEARING'S HOLDING CONSTANT, SIR," REPORTED ONE OF THE LOOKOUTS. A FEW MINUTES LATER THE LIGHT WAS STEADY, AND THE BEARING WAS UNCHANGED. THE ADMIRAL GAVE THE ORDER TO SIGNAL.

"ALTER COURSE TEN DEGREES TO THE NORTH," FLASHED THE SIGNALMAN FROM THE BRIDGE WING.

THE MESSAGE WENT UNANSWERED FOR SOME TIME. BUT JUST BEFORE THE ORDER WOULD HAVE BEEN GIVEN TO REPEAT IT, A LOOKOUT SAW THE FAINT FLASH OF THE RETURN SIGNAL. "THEY SAY 'ALTER COURSE TEN DEGREES TO THE SOUTH', SIR" REPORTED THE LOOKOUT.

THE ADMIRAL WAS NOT PLEASED. "SIGNAL THEM TO ALTER COURSE TEN DEGREES TO THE NORTH," HE SAID AGFTER A FEW MOMENTS, "AND I HAVE PRIORITY." THE SIGNAL WAS DUTIFULLY FLASHED. BY NOW THE WAS CLEARLY VISIBLE WITHOUT BINOCULARS. THE LOOKOUT HAD NO TROUBLE PICKING UP THE RETURN COMMUNICATION.

"ALTER - COURSE - TEN -DEGREES - TO - THE - SOUTH," READ THE LOOKOUTAS HE TRANSLATED THE CODE. "I - HAVE - HIGHER - PRIORITY."

NOW THE ADMIRAL WAS ANNOYED. "SIGNAL THEM AGAIN," HE ORDERED . "ALTER COURSE TEN DEGREES TO THE NORTH. I HAVE PRIORITY AND I AM A ADMIRAL." THE SIGNAL WAS FLASHED SMARTLY.

AGAIN THERE WAS AN ANXIOUS PAUSE WAITING FOR THE REPONSE, AND THEN A SQUALL CLOUD OBSCURED THE LIGHT. TWO MINUTES LATER THE LIGHT CAME INTO VIEW AGAIN, MUCH BRIGHTER AND STEADY, BEARING STILL UNCHANGED. THE SIGNAL LIGHT WAS NOW VISIBLE TO THE UNAIDED EYE.

" ALTER COURSE TEN DEGREES TO THE SOUTH," IT SAID. "I HAVE HIGHER PRIORITY, AND I AM AN ORDINARY SEAMAN FIRST CLASS."

THE ADMIRAL WAS ENRAGED, HE STORMED OUT ONTO THE BRIDGE WING, LEANING INTO THE COLD AND BITING WIND, "GIVE ME THAT THING," HE MUTTERED AS HE PUSHED THE SIGNALMAN ASIDE.

WITH UNEVEN BUT EMPHATIC SLAMS ON THE SHUTTER LEVER HE SIGNALLED THE NEXT MESSAGE HIMSELF: "ALTER COURSE TEN DEGREES TO THE NORTH. I HAVE PRIORITY . I AM AN ADMIRAL. THIS IS A BATTLESHIP."

HE STORMED BACK INTO THE RELATIVE PROTECTION OF THE BRIDGE. NO ONE DARED TO SPEAK. THE LIGHT ON THE BOW WAS STRONG AND STEADY, AND GROWING BRIGHTER EVERY MINUTE. FINALLY THE SIGNAL LIGHT CARRYING THE RETURN MESSAGE APPEARED, NO CLEARLY VISIBLE TO ALL ON THE BRIDGE.

"ALTER - COURSE - TEN - DEGREES - TO - THE - SOUTH." READ THE SIGNALMAN OUT LOUD. "I - HAVE - HIGHER - PRIORITY - I - AM - AN - ORDINARY - SEAMAN - FIRST - CLASS. THIS - IS - A LIGHTHOUSE. ;)

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 9th, 2007, 10:31am**

Navy Lore explained!

Every sailing ship had to have cannon for protection. Cannon of the times required round iron cannonballs. The master wanted to store the cannonballs such that they could be of instant use when needed, yet not roll around the gun deck.

The solution was to stack them up in a square-based pyramid next to the cannon. The top level of the stack had one ball, the next level down had four, the next had nine, the next had sixteen, and so on. Four levels would provide a stack of 30 cannonballs.

The only real problem was how to keep the bottom level from sliding out from under the weight of the higher levels. To do this, they devised a small brass plate ("brass monkey") with one rounded indentation for each cannonball in the bottom layer. Brass was used because the cannonballs wouldn't rust to the "brass monkey", but would rust to an iron one. When temperature falls, brass contracts in size faster than iron.

As it got cold on the gun decks, the indentations in the brass monkey would get smaller than the iron cannonballs they were holding. If the temperature got cold enough, the bottom layer would pop out of the indentations spilling the entire pyramid over the deck. Thus it was, quite literally, "cold enough to freeze the balls off a brass monkey." ;D ;D ;)

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 11th, 2007, 8:01am**

90-Day Wonder – Derisive term for a graduate of OCS.
The derision arises from the lack of experience and naval knowledge of the typical graduate.
Commonly seen as "90-Day Blunder." ;D ;D

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 12th, 2007, 6:56am**

Aweigh – (sometimes seen (improperly) as "away")

When a ship raises (weighs) anchor, the anchor is said to be aweigh as soon as it is no longer in contact with the sea bottom. From the process of weighing anchor; the sequence of reports is usually as follows:

"Anchor's at short stay" – The ship has been pulled up to the anchor, but the anchor is still lying on the bottom, undisturbed.

"Anchor's up and down" – The anchor's flukes have broken free of the bottom, and the shank is more or less vertical. The crown of the anchor is still resting on the bottom.

"Anchor's aweigh" – The anchor has left the bottom. Legally, at this point the ship is under way, whether or not it is "making way" (moving through the water under its own power). ;)

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Dec 13th, 2007, 3:55am**

Now the bloods flowing through the veins - taste the salt spray on the wind, brace the old sea legs against the deck, feel the pulse rate increase - c'mon wave goodbye....bugg*r right on Christmas too.....

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 13th, 2007, 6:15pm**

DOG WATCH

Dog watch is the name given to the 1600-1800 and the 1800-2000 watches aboard ship. The 1800-2000 four-hour watch was originally split to prevent men from always having to stand the same watches daily. As a result, sailors dodge the same daily routine, hence they are dodging the watch or standing the dodge watch.

In its corrupted form, dodge became dog and the procedure is referred to as "dogging the watch" or standing the "dog watch."

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Dec 14th, 2007, 4:44am**

..as opposed to 'watching the dog stand' which is a breeders term for CDF!!!!

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 14th, 2007, 9:36am**

Remember **SKYLARKING**... didn't always mean what we, always thought it meant! ::)

Originally, skylarking described the antics of young Navymen who climbed and slid down the backstays for fun. Since the ancient word "lac" means "to play" and the games started high in the masts, the term was "skylacing." Later, corruption of the word changed it to "skylarking."

Skylarking is a familiar term to most sailors and a popular pastime for others. Today, it is generally looked upon with disfavor while on board ship because "goofing off" can cause accidents and wastes time. However, skylarking wasn't always viewed unfavorably. Back in the days of wooden ships, it was thought to be the better "occupation" of sailors with free time on their hands -- skylarking on the weatherdeck -- rather than engaging in mutinous talk in a ship's dark corners.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 14th, 2007, 11:29am**

The Royal Australian Navy's very first sea battle? :-/

On 9 November 1914 the German light cruiser SMS Emden attacked the critical radio and telegraph station at Direction Island in the Cocos (Keeling) Islands. The inhabitants of the island managed to transmit a distress signal and Sydney, only 50 miles (80 km) away, began to steam towards the island. The Sydney reached the area in around two hours and was engaged by Emden. Sydney was the larger, faster and better armed of the two, and eventually overpowered the Emden, with the captain Karl von Müller running the ship aground on North Keeling Island to avoid sinking, at 11.15am. At first Emden refused to strike its colours, Sydney fired on the stationary Emden until it eventually struck its colours. The Battle of Cocos was the first ship-against-ship engagement for the Royal Australian Navy.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 15th, 2007, 9:50am**

How did the Navy come to fruition or its origin

In dealing with this subject, I think it only fair to make some reference to the origin of the Navy, and to the type of ships of which it was composed. The English man-o'-war's man traces his descent

and he connects through the Cinque Ports Navy directly with the Royal Navy of our own times. The Butsecarles were a Naval fighting force which corresponded to the Huscarles or Royal Bodyguard of landsmen, who were troops of Canute, Godwin and Harold. They were picked men and maintained to fight the King's ships, and were usually quartered near the mouth of the Thames and along the south coast of England. In peace time, as a rule, those of the Buscarles who were not actively employed in warlike operations were used either as sea police or for manning the ships on the King's private affairs. This force was kept until the reign of Henry I., when they were amalgamated with the Cinque Ports Navy from which they had up to this time been entirely separate.

From the Buscarles we learn that in the 11th Century the ships were each under a Batsuen or Boatswain or Husband who commanded her crew in action, and acted at all times as Master, Pilot, or Steersman for which service he was paid 10 Marks. In the Merchant Service at the present time the person charged with the outfitting of the ship is still called the ship's Husband.

Edward The Confessor's principal ship carried a Rector or Captain, as well as a Boatswain or Steersman. The rowers, who took orders from the Boatswain, were paid 8 Marks a man, and were provided with provisions and clothing. The latter consisted of rough woollen cloth dyed blue; we thus see that Blue, even at this date, was considered an appropriate colour for use at sea. In this respect we can go back still further, namely, to about 55 AD, when we find a class of ship named the Pictae which rowed 20 oars a side and was coated with wax below water. In order to be invisible at sea they were furnished with grey blue sails and manned by oarsmen dressed in a similar colour. With such ships, the Counts of the Saxon shore watched the coasts, and later, Carausius and Ellectus held British seas against all comers. This is probably one the earliest examples of camouflage in maritime affairs which is mentioned in history.

Beside the Boatswain already mentioned, we find the Cogswain, who apparently was the Officer in charge of a Cog, a different type of vessel manned by 39 mariners, with one Master in charge and two Constables as assistants.

This vessel was popular in the reign of Edward I., at which time the term Rector was going out of use. I will deal later with the powers and position of the Boatswain when we meet him subsequently.

The old Saxon type of ship called a Bus has its memory perpetuated at the present day. On the east coast, up to very recently, a sailing drifter was frequently referred to as a Herring Bus.

In 1645, during the Long Parliament, instructions were issued for general Courts Martial to be held for the trial of Captains and Commanders, and for the ship Courts Martial on Officers of junior rank. The Boatswain and Gunner were authorised to serve on the court on a Ship Court Martial.

Courts Martial probably originated from the Court of Chivalry, of which no trace now remains except as found in the court of the Earl Marshal. The jurisdiction of Courts Martial were prescribed by an Act of Richard II., 1377-1399.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 16th, 2007, 8:42am**

WHY DO WE GET SEA SICK?

Sea sickness is a vestibular malfunction resulting in gastric dysrhythmia. This is also known as motion sickness, This sickness is caused by repeated rhythmic stimulation of the inner ear. Symptoms may include, fatigue, nausea, vertigo, sweating, and vomiting.

Our brains get messages from all five senses - usually all at once. [smiley=2vrolijk_08.gif]When you're on a boat on large waves, your brain gets a mixed message: your eyes tell it that you're relatively stable (because you're moving with your "floor" - together with the boat), but your vestibular system in your inner ear (the one responsible for balance) tells it that you're moving back and forth, and up and down. At this point your brain gets confused, and it results in you being sick. [smiley=bath.gif]

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 19th, 2007, 12:46pm**

XMAS FACT

The miracle of Christmas in 1914.

This is one of those times in history that we see, what man could never do with fighting, God did with a simple song. A simple song called " Silent night " .

The Germans soldiers started to put candles on their trenches and decorating their Christmas tree. The British responded by doing the same. Then, without a rehearsal the German soldiers sang the Christmas hymn " Stille Nacht (Silent Night). The British troops in the trenches across from them, responded by singing English carols. Then together they sang " Silent night " .

The two sides continued by shouting Christmas greetings to each other. Soon thereafter, there were calls for visits across the "No Man's Land" where small gifts were exchanged. The artillery in the region fell silent that night. The truce also allowed a breathing spell where recently-fallen soldiers could be brought back behind their lines by burial parties. Proper burials took place as soldiers from both sides mourned the dead together and paid their respects. At one funeral in No Man's Land, soldiers from both sides gathered and read a passage from the 23rd Psalm.....The Lord is my shepherd. I shall not want. He maketh me to lie down in green pastures. He leadeth me beside the still waters. He restoreth my soul. He leadeth me in the path of righteousness for his name's sake. Yea, though I walk through the valley of the shadow of death, I will fear no evil. Just too think, that a simple hymn at Christmas brought peace on that blood spilled battle field. That people wanted to share the " Joy of Jesus at Christmas " . The Bible says in Matthew 2 v 11 to 14 "

For unto you is born this day in the city of David a Saviour, which is Christ the Lord. And this shall be a sign unto you; Ye shall find the babe wrapped in swaddling clothes, lying in a manger. And suddenly there was with the angel a multitude of the heavenly host praising God, and saying, " Glory to God in the highest, and on earth peace, good will toward men " . Peace on earth, and good will toward men. Was extended on that day in 1914 to all the soldiers on both sides. They where united by a simple song called " Silent night " . Its amazing to think when God is brought into something, he alone can bring peace and reconciliation. That he alone can bring a miracle, for peace on earth, and good will towards men. My prayer is not just we could be united in song all over the world, but that all over the world God can be allowed to bring peace, and good will to all men. But it starts with us, taking that first brave step forward. Over the trenches of prejudice and hatred, and into a place of peace, and good will towards all men.

Silent night, holy night
All is calm, all is bright
Round yon Virgin Mother and Child
Holy Infant so tender and mild
Sleep in heavenly peace
Sleep in heavenly peace

Silent night, holy night!
Shepherds quake at the sight
Glories stream from heaven afar
Heavenly hosts sing Alleluia!
Christ, the Saviour is born
Christ, the Saviour is born

Silent night, holy night
Son of God, love's pure light
Radiant beams from Thy holy face
With the dawn of redeeming grace
Jesus, Lord, at Thy birth
Jesus, Lord, at Thy birth "

God bless you my friends and FESR,

JohnR

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Dec 20th, 2007, 4:42am**

I guess about half of 'em woulda sang this:

Stille Nacht, heilige Nacht,
Alles schläft; einsam wacht
Nur das traute hochheilige Paar.
Holder Knabe im lockigen Haar,
Schlaf in himmlischer Ruh!
Schlaf in himmlischer Ruh!

Stille Nacht, heilige Nacht,
Hirten erst kundgemacht
Durch der Engel Halleluja,
Tönt es laut von fern und nah:
Christ, der Retter ist da!
Christ, der Retter ist da!

Stille Nacht, heilige Nacht,
Gottes Sohn, o wie lacht
Lieb' aus deinem göttlichen Mund,
Da uns schlägt die rettende Stund'.

Christ, in deiner Geburt!
Christ, in deiner Geburt!
(Music: Franz Xaver Gruber, 1818
Words: Joseph Mohr, 1816/1818)

Guess it's not how yer say it but wotcha mean!!!!

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 20th, 2007, 9:21pm**

RAN Guarded Nip Prisoners – 1945-46

IN SHARP CONTRAST to the Nuremburg Trials, the role of the Australian Government in convening and conducting war crimes trials is very little known. The first series of trials were conducted in New Guinea and Darwin during the years 1945 and 1946. I do not know the exact numbers tried or the proportion of those found guilty. What I do know is that the first series of tribunals sentenced some 125 Japanese to death.

The method of execution was interesting in that a different method was ordered according to the degree of barbarity of the crime. If it was barbarous and lacking in any military mitigation, the condemned men were hanged. On the other hand, if the crime was based on a military footing, the prisoner was shot.

Of the others, those not acquitted were sentenced to imprisonment from a few years to life. All were ex-members of the Japanese Armed Services sentenced by the Allies for war crimes. They were war criminals, not prisoners of war.

At first the prisoners were sent to Finschaven, New Guinea, to serve their sentences. All administration and guarding was carried out by the Australian Army.

In 1949 the Army ran down its operations in New Guinea and was anxious to rid itself of the burden of the war criminals. They soon realized that the RAN had a Naval Base on Manus Island, a part of the then Territory of Papua-New Guinea. Arrangements were duly made in the same year and the prisoners, numbering approximately 190, arrived in HMAS Tarangau, Manus Island, to continue

the RAN was given such a role.

To administer, guard and efficiently put the war criminals to work, the following personnel were added to the complement of HMAS Tarangau: 1 Lieutenant Commander, Commandant Japanese War Criminals Compound; 1 Lieutenant, Interpreter; 1 CPO, Chief Warden; 4 POs, Duty Wardens; 1 LWTR, Commandant's Secretary; 1 ERA, to supervise criminals working on motor vehicles and allied engineering tasks; 1 Shipwright, in charge of joiners and plumbers coordinating work on various projects; 4 Joiners, in charge of working parties; 1 Plumber, ditto.

In addition, there were some 200 native police to guard the criminals. They were members of the Royal Papuan and New Guinea constabulary and a white Sub-Inspector of that force was in charge of them.

The prisoners lived in Quonset huts which, in typical Japanese manner, were kept spotlessly clean. They were well fed, housed and clothed. During their four years under Naval control, they never once complained about ill treatment nor had cause to, if anything, the Navy were soft on them; certainly softer than the soldiers had been. I think that this was due to the fact that very few, if any, of the sailors had seen action against the Japanese or seen the results of their crimes: it was different for the soldiers.

They worked a six day week from 0800 to 1700 with an hour for lunch. They would arrive back in the compound for their midday meal dirty, with grimy clothes wet through with perspiration (Manus is only two degrees from the Equator). On falling in after the lunch break to resume work, every man had showered and changed into clean clothes. This happened without fail on every one of their working days. Their prison garb was Army fatigue dress known as 'Giggle Rig', light cotton trousers and jacket plus a floppy hat. Not a bad prison outfit for the climate.

Their diet was brown rice and tinned meat and vegetables. This was supplemented by vegetables they grew in the rather large garden kept by them adjacent to the compound. The crop was mainly leeks and egg fruit. You can use your imagination as to what they used for fertiliser!

On Sunday mornings they were allowed to go fishing and usually caught enough fish for a meal that day. An occasional bonanza would come their way when a shark or a crocodile was caught by a sailor in Tarangua. These were given to the Japanese who would devour them with relish. It backfired once, however, as a shark given to them one weekend caused almost 100 food poisoning cases amongst the prisoners.

Read the rest at

<http://www.navyhistory.org.au/ran-guarded-nip-prisoners-%e2%80%93-1945-46/2/>

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 21st, 2007, 6:58am**

SPINNING A YARN ;)

Salts and landlubbers alike delight in hearing a tall tale told with all the trimmings by someone with a talent for "spinning a yarn." While today "spinning a yarn" refers to any exaggerated story, originally it was exclusively a nautical term understood by sailors only.

Officers and mates in the old Navy were stern disciplinarians who believed if sailors were allowed to congregate and tell sea stories, no work would be done. However, there was one job that required congregating on a weekly basis -- unraveling the strands of old line.

On this day, the salts could talk to their heart's content and the period came to be known as the time for "spinning yarns." Later anyone telling a tale was said to be "spinning a yarn," a cherished naval tradition.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 22nd, 2007, 10:16am**

PORTHOLES

Sometimes, novice seamen will ask "how comes holes on the starboard side are called portholes instead of starboardholes?" Many old salts are ready with explanations, but actually the name "porthole" has nothing to do with its location. The word originated during the reign of Henry VI of England (1485). It seems the good king insisted on mounting guns too large for his ships and therefore the conventional methods of securing the weapons on the forecastle and aftcastle could not be used.

A French shipbuilder named James Baker was commissioned to solve the problem. And solve it he did by piercing the ship's sides so the cannon could be mounted inside the fore and after castles. Covers, gun ports, were fitted for heavy weather and when the cannon were not in use.

The French word "porte" meaning door, was used to designate the revolutionary invention. "Porte" was Anglicized to "Port" and later corrupted to porthole. Eventually, it came to mean any opening in a ship's side whether for cannon or not.

Title: **Re: Humor-Fact-Sea Story**
Post by **Ernie D** on **Dec 22nd, 2007, 12:31pm**

The difference between landlubbers, and sea going sailors, was that we (sailors), called these (portholes) port and starboard scuttles with deadlights. ie, Shut the deadlight on the starboard scuttle in the seamans forward mess. This way there was no cofusion with the word "port" or portholes. I can never remember a sailor at sea refering to scuttles as portholes, that term was for civilians or (landlubbers)

Regards ...Ernie "D"

ps the word scuppers refered to deck drains ::)

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 22nd, 2007, 4:07pm**

::) ;)

Ernie D, I was only referring to, where porthole origins came from

The word "porthole" originated during the reign of Henry VI of England (1485).

King Henry, insisted on mounting guns too large for his ship and the traditional methods of securing these weapons on the forecastle and aftcastle could not be used.

"Origin of scuttle from around the world,"

"Scuttle" A small cover to cover a small hole in the deck or side. 1814

also

"Scuttle" to make a hole in the ship's side causing her to sink,

also

"Scuttle" describes what most rumors accomplish if not to the ship, at least to morale.

also

"Scuttle" Beside the more modern meaning of "sink the ship," scuttle was meant to wash the ship or deck, requiring the crew to scuttle across its surface like bugs. "holystones" or soft rocks were used.

also

Scuttle – an access hole; intentionally sink a ship by opening sea valves.

also

"Scuttle" A small opening, or lid thereof, in a ship's deck or hull. To cut a hole in, or sink something.

and

"Scuttle" A small cover to cover a small hole in the deck or side. 1814

"Dead lights" A kind of window-shutter for the windows in the stern of a ship, used in very bad weather. 1741

So
Porthole, hence became a scuttle, which is referred to as a cover hence the word deadlight

and
Landlubbers terms
PORT-HOLE: Hole for window in vessel side
SCUTTLE: As above, but with heavy duty glass
DEADLIGHT: Steel cover for above
Steel or alloy cover plate fitted internally to portholes for protection against water ingress in case of glass failure.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 22nd, 2007, 5:10pm**

:-/ :-/

Ernie D wrote:

ps the word scuppers referred to deck drains :)

Ernie D...I don't understand your PS... It has never been mentioned in my previous post

"Scupper" - put in a dangerous, disadvantageous, or difficult position
and yes!...it is also a pipe through which liquid is carried away or an opening in the side of a ship
at deck level to allow water to run off. :-? :-?

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 22nd, 2007, 5:30pm**

In reference to "Tribute to Sydney Naval Monument" post

The White Ensign

Flag Adopted:1911

When the Royal Australian Navy was created in 1911, all its ships flew the White Ensign of the UK, i.e. the Royal Navy Ensign. This flag consisted of a white field quartered by a red St George cross, with the Union Flag of the UK in the canton. Australian naval forces "fought under" this flag in the two World Wars and in the Korean War.

The Australian White Ensign mirrors the design of the Australian National Flag with the field colour reversed to white and the stars rendered in blue. The distinctive naval design dates from 1 March 1967 when Australia was involved in the Vietnam War. The tradition of Australian flags featuring the Southern Cross and Union Jack dates from 1823 with the advent of the National Colonial Flag of Australia which was a white ensign featuring the naval cross of St George on which was displayed four stars representing the constellation of the Southern Cross.

From the time the Royal Australian Navy was formed in 1911 until 1967, all its ships flew the White Ensign of the UK, i.e. the Royal Navy Ensign.

Use of the White Ensign in Australia

Used as a battle ensign

Used as a distinguishing mark of a commanding officer with the royal commission

Used as a courtesy ensign

Used for Naval flags on Churches

Used for Under sea use

In 1627 the English Fleet (as it was then) was divided into three squadrons, the Red, Blue and White, in that order of seniority, and each had an English ensign in the appropriate colour with St George's Cross in the top corner. By 1653 the order of seniority had been changed to Red, White and Blue and in 1702 a large red cross was placed on the White Ensign to differentiate it from the French ensign, which at the time was plain white. In 1707, following the political union of England and Scotland, the three ensigns came to bear the Union Flag in the top corner as they do this day. In 1801 the additional red diagonal of St Patrick's Cross was added to the Union Flag and the three ensigns then took their modern form.

Nelson was the Vice Admiral of the White Squadron, so Trafalgar was fought under the White Ensign in 1805 rather than the Red or Blue one. In 1864 the squadron system was abandoned and the entire Royal Navy adopted the White Ensign, meanwhile the Merchant Navy was allocated the Red Ensign, and the Blue Ensign was reserved for non-military government ships. During the years since then a large number of special ensigns have been created for many organisations (including yacht clubs and government departments) whose badges have been placed onto a blue or red ensign to create a new and distinctive flag.

The White Ensign remains the premier British maritime flag and is worn by all Her Majesty's ships. Several other nations have developed their own versions of the White Ensign including Australia, India, Jamaica and Nigeria.

PS: It is interesting to note that this change occurred virtually without opposition.

Title: **Re: Humor-Fact-Sea Story**
Post by **Ernie D** on **Dec 22nd, 2007, 6:22pm**

seashells

My ps was for general information to those of us that may be interested in the thread!. If i was referring to you I would have addressed the thread to you. I suspect all your many threads are for general information surely, except for the odd one. Thankyou for your enlightenment but I learnt about the port holes in recruit school at cerberus when I was 17 year old, taut and terrific. I wasnt debating you, I was stating a fact about civilian (landlubbers) idea of port holes. Oh and thank you for the cake it was well enjoyed during my recent celebration. Now that i'm retired I can become a lazy painter!

Ernie "D" ;D ::)

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 23rd, 2007, 7:34am**

Three Sheets to the Wind

In the days of sailing ships, this is a phrase which refers to the lines used to control the sails of sailing vessels. When these sheets are cast to the wind (let go), it would cause the old sailing ships to shudder and stagger. The resulting track would be the same as that of a **drunken Sailor**, out of control, and hence "three sheets in the wind."

So the use of the term "three sheets to the wind" is to describe someone who has too much to drink. As such, they are often bedraggled with perhaps shirttails out, clothes a mess. The reference is to a sailing ship in disarray, that is with sheets (lines — not "ropes" — that adjust the angle at which a sail is set in relation to the wind) flapping loosely in the breeze.

Example

"Old Wax and Bristles is about three sheets in the wind."

Sailors at that time had a sliding scale of drunkenness; three sheets was the falling over stage; tipsy was just 'one sheet in the wind', or 'a sheet in the wind's eye'.

"Maybe you think we were all a sheet in the wind's eye. But I'll tell you I was sober; " said Silver

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Dec 23rd, 2007, 11:55am**

So splice the mainbrace fer Chrissake - it's nearly Christmas!!!!!!!

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Dec 23rd, 2007, 11:56am**

...!ll also be three plus sheets to the wind and no doubt scuppered as well and I won't know me port from me cognac!!!

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 24th, 2007, 7:57am**

Old Naval Superstitions

Fishermen have a superstition that to see a Hare an the way down to the boat brings bad luck, and if one looks at some of the old books concerning withcraft it will be seen that it was a common belief that witches frequently disguised themselves as hares.

A fisherman wears earrings to make him lively and particularly to improve his eyesight. The fact that the ear had to be pierced may have had something to do with this, as we find that in the old prize fighting days it was a common practice to bite the ear of a man who had been knocked out in order that he might be brought round and so continue the fight.

Many fishermen are averse to using white stones for ballast or a knofe with a white handle, but none have been able to tell me why.

Of course, sailing on a Friday or the 13th of the month is of Biblical origin and is well known to everybody. To carry a Parson is often thought to be unlucky, as the Devil was considered to specially lay for the Padre and to visit the ship in order to compete with him, and it was an these grounds that his presence was considered undesireable.

To bring wind it was customary to stick a knife in the mast with the handle pointing to the direction from which the wind was desired. I have heard that this belief was founded on the idea of a storm accompanied by lightning springing up from the wished for direction.

In the West Country I have heard the belief expresses that the souls of old sailors inhabit sea gulls. Of course, the legend of the Ancient Mariner is well known to every-body, but there is a quaint similarity between this belief and that held in North Russia, where it is thought that for three weeks after death the soul of the departed enters into a pigeon. In many other countries similar beliefs also exist.

During the Dwina River campaign I know that villagers who frequently had relatives fighting on both sides were most careful to feed any pigeons that were about and were highly incensed by the fact that British Officers frequently shot these birds for the pot.

To permit a glass to ring is supposed to sound the knell of a sailor who will die by drowning. If. however the ringing is stopped "The Devil will take two soldiers in lieu."

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 25th, 2007, 6:51am**

SKELETON CREW

what appeared to be a boat with sails floating in the wind. When British signals elicited no response, the craft was approached. The crew noticed that the ship's masts and sails were covered with some kind of green moss, and that the vessel seemed abandoned by its crew. Upon boarding it, the skeleton of a man was discovered beneath the helm. The deck was decayed to such an extent, that it gave under the footsteps. Three more skeletons were found near a panel, ten were found in the crew's quarters, and six on the bridge. Upon the ravaged prow of the vessel, the words, Marlborough Glasgow, could still be discerned. The Marlborough left Littleton, N.Z. in January 1890 with a cargo of wool and frozen mutton, and a crew of 23 men under Captain Hird. In April 1890 an unsuccessful search for the vessel was made. Nothing was ever found of them until 1913.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 26th, 2007, 8:12am**

Tatoos:

In 1771, HMS Endeavour, under the command of Lt. James Cook, visited the island of Tahiti, and a seaman named Robert Stainsby had himself tattooed by a native. The craze for tatoos soon caught on as sailors thought a tattoo could increase their luck. A crucifix was a popular tattoo, as it was supposed to increase the chances of a Christian burial if the sailor were somehow lost at sea and later found washed up on shore.

Also, a rooster and pig, each tattooed on one knee was popular. It ensured the seaman that he never went hungry as he would carry with him his own "bacon and eggs".

Sailors often got swallow tattoos on their chest. The most common explanation is that you got a swallow tattoo for crossing the Atlantic, and one for travelling over 5,000 nautical miles. Why swallows? Because they always find their way home. In the 18th century it was common punishment for a sailor to be given 24 or more lashes for being drunk on duty. So sailors began to get a crucifix tattooed on their backs. Now only would the bosun's mate flinch from laying his whip on Christ, but it was believed that the lash itself would cringe away.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 26th, 2007, 9:02am**

Rhumb-Line... :-?

and its NOT a bee line to the nearest bottle of rum ;D ;D

Nautical term

RHUMB, RUMB, or RUM, in Navigation, a vertical circle of any given place; or the intersection of a part of such a circle with the horizon. Rhumbs therefore coincide with points of the world, or of the horizon. And hence mariners distinguish the Rhumbs by the same names as the points and winds. But we may observe, that the Rhumbs are denominated from the points of the compass in a different manner from the winds: thus, at sea, the north-east wind is that which blows from the north-east point of the horizon towards the ship in which we are; but we are said to sail upon the north-east Rhumb, when we go towards the north-east.

They usually reckon 32 Rhumbs, which are represented by the 32 lines in the rose or card of the compass.

A Rhumb to be a line on the terrestrial globe, or sea-compass, or sea-chart, representing one of the 32 winds which serve to conduct a vessel. So that the Rhumb a vessel pursues is conceived as its route, or course.

Rhumbs are divided and subdivided like points of the compass. Thus, the whole Rhumb answers to the cardinal point. The half Rhumb to a collateral point, or makes an angle of 45 degrees with the former. And the quarter Rhumb makes an angle of 22° 30' with it. Also the half-quarter Rhumb makes an angle of 11° 15' with the same.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 26th, 2007, 10:21am**

:-/ :-/

THE LARGEST SAILING SHIP EVER TO DISAPPEAR 1928

København (1921)
Built: Ramage & Ferguson, Leith
Tonnage: 3965 (3901?) gt. (5200 dwt.)
LOA: 435'
Diesel: Burmeister & Wain 4,125 l. diesel engine developing 500 bhp.

In 1913, EAC ordered a large sailing vessel for use in the Australian grain trade. Although the hull was completed by 1915, no further work was done due to WWI. In 1918, the vessel was requisitioned by the Admiralty, named Black Dragon and eventually towed to Gibraltar where she was used as a coaling hulk for many years.

København was ordered by EAC after the war to replace the original vessel (the same drawings were used). The vessel was also intended for the Australian grain trade but also carried cadets/apprentices training for careers in the Danish Merchant Marine (which makes København possibly the largest 'sail training' vessel built in U.K.?) København was a 5 masted steel-hulled auxiliary barque fitted with radio. As might be expected, she was registered in København.

A brief report on a 'typical' docking: Arrived Thevenard (Australia) 16/1/27, departed 15/2/27. Berthed on North side. Outward cargo, 4,161 tons bagged wheat. Master Capt H K Christensen, pilot P M MacIntosh.

After making ten voyages, she disappeared some time after Dec 12 1928 in Southern Ocean with crew of 75 plus 70 boy cadets, members of the most prominent family in Denmark. She departed from River Plate on passage from Montevideo to Melbourne on 12/12/28. Her last radio message received 21/12/28 was 'Alls well.', after which she disappeared.

Several vessels conducted a search over a wide area. In particular, the Danish tanker Mexico was chartered to search eastbound from the River Plate and the Australian interstate steamer Junee to search westbound from Australia. Their search commenced 2/7/29 - seven months after København sailed on the last voyage, and lasted for three months. The search included islands of the Southern Ocean and parts of the west coast of Australia, but no trace of crew or vessel was ever found. Her fate is still unknown today

Another Mystery of the sea ;)

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 27th, 2007, 9:40am**

"KNOT"

The term "knot", or nautical mile, is used worldwide to denote a vessel's speed through water. Today we measure knots with electronic devices, but 200 years ago such devices were unknown. Ingenious mariners devised a speed-measuring device both easy to use and reliable: the 'log line'. From that device we get the term knot.

The log line was a length of twine marked at 47.33-foot intervals by colored knots. At one end was fastened a log chip; it was shaped like the sector of a circle and weighted at the rounded end with lead. When thrown over the stern, the log chip was floated pointing upward and remains relatively stationary.

To measure the ship's speed, a sailor would throw the log line over the stern and allow it to run free over the side for 28 seconds before hauling it aboard. He then counted the knots that had passed over the side to determine the ship's speed.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 27th, 2007, 3:31pm**

:-? :-?

Thieve's Cat

In 18th and 19th Century armies and prisons, whip tresses were most often 1/8" diameter woven "whipcord" -- left unknotted and unwhipped. When knotted, to increase severity, only one or two knots in the end of each lash was used. Whipped ends make narrow welts and sometimes make clean cuts which draw blood. Knotted ends tend to crush rather than cut. They make blue bruises and tend to tear, rather than split the skin.

They put five knots about an inch apart at the knotted tress ends of our Thieves' Cat lashes. This practice is taken from the designs used for "Religious Disciplines," which seems to reduce the amount of damage just a bit.

The Punishment

Until the end of the 18th century the punishment for theft, a hateful crime against one man or many in a ship at sea, was for the thief to run the gauntlet (or gantlope). The offender first received a dozen lashes in the normal manner with a thieves' cat, with knots throughout the length of the cords, and while still stripped to the waist passed through two lines of all the ship's company, to be flogged with short lengths of rope. Lest he move too fast to benefit fully from this ordeal the master-at-arms marched backwards a pace ahead of him with the point of his cutlass against the thief's chest. And to prevent him stopping a ship's corporal followed him in a similar manner. On completion of the course the thief was given a further dozen lashes. ;D

Should never have outlawed this ;D ;)

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 28th, 2007, 10:46am**

Montevideo Maru

Very few Australians have ever heard the words "Montevideo Maru", and yet it's the nation's worst maritime disaster.

The 'Montevideo Maru' was a Japanese merchant ship sunk by a USN Submarine during World War Two off the east coast of the Philippines.

There were more than 1,000 Australian POWs and civilians on board.

The circumstances of the sinking have been shrouded in mystery, but government reports have concluded that all of the Australians went down with the ship.

Recently, though, a Japanese survivor has broken his silence about what really happened on that terrible morning in 1942 and he's made some startling revelations.

In his first television interview, the former sailor says some Australians did survive and apparently ended up as prisoners in Japan.

YOSHIKI YAMAJI, FORMER MERCHANT SEAMAN: (Translation)

When I got up on deck, the "Montevideo Maru" was leaning to starboard.

People were jumping into the water.

Thick oil was spreading across the sea.

There were loud noises ... metal wrenching, furniture crashing, people screaming.

I have not been able to forget the death cries.

There were many, many POWs.

There were more POWs in the water than crew members.

The POWs were holding pieces of wood and using bigger pieces as rafts.

They were in groups of 20 to 30 people, probably 100 people in all.

They were singing songs.

I was particularly impressed when they began singing Auld Lang Syne as a tribute to their dead colleagues.

Watching that, I learnt that Australians have big hearts.

I was told by an official of the company that the POWs were saved by a destroyer and taken back to Kobe.

They came back earlier than I did and worked at Kobe.

The sea was calm, not rough sea.
And the season was the south sea in July or June-July.
No reason why they could not keep themselves alive long time.

Official Version Of Events

In June, more than 1,000 Australian soldiers and civilians were marched from their prison camps on the island of New Britain to Rabaul Harbour.

They were loaded on to a Japanese ship, the 'Montevideo Maru'.

The ship sailed towards China, where it was meant to rendezvous with a Japanese destroyer, but was intercepted by an American submarine.

The USS Sturgeon fired its torpedoes and sent the 'Montevideo Maru' and its passengers to the bottom of the sea.

The only survivors were a handful of Japanese.

That's the official version of events and, a decade since, there have been many other versions.

Some people are convinced the 'Montevideo Maru' never existed, arguing the Australians were massacred by Japanese troops.

Others say the ship did leave with the prisoners, but returned to port without them.

All the uncertainty has only added to the pain and suffering of the families left behind.

Foot Note:

The sinking of the Montevideo Maru in the Second World War is the greatest single maritime loss of life in Australia's history — a fact little known, if not forgotten. It could be said to be on a parallel with the sinking of HMAS Sydney, Australia's worst Naval disaster with loss of that ship's entire complement of 42 officers and 603 ratings — a fact very well known and not forgotten. The sinking of these two ships, less than eight months apart, is not a closed chapter.

We know that the Sydney sank with loss of life of all on board. We know that the Montevideo Maru sank and we have been advised that all prisoners on board went down with the ship (advice which has never truly been substantiated) and that nine members of the Japanese crew of 88 officers and seamen also perished. In 1945, the government of the day refused to seek further information into this disaster; the report from Japan was officially accepted and the investigation closed. This was never a satisfactory conclusion for the relatives of those who did not return. It should be remembered that the official Japanese report to the Merchant Shipping Company stated that a very small number (seventeen in all) of Japanese crew members survived the sinking and eventually reached Japan; the remainder perished on Luzon at the hands of hostile natives and enemy stragglers! What information did these survivors hold? If there were to be an official Australian Government inquiry into the sinking of the Montevideo Maru and extensive investigation into disturbing stories which have surfaced concerning some prisoners purported to be on board, it is possible some truth may yet be uncovered and years of speculative doubt lifted. A source of controversy has prevailed in Australia particularly among those who grieve the fate met by those on board the Montevideo Maru and would seek to solve its haunting mystery. It is a sad fact that the fate of the Rabaul prisoners-of-war may never, unequivocally, be determined and controversy will always accompany this disaster, unless perhaps, action is taken by the Australian Government equal to that of action taken in relation to the HMAS Sydney.

LEST WE FORGET

Title: **Re: Humor-Fact-Sea Story**

Post by **seashells** on **Dec 28th, 2007, 3:16pm**

I LIKE THE NAVY

I LIKE standing on the bridge wing at sunrise with salt spray in my face and clean ocean winds whipping in from the four quarters of the globe, the ship beneath me feeling like a living thing as her engines drive her through the sea.

I LIKE the sounds of the navy the piercing trill of the boatswains call the syncopated clang of the ships bell the harsh squawk of the main broadcast and the strong language and laughter of sailors at work

auxiliaries, sleek submarines and steady solid carriers.

I LIKE the proud names of navy ships Australia, Melbourne, Sydney

I LIKE the lean angular names of navy destroyers Anzac, Vampire, Vendetta, Voyager.

I LIKE the tempo of a navy band blaring through the upper deck speakers as we pull away from the tanker after refueling at sea.

I LIKE the pipe "libertymen fall in" and the spicy scent of a foreign port.

I LIKE sailors, men from all parts of the land, from city and country alike and all walks of life, I trust and depend on them as they trust and depend on me for professional competence, comradeship and courage in a word they are shipmates.

I LIKE the surge of adventure in my heart when the word is passed "special sea duty men close up".

I LIKE the infectious thrill of sighting home again the waving hands of welcome from family and friends the work is hard and dangerous, the going rough at times the parting from loved ones painful but the companionship of robust navy laughter the all for one and one for all philosophy of the sea is ever present.

I LIKE the serenity of the sea after a day of hard ships work, the beer issue, watching flying fish flit across the wave tops as sunset gives way to night.

I LIKE the feel of the navy in darkness the masthead lights the red and green navigation lights and the stern light the pulsating phosphorescence of radar screens.

I LIKE drifting off to sleep lulled by the myriad noises large and small that tell me that my ship is alive and well and that my shipmates on watch will keep me safe.

I LIKE quiet middle watches with the aroma of kai on a winters night.

I LIKE hectic watches when the exacting minuet of hazy grey shapes racing at full speed keeps all hands on a razor edge of alertness.

I LIKE the sudden electricity of "action stations" followed by the hurried clamour of running feet on ladders and the resounding thump of watertight doors and hatches as the ship transforms herself from the peaceful workplace to a weapon of war ready for anything.

I LIKE the sight of space age equipment manned by youngsters clad in No8's and sound powered phones that their grandfathers would still recognise.

I LIKE the traditions of the navy and the men who made them and the heroism of the men who sailed in the ships of yesteryear.

An adolescent can find adulthood, in years to come when sailors are home from the sea they will still remember with fondness and respect the ocean in all its moods, the impossible shimmering mirror calm and the storm tossed green water surging over the bow and then there will come again a faint whiff of stack gas, a faint echo of engine and rudder orders, a vision of the bright bunting of signal flags snapping at the yardarm and a refrain of hearty laughter.

Gone ashore for good they will grow wistful about their navy days, when the seas belonged to them and a new port of call was ever over the horizon, remembering this they will stand taller and say.

I WAS A SAILOR ONCE, I WAS PART OF THE NAVY AND THE
NAVY WILL ALWAYS BE A PART OF ME.

THAT'S WHY I LOVE THE NAVY. ;D ;D ;D

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 29th, 2007, 8:18am**

COOKS. ;D ;D

The expression A Sea Cook has come down to us as an epithet of contempt – and not without good cause. The original Cooks were generally cripples who had been injured in the Service. In 1704 the Lord High Admiral issued an order to appoint Cooks to Her Majesty's Service, giving preference to Such cripples and maimed persons who were Pensioners to the Chest of Chatham. LORD NOTTINGHAM, when Lord High Admiral, gave a patent to his own Cook to appoint all Cooks in the Navy!

The Cooks had certain perquisites, one of which was half the slush from the coppers, which he was permitted to dispose of as he thought fit, provided it was not made into Duff for the sailors; the other half had to be given to the Boatswain for grease. He had a boy to help him and, being a cripple, did very little himself. In the early days he was what was known as a Standing Officer, with the Purser, Boatswain, Carpenter, and Gunner, and held a Warrant for his appointment.

For the use of his galley to any privileged friend who endeavoured to make his rations somewhat more palatable, he exacted dues in the shape of grog or tobacco.

His funnel, for which he was responsible, became known as Charlie Noble. It was originally of wood.

I have heard that Charlie Noble was a Merchant Captain who lived about 1820 - 1870 and insisted on having a brass funnel.

H.M.S. Victory, when re-fitting 1801-3. was given an iron funnel; up to 1800 they were made of wood.

The Cook's assistant was known as Jack Nastyface.

It was customary when in harbour for the Cook always to have a red hot poker available for the firing of salutes.

The following is from the British Admiralty Manual 1790

REGULATIONS AND INSTRUCTIONS.

RELATING To His MAJESTY'S SERVICE AT SEA.

Established by His Majesty in Council. The 13th Edition.
LONDON.
PRINTED IN THE YEAR 1790.

THE COOK.

ARTICLE I.

The Cook is to have the Charge of the Steep-Tub and to be answerable for the Meat put therein, if any Part thereof shall be lost through his want of Care.

ARTICLE II.

He is to see the Meat duly watered, and the Provisions carefully and clearly boiled, and issued to the Men, according to the Practice of the Navy.

Upon the appearance of Stormy Weather, he is to be careful to secure the Steep-Tub, so that it may not be washed overboard: but if through any unexpected Accident which he cannot prevent the same shall happen to be lost, which the Captain is to certify, he is to make Oath to the Number of Pieces lost, that is to be allowed upon the Purser's Account.

Foot Note:

The Steep Tub was used to soak the meat and extract the brine in which the beef was pickled. It was also known as the Harness Cask.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 30th, 2007, 10:14am**

I had always thought that National Service was only of World Wars, Cival Wars etc ;D
But it was happening back in the Early days of Sailing Ships & Galleons ;) and most likely well before that...

Impressment - Forced Recruitment into the Royal Navy

The 'pressing' of men into the service of the Crown was very much a contentious issue during its time of operation and there was much comment passed. The overwhelming modern understanding is of all and sundry being picked up by less than discerning press gangs. This is not unnatural considering that this was a perception put over by contemporaneous opponents of the press. However, it is far from the reality, which was very much more complicated.

Already by the 17th century sailing ships were highly complex machines, which required skilled hands to operate their mechanisms and this would continue into the 18th and 19th centuries. Sailors learned their skills through time and experience, in the main begun as boys. Whether on naval warships, privateers, merchantmen of the great chartered companies, or lesser merchantmen, the 'people' (that is to say all who were not held 'officers' rank) were drawn from the same pool of labour. All signed on per voyage and theoretically could choose whom they served. However, even if war on land was the concern of relatively small groups of often-mercenary groups of professional warriors, war at sea already required more of a mass participation. As warships grew both in number and size, very large numbers of men were needed to prosecute state wishes when required in long and frequent periods of war. (Men-o-war were generally laid up in the shorter periods of peace in between.)

The traditional perspective of the Royal Navy during these centuries is of crews receiving unremitting hell. Whilst some good modern research has shown this to be not entirely accurate, life was far from luxurious for anyone at sea in these centuries, whether 'officer' or one of the 'people', on warships or merchantmen. It is true that a great many men genuinely 'took the sovereign's shilling' and if sailors' songs are to be believed, perhaps for reasons which may often have reflected a nationalistic defence which is not apparent elsewhere in society at this time. Nevertheless, a great many men did not want to serve the monarch, whether they had already spent time on warships, or not.

This was, however, immaterial to commands of warships that needed seamen as crews. If merchant seamen could be induced, through bounties, to join voluntarily - well and good. But if not, men still had to be procured. Interestingly, far more men were pressed at sea than on shore. Homeward bound merchantmen on their final approaches to discharge were often boarded and 'volunteers' were called for. If not gaining the requisite number, men were simply pressed and this included individuals who were theoretically 'protected' from just such an eventuality.

The more traditional view of the press-gang is on shore though. Far from having great power, those charged with the task of obtaining men by pressing had to operate in conditions that were less than ideal. If they were not careful they themselves could end up in prison and some were even murdered. Skilled seamen were sought after, preferably from merchantmen, but not uncommonly from other warships. Landsmen were not wanted, as they required long training in the basics. Nevertheless, though it was necessary to make up the numbers onboard with landsmen it seems that these were mostly volunteers in the true sense of the word. It was most unusual, though not absolutely out of the question, for press-gangs to range the countryside picking up any able-bodied

So Pressing is Our term for National Service ...or is it :-/ :-/

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Dec 30th, 2007, 11:41am**

Plenty of gangs roaming the streets of Sydney which could/should be "pressed"!!
Also know a few cripples who would make great cooks and vicki-verka!!!!

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 30th, 2007, 4:40pm**

The SS "Automedan" and HMAS Sydney'S secret documents :-?

Fact 1: The German auxiliary cruiser Atlantis (HSK 2), known to the Kriegsmarine as Schiff 16 and to the Royal Navy as Raider-C, was a converted German Hilfskreuzer (auxiliary cruiser, or merchant or commerce raider) of the Kriegsmarine, which, during World War II, travelled more than 161,000 km in 602 days, and sank 22 ships totaling 144,384 tons. Atlantis was sunk on November 21, 1941. She was commanded by Kapitän zur See Bernhard Rogge, who received the Oak Leaves to the Knight's Cross of the Iron Cross.

Such commerce raiders do not usually engage other warships, but rather seek to sink enemy shipping, similar to the work done by submarines.

Fact 2: In 1939, Atlantis was part of the Hansa Line under the name Goldenfels. In 1939, she became the command of Kapitän Bernhard Rogge. Commissioned in mid-December, she was the first of nine or ten merchant ships armed by the Third Reich for the purposes of seeking out and engaging enemy cargo vessels. Atlantis was delayed by ice until 31 March 1940, when the former battleship Hessen, now a radio controlled target vessel, was sent to act as an icebreaker clearing the way for Atlantis, Orion, and Widder.

Schiff 16 headed past the North Sea minefields, between Norway and Britain, across the Arctic Circle, and after passing between Iceland and Greenland, headed south. By this time, Atlantis was pretending to be a Soviet vessel named Krim by flying the Soviet naval ensign, displaying a hammer and sickle on the bridge, and having Russian and English warnings on the stern, "Keep clear of propellers". The Soviet Union was neutral at the time.

After crossing the equator, on 24/25 April, she "became" the Japanese vessel Kasii Maru. The ship now displayed a large K upon a red-topped funnel, identification of the Kokusai Line. She also had rising sun symbols on the gun flaps and Japanese characters (copied from a magazine) on the aft hull.

Fact 3: The SS Autmedon was sunk by the German raider Atlantis, masquerading as the British auxiliary cruiser Antenor on 11 November 1940 south-West of Achin Head on the north-western tip of Sumatra on her way to Penang... At about 0700 on November 11, Schiff 16 encountered the cargo ship Automedan northwest of Sumatra. As soon as the Germans fired a warning shot, Automedan began transmitting, "RRRR", the signal for "raider". From a distance of more than 1.5 km, 28 shells are believed to have hit the bridge. The captain and all the officers were killed.

The Germans boarded the cargoship and axed into the captain's safe. They then blasted open a nearby strongroom and discovered 15 bags of mail marked, "Safe hand. By British Master only." This mail included a whole shipment of Top Secret mail for the British Far East Command, new code tables, a British War Cabinet report on British forces, the defences of Singapore, information regarding Australia and New Zealand, and an appraisal of the Empire of Japan's intentions. Automedan was sunk at 1507.

Retrieved from British Archives

**In 1939-40 after Churchill had taken control, it was found that the UK was almost bankrupt. If we

Churchill set out a plan to bring America and Russia into the war. It was of no consequence to him that in order to do this, thousands of lives would need to be forfeit, just as they were at the Dardanelle's. It is my opinion that false and sometime true information can be leaked to the enemy. In May 1940, Churchill in speaking to his son Randolph told him that he had an idea which would extricate us from the mess we were in (See Rusbridgers book Betrayal at Pearl Harbor) In July 1940, the steamer "City of Baghdad" had been captured by captain Rogge of the German raider "Atlantis".

All Naval codes and documents were seized and later used to good effect by the Germans. I believe that this incident was the crux and the fulcrum, which gave Churchill the idea of setting up the SS "Automedon" (pictured), by placing on board secret documents concerning Britain's incapability of defending the Far East stations and then leaking the information through double agents. On August the 8th 1940 Churchill and the war cabinet discussed a series of documents. The 76-page document included information that the British Empire in the Far East could not be defended should the Japanese declare war. These documents and a number of codes and other top secret information was placed on board the SS "Automedon" and sealed inside a diplomatic bag with instructions on the outside "Safe Hands-British Master Only".

The SS "Automedon" was captured and then sunk by the same captain of the same raider "Atlantis" on the 11th November 1940. It seems one hell of a coincidence, especially when it is now known that the documents, which had been prepared, by Churchill and his top spy master Menzies (no relation to the Australian) had been put on board the SS "Automedon" in absolute secrecy. No one even knew the date when the SS "Automedon" would sail. No word was ever printed about either ship until after the war, yet the SS "Automedon" log book and manifest were handed in to the Blue Funnel line offices just ten weeks after she was sunk, compliments of captain Rogge. (Why such secret documents were being sent by sea aboard a merchant vessel instead of being sent by seaplane or even submarine is anyone's guess), although Churchill was aware that the SS "Automedon" had been captured and sunk, he had hoped that all her documents were by now most probably in the hands of the Japanese, but that was at least nine months previous.

Matters were not moving fast enough for his plan, so HMAS "Sydney" was to be set up as a Judas Goat. "Sydney" was carrying similar documents to those on board the "Automedon", except that a new set of temporary orders and codes had now been included. It did not matter that the codes would be captured because by now there was so many permutations available that sending out just one single coded word could change them. The "Sydney" sailing instructions had been leaked just as the others. On 19 November 1941, Japan commenced hostilities, not against America or Britain but Australia, when the German surface raider, the 8,736 ton Kormoran met the Australian Perth class 6,830 ton Cruiser HMAS Sydney off the west coast of Australia and fought the most mysterious battle of world war two.

The "Sydney" was equipped with eight six inch and eight four inch guns, and the Kormoran with six 5.9 inch guns. The two ships began firing on each other when only 1200 yards apart, and soon both ships were very badly damaged. The Kormoran crew surrendered and began to abandon ship, making their way in lifeboats over to the Sydney. But before they could reach her, a single torpedo struck the "Sydney" and burning fiercely she drifted away into the night and was never seen again. Despite the damage to the Kormoran 318 of her crew of 390 survived, but not a single member of the Sydney's 645 crew survived, nor was a single body ever found. Since the Kormoran was not in a fit state to fire the last torpedo, it must have come from another vessel. By 24th November the Australian Naval Board was satisfied (although they had no absolute proof) that a Japanese 1 class submarine had been operating in conjunction with the Kormoran and had sunk the "Sydney".

The Admiralty were advised of this at once. The only one of Sydney's life rafts to be found was riddled with bullets, plainly suggesting that her survivors were machine gunned in the water to ensure that there were no witnesses to the incident. This passage is from James Rusbridgers book Betrayal at Pearl Harbor. Immediately after the war the National newspapers in the UK reported that on Wednesday the 19th November 1940 the Australian cruiser Sydney and the German raider Kormoran sank each other off the western coast of Australia, there were no survivors. This was the first the British public knew of the affair.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Dec 31st, 2007, 8:23am**

VICTUALS AND PROVISIONS

I have little to say on this subject, as their quality was filthy and their quantity, except as regards liquor, negligible. It is on record that MR. WILLIAM THOMPSON, writing in 1761, states that mariners of the King's ships have frequently put 24 hours' allowance of salt provisions into their tobacco boxes. The allowance of beer or wine was one gallon per diem.

Purser: an officer responsible for victuals and provisions, as well as keeping the ship's accounts (one of the four warrant officers).

Victualler: a victualling contractor or agent, responsible for the provisioning of a ship.

Owing to the limited stowage of beer, the practice of issuing rum as a substitute came into being early in the 18th Century, and finally was officially adopted. Rum, like beer or wine, was issued twice a day, the allowance being one pint for men and half a pint for boys. It appears that the beer was weak, generally stinking, and not the type of beverage that was capable of putting the "Souls of three butchers into one weaver." I have read that both Hawkins and Frobisher decided that they could cruise "As long as the beer lasted".

In 1740, Admiral Vernon instituted the practice of having the rum watered, and since those days it has borne the name of Grog, this being the nickname of the Admiral who habitually wore grogram clothing and was nicknamed **Old Grog**.

The standard weekly ration per man, officers and men alike is shewn in the table below. In the event that elements of the standard ration were not available then equivalents were issued to make up the amounts.

Some of these were as follows:

1 gallon Beer = 1 pt Wine (Watered 7:1) or ½ pt Arrack, Rum or Brandy (Watered 15:1)

2 lb Beef = 1 lb Suet or 1½ lbs of Flour + 4 ozs of Suet or 1½ lbs of Flour + 4 ozs of Raisins + 2 ozs of Suet

1 lb of Bread = 2 lbs of Potatoes or Yams

1 pt of Oatmeal = ½ Rice or ½ lb of Stockfish or 1 pt of Wheat or 1/3 pt of Calavances†

½ pt of Pease = ½ pt of Calavances

2 ozs of Butter = 2 ozs of Oil

† Chick Peas

In the events that neither the standard ration nor equivalents were available then the ration would be reduced and a sum of money, "**Short ration Allowance**" would be paid in addition to the seaman's wages.

If, when started, victuals proved unfit for human consumption the Purser was under no pressure to issue them. Unfit victuals could be condemned by an independent panel of officers and the Purser who would have bought them in the first place, would be re-imbursed.

Blake introduced brandy about 1650 and rum was substituted in March, 1687 (or 1688) as a result of our conquest of Jamaica.

We read that the cheese and the beef were capable on occasions of being cut into buttons, which seems to point out that these commodities were of a singularly indigestible nature. Water was kept in casks, and was never issued until all else failed, by which time it was noisome and stinking, as the casks were frequently used for a variety of purposes. It is nice to think that the water round London was considered to be "particularly good".

The term **Junk** or **Salt Junk** derives its name from a species of bulrush of which ropes were formerly made, and this affords us a practical view of the sailor's opinion concerning the quality of his rations.

Title: **Re: Humor-Fact-Sea Story**

Post by **seashells** on **Dec 31st, 2007, 6:20pm**

It's Another New Year...

...but for what reason?

"Happy New Year!" That greeting will be said and heard for at least the first couple of weeks as a new year gets under way. But the day celebrated as New Year's Day in modern America was not always January 1.

ANCIENT NEW YEARS

The celebration of the new year is the oldest of all holidays. It was first observed in ancient Babylon about 4000 years ago. In the years around 2000 BC, the Babylonian New Year began with the first New Moon (actually the first visible crescent) after the Vernal Equinox (first day of spring).

The beginning of spring is a logical time to start a new year. After all, it is the season of rebirth, of planting new crops, and of blossoming. January 1, on the other hand, has no astronomical nor agricultural significance. It is purely arbitrary.

The Babylonian new year celebration lasted for eleven days. Each day had its own particular mode of celebration, but it is safe to say that modern New Year's Eve festivities pale in comparison.

The Romans continued to observe the new year in late March, but their calendar was continually tampered with by various emperors so that the calendar soon became out of synchronization with the sun.

In order to set the calendar right, the Roman senate, in 153 BC, declared January 1 to be the beginning of the new year. But tampering continued until Julius Caesar, in 46 BC, established what has come to be known as the Julian Calendar. It again established January 1 as the new year. But in order to synchronize the calendar with the sun, Caesar had to let the previous year drag on for 445 days

THE CHURCH'S VIEW OF NEW YEAR CELEBRATIONS

Although in the first centuries AD the Romans continued celebrating the new year, the early Catholic Church condemned the festivities as paganism. But as Christianity became more widespread, the early church began having its own religious observances concurrently with many of the pagan celebrations, and New Year's Day was no different. New Years is still observed as the Feast of Christ's Circumcision by some denominations.

During the Middle Ages, the Church remained opposed to celebrating New Years. January 1 has been celebrated as a holiday by Western nations for only about the past 400 years.

NEW YEAR TRADITIONS

Other traditions of the season include the making of New Year's resolutions. That tradition also dates back to the early Babylonians. Popular modern resolutions might include the promise to lose weight or quit smoking. The early Babylonian's most popular resolution was to return borrowed farm equipment.

The Tournament of Roses Parade dates back to 1886. In that year, members of the Valley Hunt Club decorated their carriages with flowers. It celebrated the ripening of the orange crop in California.

Although the Rose Bowl football game was first played as a part of the Tournament of Roses in 1902, it was replaced by Roman chariot races the following year. In 1916, the football game returned as the sports centerpiece of the festival.

The tradition of using a baby to signify the new year was begun in Greece around 600 BC. It was their tradition at that time to celebrate their god of wine, Dionysus, by parading a baby in a basket, representing the annual rebirth of that god as the spirit of fertility. Early Egyptians also used a baby as a symbol of rebirth.

Although the early Christians denounced the practice as pagan, the popularity of the baby as a symbol of rebirth forced the Church to reevaluate its position. The Church finally allowed its members to celebrate the new year with a baby, which was to symbolize the birth of the baby Jesus.

The use of an image of a baby with a New Years banner as a symbolic representation of the new year was brought to early America by the Germans. They had used the effigy since the fourteenth century.

FOR LUCK IN THE NEW YEAR

Traditionally, it was thought that one could affect the luck they would have throughout the coming year by what they did or ate on the first day of the year. For that reason, it has become common for folks to celebrate the first few minutes of a brand new year in the company of family and friends.

that the first visitor on New Year's Day would bring either good luck or bad luck the rest of the year. It was particularly lucky if that visitor happened to be a tall dark-haired man. Traditional New Year foods are also thought to bring luck. Many cultures believe that anything in the shape of a ring is good luck, because it symbolizes "coming full circle," completing a year's cycle. For that reason, the Dutch believe that eating donuts on New Year's Day will bring good fortune. Many parts of the U.S. celebrate the new year by consuming black-eyed peas. These legumes are typically accompanied by either hog jowls or ham. Black-eyed peas and other legumes have been considered good luck in many cultures. The hog, and thus its meat, is considered lucky because it symbolizes prosperity. Cabbage is another "good luck" vegetable that is consumed on New Year's Day by many. Cabbage leaves are also considered a sign of prosperity, being representative of paper currency. In some regions, rice is a lucky food that is eaten on New Year's Day.

AULD LANG SYNE

The song, "Auld Lang Syne," playing in the background, is sung at the stroke of midnight in almost every English-speaking country in the world to bring in the new year. At least partially written by Robert Burns in the 1700's, it was first published in 1796 after Burns' death. Early variations of the song were sung prior to 1700 and inspired Burns to produce the modern rendition. An old Scotch tune, "Auld Lang Syne" literally means "old long ago," or simply, "the good old days." The lyrics can be found here just read on

The song, "Auld Lang Syne," playing in the background, is sung at the stroke of midnight in almost every English-speaking country in the world to bring in the new year. At least partially written by Robert Burns in the 1700's, it was first published in 1796 after Burns' death. Early variations of the song were sung prior to 1700 and inspired Burns to produce the modern rendition. An old Scotch tune, "Auld Lang Syne" literally means "old long ago," or simply, "the good old days."

Auld Lang Syne

Should auld acquaintance be forgot
and never brought to mind?
Should auld acquaintance be forgot
and days of auld lang syne?
For auld lang syne, my dear,
for auld lang syne,
we'll take a cup of kindness yet,
for auld lang syne.

Should auld acquaintance be forgot
and never brought to mind?
Should auld acquaintance be forgot
and days of auld lang syne?
And here's a hand, my trusty friend
And gie's a hand o' thine
We'll tak' a cup o' kindness yet
For auld lang syne.

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Jan 1st, 2008, 5:41am**

Nothing wrong with the idea of a p*ssup with family and friends to bring in the New Year - especially if you believe what you do on New Years Day should happen all year!!! I'm trying to keep that tradition alive. I notice that Seashells is already in his cups and is repeating (R) repeating himself! Stop it I thought I was seeing double!!

Also Seashells I don't like the journey this thread is taking. First you get into the dibbies, then the cooks and now the victullars.....seems the writers are not far away. A word of warning - we writers still know people in high places and a Nor'Easter on payday can be decidedly painful! The SBA's can also 'go the needle" I believe!!!!!!!!!!!!

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Jan 1st, 2008, 12:47pm**

Sydney to Hobart

One for the New Year

A young woman in Sydney was so depressed that she decided to end her life by throwing herself into the harbor.

She went down to the docks and was about to leap into the frigid water when a handsome young sailor saw her tottering on the edge of the pier, crying. He took pity on her and said, "Look, you have so much to live for. I'm off to Hobart in the morning, and if you like, I can stow you away on my ship. I'll take good care of you and bring you food every day."

Moving closer, he slipped his arm around her shoulder and added, "I'll keep you happy, and you'll keep me happy." The girl nodded yes. After all, what did she have to lose? Perhaps a fresh start in Hobart would give her life new meaning.

That night, the sailor brought her aboard and hid her in a lifeboat. From then on, every night he brought her three sandwiches and a piece of fruit, and they made passionate love until dawn. Three days later, during a routine inspection, she was discovered by the captain.

"What are you doing here?" the captain asked.

"I have an arrangement with one of the sailors," she explained. "I get food and a trip to Hobart, and he's screwing me."

"He certainly is," the captain said. "This is the Yacht Impeccable."

I see nothing has changed in the Navy ;D ;D ;D

Title: **Re: Humor-Fact-Sea Story**

Post by **seashells** on Jan 1st, 2008, 1:54pm

Capital Punishment

Be careful of "logic".....

In the days of sail, a coxswain was courts-martialed for the murder of a sailor. It seemed he had knocked the man on the head and thrown his body over the side. He said the man had deserted, and swam ashore.

His defending advocate officer made a lot of the fact that no body had been found.

"In fact," he said, "The sailor has just been arrested by the press gang, and they will now bring him in."

He pointed to the cabin door, and the convening Captain of the ship and Prosecuting Officers followed his direction.

After thirty seconds, nothing happened. He lowered his arm and said, "Gentlemen, I confess that he has NOT been found - but you all waited to see if he would appear. You must therefore have some doubt that he is dead, and so you must not convict the coxswain."

The courts martial continued, and eventually the court was cleared for the five judges withdrew to discuss their verdict. There seemed no doubt, but the most junior judge (who must give his opinion first) said firmly, "Guilty."

"Nonsense," said the Admiral, "We all looked at the door. How can you have no doubt?"

"We all looked at the door, sir, but the coxswain didn't" ;)

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Jan 2nd, 2008, 6:03am**

The Purser of the old Navy

In Brief... Purser's were warranted by the Admiralty but did not require professional qualifications. However, some kind of financial surety was required. The duties were to oversee supply and issue of victuals, slops (clothes) and other consumables. In the nineteenth century the rank was transferred to being a commissioned rank and another aspect of his duty appeared. It became customary to pay the crew at regular intervals which entailed carrying money which became the Purser's responsibility. The Purser was one of the five standing officers of the ship.

The Purser of the old Navy was a man whose integrity was so frequently a matter of supposition that he was forced to lodge a sum of money in the shape of two sureties, varying from £1,200 in first rates to a lesser sum in smaller ships, as a guarantee against speculation. The price of his Warrant, which he bought, was in the reign of James I. Between £60 and £70. This, however, did not prevent the Purser lining his pockets at the expense of the Seaman. He was expected to do so and considered a fool if he refrained - the latter charge being rare. There were various ways in which he made a good thing out of his job, of which the following are a few:

Keeping men's names on the books if they were Dead, 'Run,' or discharged.

By 'Short Allowance Money' and victuals for the men so borne.

By giving the men 'beverage' for good wine, or shrunken and poor victuals instead of prime when on foreign voyages.

Making out Pay Tickets for men who were Dead or 'Run', and giving their attorneys or executors a small sum in consideration for drawing their pay.

Probably the most iniquitous proceeding of all was the first-named, the man being tricked in to leaving the ship, either by going ashore, or being loaned to another vessel, when the unfortunate fellow lost the whole of the wages due to him, the Purser drawing them with a forged Pay Ticket.

By an act of George II., a Purser was entitled to keep two imaginary men per hundred on his books, and these were known as **Widows men**. The values of their pay, and provisions was paid by the Paymaster General to the Widows Fund. This practice commenced about 1763, when the seven years War was terminated by the Peace of Paris, and we find regulations as to the numbers allowed to ships and their rates of pay, in the Navy Lists up to 1831. The expression came to mean an entirely imaginary person.

Short Allowance Money was the money credited to the men when on short allowance owing to the scarcity of provisions. Orders were given in the reign of Queen Anne that Short Allowance credits were always to be paid to the men themselves, but his seems to have been more honoured in the breach than in the observance.

The Purser had very little to do with the actual handling of the men's wages, as these were drawn at the end of a voyage or commission, from a Pay Office ashore on presentation of a Pay Ticket furnished by the Purser. In most cases, they were bought at the seaports for about a third of their value, and subsequently cashed by the Jews or Crimps who infested the ships on their arrival.

On account of the various tricks enumerated, it is not surprising that the Purser was known on the lower deck by the nickname of **Mr. Nipcheese**. The expression to **Make a dead man chew** also comes from the same source. It is probable that, in this respect, the Naval Purser stand out pre-eminently as the only one who has ever managed to do it.

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Jan 2nd, 2008, 6:36am**

Came across a few tough Supply Officers and no doubt some of them could not only make a dead man chew but eat the whole bluddy lot!

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Jan 2nd, 2008, 8:20am**

For those that may be interested in the Royal Navy Global Operations... Please go to this site below

<http://www.royalnavy.mod.uk/globalops/>

Interesting site ;)

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Jan 2nd, 2008, 8:56am**

Slops

Today

"Slops:" Mixture of oil and water left in a 'slop tank' on a tanker, normally after tank cleaning has taken place.

But Slops of yester year!

Slops: Uniform Store, sailors clothes. Also known as "Slop Shop"

Slops were bought from a Contractor by the Purser, the Contractor being known as the **Slop Seller**. He was bound by instructions to allow the Purser 1/- in the £ on all sales. By overcharging both the living and the dead the Purser added to his commission and also to the over plus of his stock, which would become his at the end of the voyage. He was very much in the Slop Seller's hands and if the two did not agree, the Captain was authorised to appoint someone else to receive and vend the slops. It was hardly in the interest of the Captain to interfere, as he also made a good thing out of these practices. Up to 1837 it was customary for the Purser to give private pay to his Clerk at the rough annual rate of £1 per gun for every gun carried by the ship.

The junior member of the Paymaster's Victualling staff is known as the **Dusty Boy** or **Jack Dusty**.

Tobacco was not supplied until 1798, and even then was mostly used to chew and not to smoke, smoking only being permitted in the galley.

It is owing to the nefarious practices on the part of the Purser that the system came into force which is still with us of **Mustering by the Open List**, when every man personally reports who he is and what he is paid for. This ceremony is called **Mustering by the Ledger**, or in lower deck slang **White Line Day**, from the fact that every man **Toes the Line** as he recounts the duties for which he draws pay. The ceremony is generally carried out quarterly and at Inspections.

Title: **Re: Humor-Fact-Sea Story**
Post by **oldmech** on **Jan 2nd, 2008, 4:17pm**

Seashells,

When you said in todays post..."It is owing to the nefarious practices on the part of the Purser that the system came into force which is still with us of Mustering by the Open List, when every man personally reports who he is and what he is paid for. This ceremony is called Mustering by the Ledger, or in lower deck slang White Line Day, from the fact that every man Toes the Line as he recounts the duties for which he draws pay. The ceremony is generally carried out quarterly and at Inspections."

What Navy is that in???

CoIN

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Jan 2nd, 2008, 5:33pm**

I was going to post this at a later date ... but since you asked ;) but I will post more on this further into the year of 2008 ;)

Commenced about 1763 In the Royal navy and followed through with Captain James Cook (Born: October 27, 1728 Died: February 14, 1779) The English navigator James Cook, possibly the greatest explorer of the 18th century, is known for his voyages to the Pacific Ocean and his application of scientific methods to exploration and to cartography. He discovered Australai around July 13, 1771.

On May, 13 1787, eleven ships set out from Portsmouth, England on an eight month voyage to Australia, carrying approximately 1 350 men, women and children. All of the Royal British first fleet ships brought with them all of the traditions and customs of the Royal Navy and English traditions

First Fleet of Eleven ships Were...

HMS Sirius - Flagship Prince of Wales - Transport
HMS Supply - Armed Tender Scarborough - Transport
Alexander - Transport Borrowdale - Storeship
Charlotte - Transport Fishburn - Storeship
Friendship - Transport Golden Grove - Storeship
Lady Penhryn - Transport
Prince of Wales - Transport
Scarborough - Transport
Borrowdale - Storeship
Fishburn - Storeship
Golden Grove - Storeship

A lot of the old English Navy customs still stand today in various forms and some of the laws have never changed

Have you not ever mustered inline for your pay and then been inspected by the mustered Pay Officer before you receive it ????????

I have in Recruit school and on shore establishments and on ships in which I served :D :D

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Jan 3rd, 2008, 2:37am**

Guess they got a bit clever and gave u right arm rates so we didn't have to yell out what part of ship we worked or what we did to earn our quid - can you imagine : Pay Mustering Officer : "AB Jones what did you do?" AB Jones (an honest dibbie) "Who Sir? Me, Sir, Nothing Sir" etc etc!! Then everyone would have blamed the pore ole scribes because they didn't get the right money!!!!

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Jan 3rd, 2008, 6:21pm**

Uniforms

It was not until 1748 that Uniform was first established for Naval Officers, and regulations do not appear to have been fixed concerning the man until 1857, although there had been spasmodic and ineffectual efforts long before this to get a certain standard of dress. What little uniformity that was introduced was chiefly due to the **Slop Seller** supplying the demand for clothing which was in vogue

rule wore a petticoat. In 1553, it appears that the Mariners of a squadron commanded by Captain Richard Chancellor were apparelled in Watchett, or sky-coloured cloth, made at and called after the busy industrial town of XV., XVI., and XVII. Centuries "By the Severn Sea" near "Blue Anchor", and about 1600 a writer mentions that, on meeting a vessel in the Pacific, "We know her to be English because the Seamen wore breeches."

Chaucer describes the 14th Century seaman wearing a gown of Falding to the knee. In Captain Marryatt's time the canvas petticoat was still part of a sailor's kit

We cannot stop too long on the subject of Uniform, but there are certain points worthy of note.

The present-day sailor's knife has no point, and probably is of this shape, not only that it may be used as a screwdriver, but in order to conform to the ancient laws already quoted, so that the practice of stabbing became a matter of difficulty. In sailing ships, even to-day, I myself have personally seen a man have the point of his knife broken off by the Mate, and a few years ago it was an almost invariable rule that knives with points were barred. A knife with no point was also less liable to damage a sail when cutting the 'stops.'

The sailor's lanyard was of no fixed length, but depended on the length of the arm, so that he could open his knife with one hand when the lanyard was round his neck.

A sailor's silk handkerchief, popularly supposed to be a sign of mourning for Lord Nelson, is of very much earlier date than this, and chroniclers tell us that it was worn in action either round the head to prevent the sweat running into a man's eyes; round the waist, or as a pad over his knee in case he was one of the handspike numbers at the heavy guns. When ashore, it's colour varied according to individual taste. The 'Fancy man' had a strong preference for what is known as a 'Bird's eye', and if he was really particular in his appearance, he would wear one of the colour of 'Blood and broken eggs.' This was worn knotted lossely round the throat.

One of the relics of the old rig still in use are the **pumps** worn by riggers in the Royal Yacht. The word Pumps, I believe, is derived from the fact that they were the form of footwear commonly worn at the focus of society - the Pump Room at Bath.

Many Captains dressed their barges' crews according to their fancy. It is on record that the Captains of the 'Blazer', 'Harlequin', and the 'Trincomalee' all did so, and I believe the Captain of the 'Caledonia', as late as the 19th Century, dressed his barge's crew in Tam-o'-shanters. Admiral Vernon also had ideas on this subject, and clothed his barge's crew in red.

Epaulettes were brought into the English Navy long after the Army had them and after they were common in the French Service. When first introduced, they were more or less a private adornment and were shaped like a tassel and were known, and are known now, as **Swabs**. We read that Nelson, when at St. Omer in France, met Captains Ball and Shephard, who apparently wore epaulettes, for he wrote to a friend concerning these Officers- "They wore fine epaulettes, for which I think them great coxcombs. They have not visited me, and I shall not court their acquaintance." It is worthy of note that this fretful mood revived in Nelson's mind some fifteen years later, when, in 1798, Captain Ball took command of the "ALEXANDER" to join Nelson, who is credited with the words- "What, have you come to have your bones broken." It is gratifying to learn that his opinion of Sir Alexander Ball underwent a somewhat drastic change in later years.

The main reason for the introduction of epaulettes was that foreign sentries did not accord the usual honour to British Officers, as they did not recognise them as Officers without epaulettes.

"Cocked Hats," which were originally triangular were, and are, known to this day as **Scrapers**.

The collar, with its three rows of tape, generally supposed to commemorate Nelson's three victories, was introduced with the seaman's uniform in 1857, and I believe it is a fact that the original pattern was designed with two rows of tape and that the third crept in by error.

A collar of sorts had long been popular, but the idea that the collar was to keep the tar or dressing of the pig tail off the coat is, I feel sure, a popular error.

A Midshipman's Patches are known his **Weekly Accounts**, and it is a matter of grave doubt whether "Young Gentlemen" ever wore a white collar all round or, even if they did so, that such was to keep the powder from their pigtails off their coats.

During the Commonwealth the men wore their hair cropped. After the Restoration, when officers took to very full and flowing wigs, the men adopted long hair and ringlets, but left the hair untied.

About 1740, Officers wore tie wigs, though these were, as a rule, reserved for dress occasions.

It appears that about 1760-1780 the natural hair of the Officers was queued, and that about 1787 the men commenced also to tie their hair, but it does not seem that the practice became really fashionable until about 1805, and went completely out of vogue just about fifteen years later. **Love Locks** remained as a facial adornment till about 1850, when beards became the fashion, and the **Foretopman's Lock** was in use till about 1910, when shore-loafing dandy took to plastering his hair back like a rat that had eaten his way through a keg of butter.

The pig-tail went out of fashion ashore about 1785. When worn by a seaman it was the hall mark of the Navy man, and the Merchant Service did not affect the style at all.

Eel skins were sometimes used as a Heart when making a tail, and yarns laid up with the hair to increase the size.

Tails were worn long when ashore, but Clubbed when on board, or when working. The pig-tails took a deal of tying and adjustment, and particular friends would perform the office for each other the term **Tienstes** or **Tie and Tie** and damn all favours.

Pressed men being generally lousy, were close cropped on arrival, and so a good tail came to be the mark of a clean well disciplined man, and finally became a symbol of professional pride and the sign of a Staid hand. In the days when hirsute appendages to the face were popular, and when the art of naval gunnery consisted mostly of cutlass drill, burnishing the ready use shot, and putting the quarterly practice allowance down the ash chute, to save dirtying the guns, a favourite saying was **Attitude is the art of gunnery**, and **Whiskers make the man**.

Title: **Re: Humor-Fact-Sea Story**
Post by **Joe** on **Jan 4th, 2008, 4:59am**

Not sure I'd have liked the pig tail bit - I hate having the barber cut me hair or anyone touching me at all (yep #2 all over - real easy!). The other thing I hate about barbers is their constant senseless chatter although a firm "shut up - I'm not interested" usually pull 'em up!
I see they are changing the Pussers uniform completely this year as well - times change!!!!

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Jan 4th, 2008, 8:37am**

The **Gunnery Officers** of the Fleet retaliated by describing the qualifications of the Salt Horse Officer as being possessed of the **Deportment and manners of a rigger**, a **Topsail yard voice**, and a **Rope of oaths**.

Aiguillettes are, I believe, of feudal origin and originated as a badge of office in the following manner:

The horses of the chief and his immediate entourage were picketed close to their tents, and when camp was struck it was the duty of one of the retainers to take up the picket ropes and pegs, after the remainder were mounted, and to carry them until they were next required. The ropes were worn round the body with the pegs hanging down, and the chief could easily be located by the proximity of his henchman who was thus attired. Thus they eventually came to be regarded as a badge of the personal staff, and superseded the sash which had been worn in the Navy up to the year 1879. There is also the belief that aiguillettes were originally the pricklers which were used for clearing the vents of the old horse pistols, and that the weapon was handed to the orderly or henchman to be cleaned and reloaded while the second pistol was in use.

ADC's to Royalty, Viceroy, and Governors General wear aiguillettes on the right side - all others on the left.

Royal Aiguillettes are of plain gold.

Naval Aiguillettes are of blue and gold.

Military Aiguillettes are of red and gold.

The baggy trousers of the sailor are possibly a descendant of the old petticoat, although many people say that they were designed so as to be easily rolled up when scrubbing decks.

Badges on buttons and the arrangement of buttons have been many and varied. For a few years the Engineers of the Navy had engines on their buttons, but this did not last long. The buttons were arranged according to the Branch of the Service, in two's and three's, similar to the method adopted to-day by foot regiments forming the Brigade of Guards. In former times, Doctors also had a badge on their buttons somewhat similar to the crest now borne by the Royal Army Medical Corps, only the anchor was incorporated in the design.

The origin of the Executive curl seems to be wrapped in mystery. There is a story that one, Captain Elliot, wounded in the arm in the Crimea war, used the gold on his sleeve as a sling and that it was called Elliott's eye. I think, however, that the Elliott's eye referred to is the method of making an eye in a hemp cable and said to have been introduced into the Service by the Honourable William Eliot, a member of the Board of Admiralty in 1800 and 1801.

In comparatively recent years it is said that in the memoirs of the late Sir Charles Dundas of Dundas, an Admiral's wife who accompanied her husband to sea insisted on wearing a uniform monkey jacket. The same officer relates the idiosyncrasies of certain Captains of that period, some of whom neglected to wear uniform at all, but went about in a plain black coat and a white top hat. One officer went so far as to wear so thin a jacket that his red braces showed through. Top hats with uniform were in vogue during the memory of officers still serving in 1927.

In 1867, Aides-de-Camp to the Sovereign wore crimson sashes similar to those of Army Officers. While on this subject we might remark that the sashes worn in the Army and Royal Marines are relics of the lining of cloaks of the Officers and Sergeants who used them for transporting wounded. Sergeants of the Somerset Light Infantry are the only regiment in the British Army who are entitled to wear their sashes with the knot on the right side, the same as Officers. This distinction was granted because of the gallantry of the Sergeants of this regiment at the Battle of Culloden on April 16th. 1746. (Confirmed by a Horse Guards Order of April 3rd. 1865.)

George II. selected Blue and White as the **Naval colours**, as he had seen the Duchess of Bedford riding in the Park in a dress of this nature, which had struck him very favourably. The actual order was dated April 13th. 1748, and promulgated as Domestic News in the Jacobite Journal, and not by any gazette or Order in Council. No patterns were sent abroad, but were all lodged with the Navy Office. It is therefore hardly surprising that we find that on February 13th. 1749, Admiral Boscawen writes that he cannot comply with the order, as he was entirely at a loss as to patterns.

The expression **Post Captain** was derived from the term Post Ship. Such ships were of such rate that they were important commands whose captains would need to take precedence and command over ships of inferior rate and consequently of the officers commanding them, particularly when engaged in convoy duty.

It is still correct for a Commander in the Navy to be introduced and referred to as Captain so and so. because it has ever been the custom for Commanders to be appointed as second in command of more important ships and in sole command of lesser units.

The French and other foreign Navies perpetuate the practice of referring to the rank of an officer by the type of command suitable to his seniority, thus a Post Captain is Capitaine de vaisseau, a Commander is called Capitaine de fregate, and a Lieutenant Commander is Capitaine de corvette.

The term "**Lieutenant-Commander**" was introduced in 1912, prior to which date an officer with two and a half stripes was a senior Lieutenant. All Lieutenants in command were termed Lieutenant and

force.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on Jan 5th, 2008, 9:04am

The properties, Office and **Duty of a Gunner**

A Gunner ought to be sober [smiley=beer.gif], wakeful, lusty, hardy, patient, and a quick-spirited man; he ought also to have a good eyesight, a good judgement, and a perfect knowledge to select a convenient place in the day of service, to plant his ordinance where he may do most hurt unto the enemies, and be least annoyed by them.

Also a Gunner in time of service ought to forbid with meek and courteous speeches all manner of persons other than his appointed assistants to come near his pieces, to the end that none of his pieces may be choked, poisoned, or hurt; and he ought not for any prayers or reward to lend any piece of his gunmatch to another person, because it may be very hurtful to him in time of service to lack the same.

Also every Gunner ought to know that it is a wholesome thing for him to eat and drink a little meat before he doth discharge any piece of artillery, because the fume of saltpetre and brimstone will otherwise be hurtful to his brains, so it is very unwholesome to him to shoot in any piece of ordinance while his stomach is full. ;D ;D ;D

Every Gunner which shall serve upon the sea in any ship ought before his going to sea to write with good advertisement in a paper book for the owner or captain of the vessel in which he shall serve the weight and price of so much gunpowder, and of so many fit pellets, as will be enough to charge all the pieces in his vessel forty times over, and also the price of ten barrels of more gunpowder, which he ought to have for the only making of fireworks.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on Jan 5th, 2008, 3:02pm

WARS

what you do in your time when its too bloody hot! ;)
compare the percentages with all wars Australia fought in ::)

Boer War 1899–1902

Or the South African War, Boer War, Anglo Boer War
16463 soldiers and approximately 60 nurses served
606 Australian deaths, mainly from disease or 3.7%
Australia's first Victoria Cross (to Captain Neville Howse, for saving a wounded comrade under fire),
and five other subsequent VCs (all of them for rescuing mates under fire).

World War I 1914–1918

Or the Great War, World War 1
416809 men and women enlisted in the Australian Imperial Force; 324000 of these served overseas
61919 Australian deaths. 14.99%
Australians were awarded 64 Victoria Crosses, including seven during the Battle of Lone Pine, Gallipoli.

World War II 1939–1945

993000 Australian men and women enlisted.
39,967 Australian deaths. 4.2%
Twenty Australians were awarded the Victoria Cross

17164 men sent overseas
339 Australians deaths. 1.99%
There were no VC's awarded

Malayan Emergency 1948–1960

More than 7000 – Navy, Army and Air Force
51 Australian dead during the campaign (15 of these during operations). 0.72%
There were no VC's awarded

Confrontation with Indonesia 1962–1966

3500 troops mostly infantry, but with Navy and Air Force involvement
23 Australian dead, seven of these on operations. 0.68%
There were no VC's awarded

Vietnam War 1965–1973

49968 Australians, predominantly Army, but with Navy and Air Force elements of about 12000
520 Australian deaths. 0.85%
Four Victoria Crosses awarded

Gulf War 1990–1991

1800 plus Australian Defence personnel were deployed in the Gulf War
No Australian deaths

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Jan 6th, 2008, 11:03am**

A Pirate -Fact

John Rackham is also known as "Calico Jack" by many due to his preference for calico coats and britches. Though not among the most notorious pirates of the seas, he is most renown for his association with Anne Bonny and Mary Read, the world's best known female pirates.

Rackham acquired command of his ship the *Treasure* through the incompetence of its former leader, captain Vane, in neglecting to attack a auspicious French man-of-war, to the dismay of its crew. Rackham's protest towards the decision won him the support of the crew, who put Vane to the vote, and ultimately deposing him of command. In this way, the former quartermaster of Vane's vessel, became its captain, and Vane was cast off on a smaller sloop with the members of the crew who had voted against Rackham.

Eventually, Rackham turned over control of his ship to the two female pirates Mary Read, and Anne Bonny, the latter of which he had whisked away willingly from her husband, and who had fought at his side in battle after battle.

His ship was captured in November 1720, and brought to Jamaica. Nearly the entire crew, including Rackham himself were sentenced to hang.✕

A Buccaneer-Fact

Initially hunter's of cattle and pigs on the Island of what is now known as Haiti and the Dominican Republic. The Buccaneers got their name from the meaning of the French word "boucan" (which means barbecue), as they were frequently seen barbecuing their meat on grills (they learned this form of cooking from the Arawak Indians).

The buccaneers were driven out by the Spanish, and the persecuted hunters banded with groups of runaway slaves, deserters, and other's who hated the Spanish and sought vengeance on their vessels. The word buccaneer soon became common, and by the 17th century was used to describe pirates and privateers who had bases in the West Indies.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Jan 6th, 2008, 11:52am**

tThe BATTLE of Lake Poyang

This Large lake in china is the largest fresh water lake of all china it corners Jiangxi Province, Hubel and Anhui.

This was the site of arguably the largest naval battle in history and this was over 600 years ago - the battle of Lake Poyang took place 30 August - 4 October 1363 and was one of the final battles fought in the fall of China's Mongol-led Yuan Dynasty.

There were at this time a number of rebel groups who sought to topple the reigning dynasty; the three most powerful were called the Ming, the Han, and the Wu.- and with close to one million sailors involved and over 10,000 ships involved!

Yuan Dynasty China

During the final days of the Yuan dynasty, rebellion had broken out throughout the empire. Initially there were several contenders vying to be the first to found a new dynasty on the imminent fall of the house of Yuan, but the field was narrowed to two; Chu Yuan-Chang and Chen Yifu. The two armies met at Poyang Lake where a naval engagement was to take place. General Chen had the advantage of both troops and ships. His ships were large and sturdy and he had them lined up side to side across the entire expanse of the lake. He furthermore had the ships joined together with iron chains so as to create an impenetrable barrier. General Chu sent his ships to attack but they were defeated having failed to break through the cordon. Fortunately for Chu the next day a violent northwest gale began to blow. Since Chen's flotilla was situated downwind, Chu took advantage of the situation to launch fireboats against the barrier. Soon Chen's troops were in a frenzy to save their ships from both the rising storm and the fire, which was fanned into a blazing fierceness by the wind. Taking advantage of the panic and confusion that ensued, Chu launched his own fleet into the attack and they completely defeated Chen's forces. An arrow through his eye killed General Chen while general Chu became the founder of the Ming Dynasty.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Jan 6th, 2008, 12:31pm**

Attention all crew members... now hear this, now hear this ;D ;D

;) Seriously if you want to get your blood pumping go to this site ::)

<http://www.youtube.com/watch?v=xWK5WoRj57w&feature=related>

<http://www.youtube.com/watch?v=cGy3aN9rwc0&feature=related>

<http://www.youtube.com/watch?v=6wCd8P8h0tE&NR=1>

Don't forget to turn the volume up ;D ;D

PS some of you may reconise yourself or someone ;)

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on **Jan 7th, 2008, 9:55am**

Admiral Edward Russell's 17th-Century throwdown

Think you can drink like a sailor? Maybe you should take a moment to reflect on what that truly means.

The record for history's largest cocktail belongs to British Lord Admiral Edward Russell. In 1694, he threw an officer's party that employed a garden's fountain as the punch bowl.

pounds of sugar, 2,500 lemons, 20 gallons of lime juice, and 5 pounds of nutmeg. A series of bartenders actually paddled around in a small wooden canoe, filling up guests' cups. Not only that, but they had to work in 15-minute shifts to avoid being overcome by the fumes and falling overboard.

The party continued nonstop for a full week, pausing only briefly during rainstorms to erect a silk canopy over the punch to keep it from getting watered down. In fact, the festivities didn't end until the fountain had been drunk completely dry.

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on Jan 8th, 2008, 8:53am

The London Brew-nami of 1814

The Industrial Revolution wasn't all steam engines and textile mills. Beer production increased exponentially, as well. Fortunately, the good people of England were up to the challenge and drained kegs as fast as they were made. Brewery owners became known as "beer barons," and they spent their newfound wealth in an age-old manner — by trying to party more than the next guy.

Case in point: In 1814, Meux's Horse Shoe Brewery in London constructed a brewing vat that was 22 feet tall and 60 feet in diameter, with an interior big enough to seat 200 for dinner — which is exactly how its completion was celebrated. (Why 200? Because a rival had built a vat that seated 100, of course.)

After the dinner, the vat was filled to its 4,000-barrel capacity. Pretty impressive, given the grand scale of the project, but pretty unfortunate given that they overlooked a faulty supporting hoop. Yup, the vat ruptured, causing other vats to break, and the resulting commotion was heard up to 5 miles away.

A wall of 1.3 million gallons of dark beer washed down the street, caving in two buildings and killing nine people by means of "drowning, injury, poisoning by the porter fumes, or drunkenness."

The story gets even more unbelievable, though. Rescue attempts were blocked and delayed by the thousands who flocked to the area to drink directly off the road. And when survivors were finally brought to the hospital, the other patients became convinced from the smell that the hospital was serving beer to every ward except theirs. A riot broke out, and even more people were left injured.

Sadly, this incident was not deemed tragic enough at the time to merit an annual memorial service and/or reenactment.
;D ;D ;D

Title: **Re: Humor-Fact-Sea Story**
Post by **seashells** on Jan 9th, 2008, 6:20am

New York state of mind:

The Dutch ingratiate themselves to the natives

In 1609, the Dutch sent English explorer Henry Hudson westward for a third attempt at finding the fabled Northeast Passage. A near mutiny forced him southward, and upon reaching land, he encountered members of the Delaware Indian tribe.

To foster good relations, Hudson shared his brandy with the tribal chief, who soon passed out. But upon waking up the next day, he asked Hudson to pour some more for the rest of his tribe. From then on, the Indians referred to the island as Manahachtanienk — literally, "The High Island."

And not "high" as in "tall;" high as in "the place where we got blotto." Most people would agree that Manhattan has stayed true to the spirit of its name ever since. ;D ;D

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General >> Bulletin Board >> On This Day Australian Navy

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Message started by seashells on Nov 24th, 2007, 12:42pm

Title: **On This Day Australian Navy**
Post by **seashells** on **Nov 24th, 2007, 12:42pm**

RADM G. V. Gladstone was appointed Flag Officer Commanding Her Majesty's Australian Fleet. His flagship was HMAS SUPPLY. 24th November 1975

HMAS VENDETTA (II), (Daring class destroyer), supported South Vietnamese battalions in a night action to the west of Tuy Hoa, Vietnam. VENDETTA was the only British-design ship employed in operations in Vietnam, and ammunition supply for her 4.5-inch guns created a supply problem. 24th November 1969

RAN divers from CDT 3 removed a length of heavy steel cable which had wrapped around the starboard propeller of the Australian Army ship HARRY CHAUVEL, at Vung Tau, Vietnam 24th November 1967

The Defence Forces Retirement Benefits Bill was passed by the Australian Parliament. This was the first comprehensive retirement scheme for all ranks of the RAN. 24th November 1959

HMAS VENDETTA (I), (destroyer), was paid off at Sydney. 24th November 1945

HMA Ships KALGOORLIE and TOWNSVILLE, (minesweepers), swept the passages in the Great Barrier Reef for enemy mines. . 24th November 1944

The Fremantle-based USS BOWFIN, (submarine), sank the Japanese tanker OGURASAN MARU, and the transport TAINAN MARU, off Mindanao. 24th November 1943

HMAS ADELAIDE, (cruiser), intercepted the German blockade runner RAMSES in the Indian Ocean. RAMSES was sunk by gunfire, and 88 survivors, plus a dog and a pig, were picked up. 24th November 1942

HMAS GLADSTONE, (minesweeper), was launched at Maryborough, QLD. 24th November 1942

HMAS NIZAM, (destroyer), and HM Ships JERVIS, JACKAL, and HOTSPUR, (destroyers), picked up 450 survivors from HMS BARHAM, (battleship), sunk by the German submarine U331 south of Crete. 24th November 1941

HMAS NAPIER, (destroyer), took off the crew of the transport GLEN ROY, torpedoed by German aircraft near Tobruk. The ship was later beached. 24th November 1941

HMAS CANBERRA, (cruiser), picked up three boatloads of survivors from the merchant ship PORT BRISBANE, in the Indian Ocean. PORT BRISBANE was sunk by the German raider PINGUIN. 24th November 1940

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 1st, 2007, 8:09am**

1 December 1965

The Australian Naval Board approved 'Australia' shoulder insignia as standard uniform for the RAN.

1 December 1978

HMAS CANBERRA, (guided missile frigate), was launched at Seattle, USA.

1 December 1916

HMAS SYDNEY saw her first action in the North Sea.

1 December 1942

HMAS Armidale was sunk by Japanese aircraft near Timor.

As the Armidale sank Able Seaman Teddy Sheehan fired at attacking bombers until he was lost with his ship.

1 December 1951

Air battle over Sunchon, North Korea

In this, the largest air-to-air battle fought by the RAAF during the Korean war, twelve 77 Squadron Meteors met between 40-50 Chinese Mig-15s. The fight precipitated a change from an air interception to a ground attack role for No. 77 Squadron.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**

Post by **seashells** on **Dec 2nd, 2007, 3:13pm**

2 December 1983

A sailor and an RAAF fitter were killed when a RAN Wessex helicopter, piloted by SBLT M. Henche, crashed in Bass Strait. 1977AB R. A. McLeod, RAN, was awarded the Australian Bravery Medal for the rescue of five members of the crew of HMAS ARROW, (patrol boat), which sank in Darwin Harbour during Cyclone Tracy, on Christmas morning, 1974. AB McLeod was injured himself at the time of the rescues.

2 December 1943

The Fremantle-based USS BOWFIN, (submarine), sank a Japanese cargo yacht in Macassar Strait.

2 December 1942

HMAS QUIBERON, (destroyer), with HM Ships ARGONAUT, AURORA, SINUS, and QUENTIN, sank the Italian destroyer FOLGORE, and four merchant ships, in a point-blank night attack off Skerki Bank, North Africa.

2 December 1942

HMAS KURU, (auxiliary patrol boat), fought off 23 attacks by 44 Japanese aircraft in the Arafura Sea. An estimated 200 bombs fell in close proximity to the 23 metre wooden vessel. Although damaged by near-misses, KURU arrived safely at Darwin on 3 December.

2 December 1942

A motorboat from HMAS ARMIDALE, (minesweeper), set out for Darwin to obtain assistance for other survivors on rafts. The boat was sighted by an RAAF reconnaissance aircraft on 5 December, 150 miles north-east of the position where ARMIDALE sank. HMAS KALGOORLIE found the boat next day. The 35 men on the rafts were never recovered.

2 December 1939

The German pocket battleship GRAF SPEE took the first Australian naval POW's of WWII, after sinking the merchant ships DORIC STAR and TAIROA, in the South Atlantic. The Australians were DEMS ratings of the RANR.

2 December 1918

Port examination stations at principal ports in Australia were closed down. During the war the stations were manned by the Naval Brigade.

Less We Forget

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 5th, 2007, 7:31pm**

5 December

1986

Her Majesty Queen Elizabeth II, approved the posthumous award of the Australian Bravery Medal to AB. Michael George Oliver, RAN for bravery during a gas alarm in HMAS STALWART, on 22 October, 1985.

1976

Twelve of the RAN's Tracker anti-submarine aircraft were destroyed in a disastrous fire at HMAS ALBATROSS, Nowra, NSW. The combined strength of Fleet Air Arm Squadrons 816 and 851 was reduced to one serviceable Tracker.

1972

HMA Ship ODIN, (submarine), an RN submarine on loan to the Australian Fleet for training purposes, joined the First Australian Submarine Squadron at Sydney.

1962

HMAS WATERHEN, (shore establishment in Sydney), was commissioned.

1957

The Official RAN Badge was amended by changing the Tudor Crown in the design to a St Edwards Crown, (Queen's Crown).

1950

Evacuation of Chinnampo, Korea HMA Ships Bataan and Warramunga took part in evacuating Chinnampo, which involved operating in the very shallow waters of the Taedong River estuary at night.

1944

LEUT W. F. Cook, RAN, was appointed to command HMAS NIZAM, (destroyer). Cook, aged 28, was the youngest officer appointed to command an Australian fleet destroyer.

1941

HMAS YARRA and HMS FLAMINGO, (sloops), were heavily attacked by German bombers between Mersa Matruh and Tobruk. FLAMINGO was hit in the engine room and was taken in tow by YARRA. The ships arrived safely in Tobruk.

1941

HMS REPULSE, (battle-cruiser), screened by HMAS VAMPIRE and HMS TENEDOS, (destroyers), sailed from Singapore for Darwin.
The ships were recalled when Japanese convoys were sighted steaming for Malaya.

1940

The Bathurst class minesweeper, (corvette), HMAS BATHURST, (LCDR A. V. Bunyan, RANR), was commissioned. BATHURST was laid down in Cockatoo Island Dockyard, Sydney, on 10 February 1940, and launched on 1 August 1940. Mrs A. B. Doyle, (Wife of CAPT Doyle, RAN, Engineering Manager of Garden Island Dockyard), performed the launching ceremony.

Less We Forget

Title: **Re: On This Day Australian Navy**
Post by **Barney_Barnett** on **Dec 6th, 2007, 6:05am**

[quote author=seashells link=1195872138/0#3 date=1196847102]**5 December**

1957

The Official RAN Badge was amended by changing the Tudor Crown in the design to a St Edwards Crown, (Queen's Crown).

G'day Seashells
Have you got a before and after photo.....I can't seem to recall.
Regards,
Barney.

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 6th, 2007, 8:08am**

6th December

1985

HMAS STALWART, (maintenance ship), made an emergency voyage to Macquarie Island for ANARE to land Christmas stores for the staff, when the Antarctic supply ship NELLA DAN developed defects.

1955

The first aircraft landed on HMAS MELBOURNE, (aircraft carrier). It was a Westland Whirlwind helicopter.

1951

HMAS Sydney begins its second patrol off Korea Sydney's aircraft were used to protect South Korean-held islands on Korea's north-west coast.

1943

HMAS POYANG, (ammunition carrier), was commissioned.

1940

HMAS BATHURST, (minesweeper), was commissioned under LEUT A. V. Bunyan, RANR(S), at Sydney. BATHURST was the first of 60 vessels of this class built in Australia for the RAN, RN, and the RIN.

1934

The Royal Standard was hoisted by HMAS AUSTRALIA

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 7th, 2007, 7:36am**

7TH December1993

RADM D. B. Chalmers, AO, RAN, was appointed as Maritime Commander Australia. The position had previously been known as Flag Officer Commanding the Australian Fleet.

1976

HMAS ASSAIL, (patrol boat), surveyed the Alligator River, NT.

1973

HMPNGS BUNA, (landing craft heavy), was commissioned into the PNGDF. She was a sister ship to the RAN LCH vessels, and was a gift from Australia to Papua New Guinea.

1954

The Q class frigate HMAS QUEENSBOROUGH was re-commissioned. During conversion she became the first ship of the RAN fitted with Type 170 Asdic and the Mk 10 Limbo mortar.

1952

HMAS ANZAC, (destroyer), bombarded North Korean troop positions at Cho Do and Sok To

1951

HMAS SYDNEY, (aircraft carrier), suffered her second pilot loss when SBLT R. R. Sinclair was killed. His Sea Fury was hit by flak north-west of Chinnampo, and he bailed out, however he struck the tail of the aircraft in doing so. A rescue mission was mounted, but the helicopter crew found him to be dead when they arrived on the scene.

1945

The River class frigate HMAS MACQUARIE, (LEUT L. M. Hinchliffe, DSC, RAN), was commissioned. She was laid down as CULGOA in Mort's Dock, Sydney, on 3 December 1943, and launched on 3 March 1945 as MACQUARIE.

1944

HMAS HOBART, (cruiser), was re-commissioned in Sydney. Damage inflicted by a Japanese torpedo in 1943 required 17 months in dockyard hands for repairs.

1942

HMAS BUNGAREE, (minelayer), laid a defensive minefield along the Great Barrier Reef QLD, to protect shipping lanes from Japanese submarine attacks.

1941

Pearl Harbor Japanese aircraft attack the American Pacific Fleet at Pearl Harbor. With the Japanese attack on European possessions in Asia the Second World War was now a truly global conflict.

1941

The Siege of Tobruk ends after 242 days. RAN ships supported the Allied forces in Tobruk by running a 'ferry service' bringing in ammunition, food, water, medical supplies, and fresh troops, while evacuating wounded and prisoners of war.

1939

The Australian War Cabinet considered a memorandum from VADM Sir Ragnar Colvin, RN, the British First Naval Member and Chief of Naval Staff, which advocated that HMA Ships CANBERRA, AUSTRALIA, and SYDNEY, (cruisers), be assigned to protect convoy US1, (11 fast liners carrying 13,500 Australian and New Zealand troops), from Fremantle to the Cocos Islands.

The Australian Government would not agree to such a depletion of naval forces in Australian coastal waters.

Less We Forget

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 8th, 2007, 7:26am**

8 December

1993

Clearance Divers from HMA Ships PERTH and CANBERRA, (guided missile frigates), assisted the Royal Malaysian Police in the search and recovery of the body of a crewman from the cruise ship LEISUREWORLD, who had fallen overboard off Langkawi Island.

1971

The landing craft heavy HMAS BALIKPAPAN, was commissioned. BALIKPAPAN was laid down in Walker's Yard, Maryborough, QLD, in May 1971, and launched on 15 August 1971.

1971

President Nguyen Van Thieu of South Vietnam, inspected HMAS SYDNEY at Vung Tau.

1945

HMAS KARA KARA, (boom defence vessel), was paid off at Darwin. The ship returned to Sydney in 1950.

1944

The Fremantle-based US Ships PADDLE and HAMMERHEAD, (submarines), sank the Japanese transport SHOEI MARU off Borneo.

1943

The Advisory War Council abolished convoys for shipping south of Newcastle. The order was issued following the reduction in Japanese submarine activities on the east coast of Australia.

1941

HMA Ships VAMPIRE and VENDETTA, (destroyers), and BURNIE, GOULBURN, BENDIGO, and MARYBOROUGH, (corvettes), were at Singapore when Japan mounted her first air raid at 0300. MANOORA was also at Singapore, and KANIMBLA was on passage from Penang to Singapore.

1941

Japan invades Malaya and Thailand This attack (which occurred virtually simultaneously with the attack on Pearl Harbor) would lead within three months to the loss of Malaya and Singapore.

1941

The siege of Tobruk ended.

The nine RAN ships employed on the Tobruk Ferry were HMA Ships STUART, VAMPIRE, VENDETTA, VOYAGER, WATERHEN, (destroyers, the 'Scrap Iron Flotilla'), NAPIER, NIZAM, PARRAMATTA, and YARRA.

WATERHEN and PARRAMATTA were lost in the operation.

Australian ships were credited with making 139 individual passages, with 39 by VENDETTA being a record number of runs of any ship in the Tobruk Ferry.

1941

HMAS VAMPIRE, (destroyer), put to sea that evening with ships commanded by the British naval commander, ADML Sir Tom Phillips, RN, HM Ships PRINCE OF WALES and REPULSE, (battleships), TENEDOS, ELECTRA, and EXPRESS,(destroyers).

1941

The war signal, 'Commence hostilities against Japan,' was received at 7.43 am.

1941

Australia at war with Japan Australia announces that it is at war with Japan. Some 17,000 Australians would die in the three-and-a-half-year war against Japan, 8,000 as prisoners of war.

1941

The auxiliary patrol vessel HMAS KURU, was commissioned. KURU was laid down in Sydney in 1938. She was requisitioned for the RAN, from her owners, the Northern Territory Administration, in December 1941.

1941

The auxiliary patrol boat HMAS LARRAKIA, was commissioned.

1918

CMDR J. Bond, RAN, of HMAS SWAN, (destroyer), led a party of Australian and French officers to Novocheerkassk to meet General Krasnoff, Commander of White Russian troops in South Russia.

1917

An aircraft was successfully launched from a platform on a gun turret in HMAS SYDNEY, (cruiser). Permanent launching platforms were fitted to SYDNEY and MELBOURNE, and both cruisers carried fighter aircraft from January 1918.

Less We Forget

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 9th, 2007, 9:59am**

1997.

Death of Mr Ted Matthews. About 50,000 Australians served on Gallipoli. Some 8,000 died in 1915. Ted Matthews was the last survivor of those who landed at Gallipoli on 25 April 1915.

1983

Claims that Harrier VSTOL aircraft from HMS HERMES theoretically 'shot down waves' of RAAF aircraft during Operation Kangaroo 83, revived misgivings about the withdrawal of carrier borne aircraft from the RAN.

1976

HMAS DOOMBA, (minesweeper), was scuttled off Dee Why, NSW. DOOMBA had been built in 1919, and commissioned as HMS WEXFORD, but was sold in 1921 to the Doomba Shipping Company based in Brisbane. In 1939, on 3 September she was requisitioned by the RAN, to become an auxiliary minesweeper, and commissioned as HMAS DOOMBA. She later became an anti-submarine escort, before being paid off from the RAN in February 1947, and converted into a lighter.

1944

CDRE H. B. Farncomb hoisted his pennant as Commodore Commanding the Australian Squadron, and Commander Task Group 74.1, in HMAS AUSTRALIA, (cruiser), at Manus.

1943

The Fremantle-based USS CAPELIN, (submarine), was lost with all hands off the Halmahera Islands. 1942 HMAS LANIKAI, (auxiliary boom defence vessel), was commissioned. LANIKAI was lost in a storm in the Philippines in 1946.

1942

Australians occupy Gona, New Guinea. The Japanese withdrawal from the Kokoda Trail enabled the allies to plan the encirclement of important Japanese positions in the Buna, Sanananda and Gona beachhead. Gona was the first of the three to fall to the allies after weeks of heavy fighting.

1941

The Director of Naval Intelligence, CMDR R. B. M. Long, RAN, warned the Government:- 'It is likely in view of Japan's present attack against Hawaii that raids will be made by heavier units other than submarines against strategic areas such as Newcastle'.

1941

The first Japanese aircraft were sighted over Rabaul. The aircraft were reported by radio when they passed over Tabar Island by Coastwatcher SBLT C. L. Page, RANVR.

1918

The Australian Government approved the purchase of aircraft carried in ships of the RAN based in the UK. The decision was later rescinded on the grounds that maintenance facilities were not available in Australia. The aircraft were returned to the RN before the ships left for Australia.

1917

Jerusalem occupied by the Desert Mounted Corps. The capture of Jerusalem, a city significant for Christians, Jews and Muslims, was one of the triumphs for British empire forces in the Middle East in 1917.

LESS WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 10th, 2007, 6:13am**

10th Dec

1983

The Fremantle class patrol boat HMAS GERALDTON, was commissioned. GERALDTON was laid down in Cairns, QLD.

1969

The first Australian chart published in metric measurement was issued by the RAN Hydrographic Office.

1968

Clearance Diving Team 3 recovered bodies, weapons and diving equipment from a Viet Cong supply sampan, sunk in an ambush at Rung Sat, Vietnam.

1945

The Q class destroyer, HMAS QUEENSBOROUGH, was commissioned. QUEENSBOROUGH was laid down at Swan Hunter's Yard, England, on 6 November 1940, and launched on 16 January 1942. QUEENSBOROUGH was transferred to the RAN in September 1945.

1941

Japanese bombers sank the powerful warships HMS PRINCE OF WALES, (battleship), and HMS REPULSE, (battle-cruiser), of Malaya in the South China Sea, came as a shock to those who had under-estimated Japan's military ability and had relied on the imagined impregnable Singapore naval base. The sinkings heralded the significance of air power in the Pacific war. HMAS VAMPIRE, (destroyer), picked up survivors. One of those lost in the sinking of HMS REPULSE was MIDN R. I. Davies, RAN, who commanded an Oerlikon gun on the port side of the battle-cruiser. The Naval Review wrote: 'An Australian midshipman was still firing his Oerlikon gun at an aircraft; several enemy aircraft were brought down by Midshipman Davies after the order to abandon ship had been given.'

1940

HMAS BALLARAT, (minesweeper), was launched at Williamstown Dockyard, VIC.

1919

HMAS SYDNEY, (light cruiser), patrolled the Timor Sea as beacon ship for Ross and Keith Smith's flight from England to Australia.

The aviators recorded the cruiser was sighted exactly on station.

1918

HMAS BRISBANE, (light cruiser), operated with the Australian Destroyer Flotilla in the Black Sea.

1910

Commonwealth ships PARRAMATTA and YARRA, (torpedo boat destroyers), the first warships built for the RAN, arrived in Port Phillip, VIC.

1878

CDRE John C. Wilson, ADC, was appointed Commodore Commanding Australia Station.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**

Post by **seashells** on **Dec 11th, 2007, 7:44am**

11th Dec

1993

The FFG-7, (Adelaide), class guided missile frigate, HMAS NEWCASTLE, was commissioned at Newcastle, NSW.

NEWCASTLE was laid down in AMECON Williamstown Dockyard, VIC, and launched on 21 February 1992. Mrs M. McNaughton, (Lady Mayoress of Newcastle), performed the launching ceremony.

1987

The Minister for Defence announced Williamstown Naval Dockyard, VIC, was to be sold to Australian Marine Engineering Corporation for \$100 million.

1970

wireless van.

1969

The supply ship HMAS JEPARIT, (CMDR R. E. Bourke, RAN), was commissioned. JEPARIT was laid down in Evans Deakin Yard, Brisbane, as a bulk-carrier, and launched on 5 October 1963. She was completed for the Australian National Line in February 1964

1967

HMAS SYDNEY, (fast troop transport), completed her eighth round trip to Vietnam.

1964

Commonwealth Navy Order 614 extended the maximum retirement age for RAN personnel to 57 years.

1952

Operation Fauna, Korea

The 1st Battalion, Royal Australian Regiment begins Operation Fauna in Korea, its objective is to capture prisoners and destroy enemy defences. Operation Fauna was a major trench raid on Chinese positions near Hill 355 to snatch a prisoner. Although no prisoners were taken, Chinese dispositions near Hill 355 were seriously disrupted.

1944

The air/sea rescue vessel AIR CLAN, (SBLT O. M. May, RANVR), was commissioned.

1941

Germany and Italy declare war on the United States

Though they had no need to do so, the declaration of war against the United States aligned the world's greatest economic and military power against them and virtually ensured their eventual defeat.

1941

The Australian Government requested the British Admiralty to return HMAS HOBART, (cruiser), and HMAS YARRA, (sloop), to Australian waters.

1941

The minesweeper HMS LADY SHIRLEY, (LCDR Callaway, RANVR), was sunk by the German submarine U374 in the Straits of Gibraltar. There were no survivors. A search for the missing vessel was carried out by HMS ST, NECTAN, commanded by LEUT Osborne, RANVR.

1940

An Australian National Security Regulation was issued, making the fitting of minesweeping paravanes compulsory on all Australian ships over 800 tons.

1939

The auxiliary minesweeper HMAS BERMAGUI was commissioned. BERMAGUI was laid down in Ailsa Shipbuilding Co Ltd, Troon, Scotland, in 1912. She was requisitioned for the RAN, from her owners, the Illawarra & South Coast Steam Navigation Co Ltd, Sydney, in December 1939.

1918

HMAS BRISBANE, (light cruiser), arrived at Sevastopol to support White Russian forces in resisting the advance of the Bolshevik army.

1915

HMAS SWAN, (torpedo boat destroyer), was launched at Cockatoo Island, Sydney.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 12th, 2007, 6:28am**

1998

The ANZAC class frigate HMAS ARUNTA, was commissioned. ARUNTA was laid down in Tenix Williamstown Dockyard, VIC, and launched on 28 June 1996.

1967

The guided missile destroyer HMAS PERTH, (CAPT P. Doyle, RAN), relieved USS GOLDSBOROUGH as command ship of Task Unit 77.1.2 off Vietnam.

1944

The 21st Minesweeping Flotilla, HMA Ships BURNIE, LISMORE, MARYBOROUGH, and TOOWOOMBA swept shipping lanes in Bass Strait, following the attack on the merchant vessel ILISSOS, by the German submarine U862.

1942

Merchant vessel MERKUR was requisitioned by the RAN and converted to a victualling ship.

1941

HMAS NESTOR, (destroyer), opened fire on an aircraft showing a navigation light in the North Atlantic. The 'aircraft' was later identified as the planet Venus.

1941

HMAS MARRAWAH, (a former coaster), was commissioned as an auxiliary minesweeper.

1939

The armed merchant cruiser/landing ship HMAS MANOORA, (CMDR A. H. Spurgeon, RAN), was commissioned. MANOORA was laid down in Alex Stephen & Sons Ltd, Glasgow, Scotland, in 1935, for the Adelaide Steamship Co. Ltd. She was requisitioned on 14 October 1939.

1917

HMAS Australia damaged
HMAS AUSTRALIA, (battle-cruiser), was damaged in a collision with HMS REPULSE, (battle-cruiser).

1855

The steam war sloop HMVS VICTORIA, (CAPT Lockyer, RN), sailed from the Thames on her maiden voyage to Australia.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 13th, 2007, 6:06pm**

13th December

1984

The Department of Defence Support, responsible for the management of naval dockyards and new ship building, was abolished.

1964

HMAS TEAL, (minesweeper), intercepted two Indonesian sampans off Borneo. The sampans opened fire, and TEAL retaliated, killing three of the crew. LEUT K. Murray, RAN, TEAL's captain, was awarded the DSC for gallantry in the action. This was the only gallantry award to an RAN officer in the Indonesian-Malaysian confrontation.

1960

The hulk of HMAS PENGUIN, (composite screw corvette), was burnt at Kerosene Bay, Sydney.

1944

The Fremantle-based US Ships, BERGALL and PINTADO, (submarines), sank a cruiser and two large Japanese landing ships. BERGALL torpedoed the heavy cruiser MYOKO off the coast of Indo

1942

HMA Ships COLAC, BALLARAT, BROOME, and WHYALLA, (minesweepers), landed troops at Buna, New Guinea.

1921

The Four Power Treaty was signed between the British Commonwealth, the United States, France and Japan.

This treaty was replaced by the Washington Treaty three months later, and resulted in the scuttling of the then eight-year-old HMAS AUSTRALIA, (battle-cruiser), under the limitation clause.

1915

Light Horse fight at Um Rakham The Light Horse was deployed against pro-Turkish Arabs of an Islamic sect known as the Senussi, in Egypt's western desert.

1914

LEUT Norman Douglas Holbrook, RN, was awarded the VC for outstanding bravery while commanding HM Submarine B11, during the first successful penetration of the Turkish minefields at the entrance to the Sea of Marmara, and for sinking the Turkish ship MESSOUDIEH.

The town of Germantown, (an unpopular name during WWI), in NSW, was renamed Holbrook in his honour. The fin and casing of HMAS OTWAY, (Oberon class submarine), was gifted to Holbrook town in 1982, as a permanent memorial to LEUT Holbrook.

1907

The Prime Minister of Australia, Alfred Deakin, announced that Australia would purchase 9 C-class submarines, and 6 torpedo boat destroyers, over three years, to be built, manned and maintained by Australia. Universal military training for young men would be introduced.

1791

Philip Parker King, (son of Governor Phillip Gidley King, RN), was born on Norfolk Island. He was the first Australian to reach flag rank in the RN.

LEST WE FOGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 14th, 2007, 8:19am**

14th December

1997

The former destroyer escort HMAS SWAN was sunk as a dive wreck in Geographe Bay, WA.

1981

Cadet AB Kenneth Dax died onboard HMAS TOBRUK, (landing ship heavy), from a hydrogen-sulphide gas leak from the ships sewage tank.

1968

The Attack class patrol boat HMAS BANDOLIER, (LEUT R. S. Blue, RAN), was commissioned. BANDOLIER was laid down in Walker's Yard, Maryborough, QLD, in July 1968, and launched on 2 October 1968. Mrs Mary Benson, (Wife of CAPT S. J. Benson, RD, MP), performed the launching ceremony. BANDOLIER was transferred to the Indonesian Navy on 16 November 1973, and renamed KRI SIBARAU.

1944

HMAS SHOALHAVEN, (River class frigate), was launched at Walker's Yard, QLD.

HMA Ships NAPIER and NESTOR, (destroyers), covered Allied troop attacks in the neighbourhood of St Martins Island, Burma, with close-range gunfire.

The Australian fleet oiler BISHOPDALE was damaged in attacks by Japanese aircraft off Leyte. The oiler was withdrawn.

The Fremantle-based USS BLENNY, (submarine), sank the Japanese frigate coast defence vessel No. 38, off Luzon.

1941

Japanese forces land at Penang, Malaya. Penang's military importance lay in the island's port facilities and its stocks of ammunition and stores. When the allies were unable to stop the Japanese advance on the mainland it became clear that the island would have to be evacuated.

1941

Three gallantry awards to RAN officers for service in the Mediterranean were announced:

- DSC CMDR M. J. Clark
- DSC CMDR G. McD. Wilson; Both received for gallantry in the Battle of Crete.
- DSC LCDR R. Rhoades. Received for gallantry while commanding HMAS VENDETTA, (destroyer), in the Mediterranean.

1917

CAPT Dumaresq, RAN, commanding HMAS SYDNEY, (cruiser), signalled Scapa Flow Aerodrome:- 'As DUBLIN's pilot has to return shortly request that CAMPANIA may be asked to supply a pilot and Camel or standard Pup, complete with two mechanics to SYDNEY'.

Two days later a perplexed query came back 'Does Camel refer to part of equipment or to a particular type of aircraft?' SYDNEY promptly replied: 'The machine referred to is a Sopwith Camel aeroplane. It is the best standard fighter and has succeeded the Pup'.

CAPT Dumaresq received his aircraft shortly afterwards.

1915

The River class destroyer HMAS HUON, was commissioned. HUON was laid down in Cockatoo Island Dockyard, Sydney, on 23 January 1913, and launched as HMAS DERWENT on 19 December 1914. Mrs J. A. Jensen, (Wife of the Assistant Minister for Defence), performed the launching ceremony. The name was changed to HUON to avoid confusion with the RN destroyer HMS DERWENT.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 15th, 2007, 8:25am**

15th December

2000

HMAS OTAMA, (Oberon class submarine), was decommissioned. OTAMA, was the last of the RAN's Oberon class submarines to be decommissioned.

1984

The Fremantle class patrol boat HMAS BUNBURY, was commissioned. BUNBURY was laid down in Cairns, QLD, and was the last of fifteen Fremantle class patrol boats built for the RAN.

1970

The following gallantry awards were announced for RAN personnel who served in the Helicopter Flight in Vietnam.

- DSC LCDR D. A. Farthing
- DFC LEUT P. L. Clark
- DFC LEUT R. K. Marum
- MID LEUT D. B. Gibson
- MID LEUT R. J. Cooper
- MID SBLT G. Mayo
- MID SBLT E. K. Wile
- MID SBLT A. C. Perry.

1967

The RAN's 135th Assault Helicopter Company, (LCDR. N. Ralph, RAN), made a successful withdrawal of the US 199th Light Infantry Brigade from a well defended Vietcong bunker position. HMAS PERTH, (guided missile destroyer), sank four and damaged four, enemy supply craft near Dong Hoi, Vietnam. Later, on the same day, PERTH fired on three barges alongside a pier at Song Giang, setting fire to the pier and one barge.

1947

The RN Air Station at Nowra, NSW, was transferred to the RAN.

1943

Engaged in Operation Dexterity, HMA Ships AUSTRALIA and SHROPSHIRE, (cruisers), ARUNTA and WARRAMUNGA, (destroyers), bombarded Japanese positions, while HMAS WESTRALIA landed troops at Arawe.

1942

HMAS CASTLEMAINE, (minesweeper), beat off Japanese aircraft attacks on the convoy she was escorting on the north Australian coast.

1941

HMAS NESTOR, (destroyer), sank the German submarine U127 south-west of Cape St Vincent.

The following awards resulted from this action:-

- Bar to DSO CAPT A. S. Rosenthal;
- DSC Mr. R. G. Fennessy, RAN;
- DSM AB J. S. McLeod;
- DSM AB A. V. Healy;
- DSM LS R. J. Anderson;
- MID SBLT P. S. Colclough;
- MID LS A. M. Krautz;

1940

CAPT H. L. Waller, RAN, in HMAS STUART, (destroyer), was appointed Senior Naval Officer Afloat to command the Inshore Squadron comprising HMA Ships VAMPIRE, VENDETTA, VOYAGER, and WATERHEN, (destroyers), HMS TERROR, and a number of minesweepers, gunboats, and anti-submarine trawlers.

1900

Australia's first Governor General arrives. HMS Royal Arthur, bringing the first Governor General of Australia, the Earl of Hopetoun, arrives in Sydney.

1803

HMC Schooner CUMBERLAND, (CMDR Matthew Flinders, RN), was seized by the Captain General of Mauritius, Charles Mathieu Decaen. Flinders was held prisoner for five and a half years. He was released on 19 June 1809 after the island was blockaded by a British Squadron.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 16th, 2007, 8:14am**

16th December

1985

HMAS SUPPLY, (fleet oiler), was paid off into reserve at Sydney.

1977

HMA Ships BRUNEI, LABUAN, and WEWAK, (landing craft heavy), broke adrift in the Brisbane River during a violent tropical storm. The ships were saved from serious damage, and possible loss, by the 'exceptional initiative, courage and seamanship' of CPOMTP(D) W. Lehane and POCOX J. Edwards. Both men were awarded the BEM for their actions.

1967

HMAS SWAN, (destroyer escort), was launched at Williamstown Naval Dockyard, VIC. The Perth class, (Charles F Adams, DDG), guided missile destroyer HMAS BRISBANE, (CAPT A. A. Willis, RAN), was commissioned. BRISBANE was laid down in Defoe Shipbuilding Co, Bay City, Michigan, USA, on 15 February 1965, and launched on 5 May 1966. Mrs F. C. Chaney, (Wife of the Australian Minister for the Navy), performed the launching ceremony. BRISBANE was the last of three Charles F. Adams class destroyers built for the RAN.

1962

Australia promised naval support in the Indonesian-Malaysian confrontation crisis.

1953

RADM R. R. Dowling, CBE, DSO, was appointed Flag Officer Commanding Her Majesty's Australian Fleet. His flagship was HMAS AUSTRALIA, (cruiser).

1948

The aircraft carrier HMAS SYDNEY, (CAPT R. R. Dowling, DSO, RAN), was commissioned. As HMS TERRIBLE she was laid down in Devonport Dockyard, Plymouth, England, on 19 April 1943, and was launched on 30 September 1944. Mrs Duncan Sandys performed the launching ceremony.

At the end of WWII, TERRIBLE was laid up, unfinished. Purchased by the RAN, she was commissioned HMAS SYDNEY, at a re-naming ceremony performed by Mrs J. A. Beasley, (Wife of the Australian High Commissioner to the United Kingdom).

1944

HMA Ships NAPIER and NEPAL, (destroyers), supported the 74th Indian Brigade as it drove south in the vicinity of the Naf River, Burma.

1944

Battle of the Bulge. Germans launch their final offensive of the Second World War in the west in the Ardennes Forest, in Belgium. The offensive, known as the battle of the Bulge, was defeated by British and American ground and air forces.

1941

HMAS NESTOR, (destroyer), destroyed the German submarine U127 off the Spanish Atlantic coast, the first in WWII by an Australian warship.

1940

HMA Ships VOYAGER and VENDETTA, (destroyers), supported HMS TERROR, (monitor), in the bombardment of Bardia, Libya.

1915

The first contingent of three officers and 153 men of the RAN Bridging Train were evacuated from Gallipoli.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**

Post by **seashells** on **Dec 17th, 2007, 12:13pm**

17th December

1970

HMA Ships AITAPE and LADAVA, (patrol boats), navigated a record 497 miles on the Fly River, New Guinea.

1967

HMAS PERTH and USS HAMNER, (guided missile destroyers), came under heavy fire from Viet Cong shore batteries off Dong Hoi. Vietnam

1962

The frigate HMAS QUIBERON, (CMDR V. A. Parker, RAN), rescued 31 Chinese seamen from the merchant ship TUSCANY, aground on a reef in the China Sea.

1945

The modified River class frigate HMAS MURCHISON, (LCDR J. McL Adams, RAN), was commissioned. MURCHISON was laid down in Evans Deakin Yard, Brisbane, on 3 June 1943, and launched on 31 October 1944.

HMAS BASILISK, (shore establishment at Port Moresby), paid off.

1944

HMAS BUNBURY, (minesweeper), was damaged in a collision with HMS SEA ROVER, (submarine), off Fremantle, WA. BUNBURY was in dockyard hands for a month undergoing repairs.

1941

The Bathurst class minesweeper, (corvette), HMAS KATOOMBA, (CMDR A. P. Cousins, RANR), was commissioned. KATOOMBA was laid down in Poole & Steel Ltd, Sydney, on 9 September 1940, and launched on 16 April 1941.

HMAS NIZAM, (destroyer), was straddled twice by 15 inch shells from Italian battleships during the Battle of Sirte. This was the last occasion a ship of the RAN was engaged by an enemy battleship. HMA Ships SWAN, (sloop), and BANTAM, (transport), landed troop reinforcements on Ambon Island.

1940

The cruiser HMAS SYDNEY, (CAPT J. A. Collins, RAN), sailed from Suda Bay to join the fleet in the Adriatic Sea.

1884

A signal from CDRE Erskine, RN, Commanding Australia Station, to the Admiralty, reported the formation of German colonies in New Guinea and adjacent islands.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 18th, 2007, 2:34pm**

18th December

1979

Iroquois helicopters from No. 723 Squadron, and 150 personnel from RAN ships and establishments fought disastrous bushfires in the Sydney metropolitan area.

1965

The Perth class, (Charles F Adams, DDG), guided missile destroyer HMAS HOBART, (CAPT G. R. Griffiths, DSO, RAN), was commissioned. HOBART was laid down in Defoe Shipbuilding Co, Bay City, Michigan, USA, on 26 October 1962, and launched on 9 January 1964. Mrs D. O. Hay, (Wife of the Australian Ambassador to the United Nations), performed the launching ceremony.

1957

The Q class frigate HMAS QUIBERON, was re-commissioned.

1944

'Arty' Hill, Bougainville, captured 'Arty Hill', as it was known, was captured by the Queensland 9th Battalion, and was a major Japanese position on the Numa Numa Trail leading across Bougainville.

1942

The Brisbane-based USS ALBACORE, (submarine), sank the Japanese cruiser TENRYU off the north-east coast of New Guinea.

1940

The auxiliary minesweeper HMAS GUNBAR, was commissioned. GUNBAR was laid down in Ardrossan, Scotland, in 1911. She was requisitioned for the RAN, from her owners, the North Coast Steam Navigation Co, NSW, on 30 September 1940.

1939

The auxiliary minesweeper HMAS COOLEBAR was commissioned. COOLEBAR was laid down in Ardrossan, Scotland, in 1911. She was requisitioned for the RAN, from her owners, the North Coast Steam Navigation Co, NSW, on 18 December 1939.

German Propaganda Minister, Joseph Goebbels, described the arrival of the Australian Destroyer Flotilla in the Mediterranean as 'a consignment of junk', and 'Australia's Scrap Iron Flotilla'. The five WWI destroyers, HMA Ships STUART, VAMPIRE, VENDETTA, VOYAGER, and

1917

Flight Lieutenant F. N. Fox, RNAS, flew a Sopwith Pup aircraft from the quarterdeck of HMAS AUSTRALIA, (cruiser). This was the first successful aircraft take-off from an Australian warship.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 19th, 2007, 12:05pm**

19th December

1967

HMAS HOBART, (guided missile destroyer), and USS CANBERRA, (guided missile heavy cruiser), attacked an enemy missile site near Dong Hoi, Vietnam, with gunfire.

1951

HMAS Sydney completes a tour of operations off Korea's west coast
Aircraft from Sydney left no operable railway lines in its area of operations, significantly disrupting enemy supply routes.

1944

CAPT H. B. Farncomb was promoted and appointed Commodore Commanding Australian Squadron.

1943

HMAS KALGOORLIE, (minesweeper), picked up 29 survivors from HMAS ARMIDALE's whaler, 150 miles north-west of Darwin. ARMIDALE was sunk by Japanese bombers off Timor.

1941

HMAS NIZAM reported she was lifted bodily out of the water by an underwater explosion in Alexandria Harbour.
Shortly after, HM Ships QUEEN ELIZABETH and VALIANT, (battleships), bottomed at their moorings.
The tanker SAGONA, and HMS JERVIS, (destroyer), were severely damaged. The attack was launched by Italian frogmen.
The Bathurst class minesweeper, (corvette), HMAS TOWNSVILLE, (LCDR J. Abbott, RAN(E)), was commissioned. TOWNSVILLE was laid down in Evans Deakin Yard, Brisbane, on 4 November 1940, and launched on 13 May 1941.
HMS NEPTUNE, (cruiser), sank after striking a mine off the coast of Tripoli. Only one rating of the crew of 717 survived. Among those lost were the two RAN members of the ship's company, ORD K. Campbell and ORD S. Kemp.

1940

HMAS NIZAM, (destroyer), was commissioned under LCDR M. J. Dark, RAN, at Clydebank, Scotland.

1939

The cruiser HMAS PERTH, (CAPT H. B. Farncomb, RAN), was shadowed by the USS VINCENNES, (cruiser), while on the Yucatan Channel patrol in the West Indies. VINCENNES demanded PERTH's identity, but PERTH refused to comply. :)

1878

CDRE John C. Wilson, ADC, was appointed Commodore Commanding Australia Station. His flagship was HMS WOLVERINE.

1860

HMCS VICTORIA, (CMDR Norman, RN), landed a detachment of seamen, and captured Matarikoriko Pa, New Zealand.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 20th, 2007, 6:14am**

20th December

1984

HMAS KIMBLA, (oceanographic research vessel), was decommissioned at Sydney.

1968

HMAS PERTH, (guided missile destroyer), provided naval gun support in IV Corps sector in Vietnam.

1943

HMAS GASCOYNE, (frigate), was commissioned under CMDR J. Donovan, RAN, at Sydney.

1942

The Brisbane-based USS SEADRAGON, (submarine), sank the Japanese submarine I-4 in St Georges Channel near Rabaul.

1941

MIDN L. J. Tathan, RAN, and the crew of the whaler from HMS KANDAHAR which he was commanding in rescue operations, was killed when the boat was heavily strafed by German aircraft. KANDAHAR had gone to the rescue of HMS NEPTUNE, (cruiser), which had struck a mine before the aircraft launched their attack. KANDAHAR also struck a "mine, and was later sunk by HMS JAGUAR. The minefield was laid off Tripoli.

1919

After an exchange of messages between the Australian Government and the British Admiralty, it was announced that the balance of the sentences, handed down as a result of the mutiny on 1 June 1919 on board HMAS AUSTRALIA, (battle-cruiser), would be remitted.

This action led to the two most senior officers in the RAN, RADM Sir Edmund Grant, (First Naval Member of the Naval Board), and CDRE Dumaresq, (Commander of the Fleet), tendering their resignations.

Both officers withdrew their resignations and the matter ended there.

1918

HMAS MOURILYAN, (auxiliary patrol vessel), was paid off and returned to her owners.

1917

Second conscription referendum held in Australia. With the AIF further weakened by the losses of 1917, W.M. Hughes again asked Australians to vote for conscription for overseas service. The proposal was again defeated.

1916

HMA Ships SYDNEY and MELBOURNE, (cruisers), were damaged when the destroyers HOSTE and NEGRO collided and sank off Norway. Both ships lost a man and seven were injured when the destroyers' depth charges exploded.

1915

Last Australian troops evacuated from Gallipoli. The evacuation of Gallipoli, largely planned by Brigadier General C.B.B. White, was a triumph of careful planning and bold execution.

1915

The last personnel of the RAN Bridging Train, (RANBT), left Suvla Bay at 0430 making them the last Australians to depart the Gallipoli Peninsula.

A 50-man team under SBLT C. W. Hicks, RANR, had been left behind to maintain the pier near Lala Baba, and had been subjected to several days of heavy Turkish shell fire before they were evacuated, early on the morning of the 20th.

1915

HMAS PIONEER, (cruiser), engaged German forces at Nazi Bay, East Africa. An attempt to land was beaten back by the defenders.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 21st, 2007, 6:32am**

21st December

1995

The badly damaged hulk of HMAS DERWENT was finally scuttled, by charges set by CDT 4, in deep water to the west of Rottnest Island, WA. During the previous 10 weeks, the old ship had been subjected to a series of tests by DSTO staff, to observe the affect of bomb and shell damage on a warship. Due to the damage to the vessel she was sunk in very deep water to prevent divers attempting to dive on the wreck.

1970

HMAS PERTH, (guided missile destroyer), engaged in a counter-battery duel with Viet Cong guns in the Long Hai hills, Vietnam.

1969

HMAS JEPARIT, the former Australian National line 6,341 ton general purpose bulk carrier, reported fully loaded and ready for sea. The ship was the subject of union disputes from August, 1966, until commissioned on 11 December 1969.

1942

HMAS QUIBERON, (destroyer), took off troops and crew from the bombed and burning transport STRATHALLAN, torpedoed off North Africa.

1940

HMAS AUSTRALIA, (cruiser), sustained damage when bombed in dry dock at Liverpool, England. A 1588 kg aerial torpedo fell between the ship and the dockside, but failed to explode.

1939

A cartoon in the Australian magazine, The Bulletin, depicted a cruiser with a badly crumpled stern passing the flagship, and the Admiral turning to the Flag Captain:- 'Send for her Captain Prendercast. I'll teach him to play booms a daisy'. The cartoon alluded to HMAS SYDNEY, (cruiser), colliding with a wharf at Fremantle some weeks previously.

1916

Light Horse capture El Arish. Originally intended as an outpost for the defence of the Suez Canal, El Arish became one of the first steps in the Allied advance on Palestine.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 22nd, 2007, 8:44am**

22nd December

2003

Sea King aircraft from 805 Squadron were involved in water bombing to fight several fires burning near HMAS CRESWELL, Jervis Bay, NSW. Over 100 campers, from nearby Green Patch, also took refuge at CRESWELL during the height of the fires.

1969

The Oberon class submarine HMAS ONSLOW, (LCDR C. Nixon-Eckersall, RN), was commissioned at Greenock, Scotland. ONSLOW was laid down in Scotts Shipbuilding & Engineering Co Ltd, Greenock, Scotland, on 26 May 1967, and launched on 3 December 1968. Princess Alexandra performed the launching ceremony. ONSLOW was transferred to the Australian National Maritime Museum, Sydney, as a permanent exhibit after decommissioning in March 1999.

1941

First United States troops arrive in Australia. Australia soon became a major base for US forces in the war against Japan. They were warmly welcomed as representing a defence for Australia.

1941

The boom working vessel HMAS KARANGI, was commissioned. KARANGI was laid down in Cockatoo Island Dockyard, Sydney, on 5 February 1941, and launched on 16 August 1941. Mrs G. Hutcheson performed the launching ceremony.

1940

HMAS ORARA, (auxiliary minesweeper), signalled HMAS SWAN, (sloop), on observing her coloured minesweeping lights burning too brightly on her stern:- 'May I hang my stocking on your Christmas tree?' SWAN replied:- 'Yes, and I will shortly be hanging a sprig of mistletoe over my stern'

1939

HMAS PERTH, (cruiser), attempted to tow the British merchant ship HOUSTON CITY off rocks, near Plum Point Lighthouse, Jamaica. The line parted and the tow was abandoned. The ship was floated clear on the next high tide.

1921

The Department of the Navy was absorbed into the Department of Defence.

1916

50 personnel from the RANBT, under CMDR L. S. Bracegirdle, RAN, landed at El Arish on the Sinai Peninsula, to build a pier to land supplies in support of the ANZAC mounted columns advance into Palestine. The Turkish forces had withdrawn to Magdahba only a few days before, leaving El Arish undefended, but the beach was still mined. These men stayed at El Arish until late March to maintain the pier and unload supplies.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**

Post by **seashells** on **Dec 23rd, 2007, 7:14am**

23rd December

1966

The Prime Minister, Mr Harold Holt, announced to Parliament that the new Australian White Ensign was formally approved.

1943

HMAS IPSWICH, (minesweeper), picked up 134 survivors from the torpedoed transport PESHAWAR, and landed them at Madras, India. IPSWICH, and HMIS ORISSA, carried out depth-charge attacks on the submarine.

1942

The Bathurst class minesweeper, (corvette), HMAS WAGGA, (LEUT D. K. Cracknell, RANR), was commissioned. WAGGA was laid down in Mort's Dock, Sydney, 9 March 1942, and launched on 25 July 1942.

1942

The auxiliary boom defence vessel HMAS KOOMPARTOO, was commissioned. KOOMPARTOO was laid down in Walsh Island, Newcastle, NSW, in 1922. She was transferred to the RAN, from the British Ministry of War Transport, in October 1942.

1940

HMAS NAPIER, (destroyer), blew off her own galley funnel in sub-calibre shoots in Scapa Flow.

1916

Battle of Magdhaba, northern Sinai. The capture of Magdhaba by Chauvel's Mounted Brigade and

1914

HMA Ships PARRAMATTA and WARREGO, (torpedo boat destroyers), reached the limit of navigation on the Sepik River, New Guinea, while searching for a non-existent German ship.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 24th, 2007, 6:56am**

24th December

1970

Gunships of the RAN Helicopter Flight in Vietnam operated as a security force over a South Vietnamese military camp in the Ca Mau Peninsula, during a Christmas visit by President Nguyen Van Thieu.

1969

HMAS VENDETTA, (Daring class destroyer), observed the Christmas ceasefire which came into force at 1800. VENDETTA withdrew some six miles off the fire line on the Vietnam coast.

1964

LEUT K. Murray, RAN, of HMAS TEAL, (minesweeper), was awarded the DSC for conspicuous service in Malaysian waters, during the Indonesian-Malayan confrontation.

1962

Start of confrontation between Indonesia & Malaysia in Borneo

1943

HMAS IPSWICH, (minesweeper), landed 134 survivors from the torpedoed merchant ship PESHAWAR, at Madras, India.

1942

The Brisbane-based USS SILVERSIDES, (submarine), sank the Japanese tanker TOEI MARU off Truk.

1941

CAPT H. B. Farncomb, RAN, assumed command of HMAS AUSTRALIA, (cruiser), at Sydney.

1941

Benghazi recaptured Benghazi changed hands five times as the North African campaign ebbed and flowed along the Mediterranean coast.

1940

HMAS PERTH, (cruiser), relieved HMAS SYDNEY, (cruiser), in the Mediterranean Fleet.

1930

Three future British WWII naval heroes were serving on the staff of RADM E. R. G. R. Evans, (Evans of the Broke), in HMAS AUSTRALIA, (cruiser).

They were:-

- First Lieutenant; Future CAPT F. S. Bell, RN, (who commanded HMS EXETER in the Battle of the River Plate);
- Gunnery Officer; Future CAPT J. A. Collins, RAN, (who commanded HMAS SYDNEY in the sinking of the Italian cruiser BARTOLOMEO COLLEONI);
- Staff Officer; Future CAPT E. D. B. McCarthy, RN, (who commanded HMS AJAX in the sinking of the Italian destroyers AERONE, ARIEL, and ARTIGLIO).

1904

CAPT William Creswell was appointed Director of Naval Forces.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 25th, 2007, 6:20am**

Christmas Day 25th December

1974

Cyclone Tracy hit Darwin ... the ADF was committed to relocating the homeless & the massive cleanup op. Most troops were from 1 Bde, Holsworthy (3 Bde, Townsville on standby for another imminent cyclone)

1974

Cyclone Tracy struck and leveled the city of Darwin.

The Naval Headquarters building was destroyed, and the Naval Officer Commanding Northern Australia, (CAPT E. E. Johnston, OBE, RAN), and two of his staff, were trapped in the rubble, and had to dig their way out.

In the harbour the patrol boats HMAS ARROW, (LEUT R. G. Dagworthy, RAN), and HMAS ATTACK, (LEUT P. Degraaff, RAN), attempted to sail and ride out the storm as sea. Neither vessel made it out of the harbour. ATTACK was blown ashore and damaged, and ARROW was driven under Stokes Hill Wharf, and sank with the loss of two of her crew, (PO Leslie Catton and AB Ian Rennie). HMA Ships ADVANCE and ASSAIL, (patrol boats), also suffered some damage, but remained afloat.

Later that day CAPT Johnston was able to re-establish communications with Fleet Headquarters, and advise them of the total destruction of Darwin, and loss of vessels and life. He later wrote; 'The scene at first light was beyond belief, the harbour empty, every building within eyesight destroyed with the exception of Government House. Soon after dawn the crew of the patrol boat ARROW arrived outside my wrecked headquarters to report that their vessel had been driven under Stokes Hill Wharf, losing two crew in the process'.

1970

HMAS PERTH, (guided missile destroyer), withdrew from the fire line off Vietnam and celebrated Christmas Day at Hong Kong. During the day the ship was visited by the Minister for the Navy, Mr. D. J. Killen, MHR.

1969

RAN Chaplains Reverend L. Breslan, and the Reverend A. Batt celebrated mass and holy communion in HMAS VENDETTA, (Daring class destroyer), some six miles off the Vietnam coast.

1957

Officers cook A. C. Cooper, of HMAS ANZAC, (destroyer), drowned in Singapore. Cooper was only one of two RAN casualties during the Malayan Emergency, (1948-1960). He is buried at Kranji War Cemetery, Singapore.

1944

HMAS WARRAMUNGA, (Tribal class destroyer), in the Philippines, served the following Christmas menu:

- Breakfast; fresh fruit, tea and coffee, cereal, fried eggs and bacon;
- Dinner; roast turkey and ham, beans and peas, plum pudding and brandy sauce, fruit trifle and jelly, nuts and beer;
- Tea; Christmas cake, nuts, iced fruit juice; supper: giblet soup, cold roast pork and ham, potato salad and mayonnaise, iced fruit juice. "

1944

HMAS GASCOYNE, (frigate), took off 1300 troops from the burning transport SOMMELSDIJK, torpedoed by Japanese aircraft off Leyte.

1943

A Japanese coastwatcher on Cape Ward Hunt reported TF74, HMA Ships AUSTRALIA, SHROPSHIRE, WARRAMUNGA, and ARUNTA, and US Ships HELM and RALPH TALBOT, heading towards Cape Gloucester.

1943

The Brisbane based USS PETO, (submarine), reconnoitred Boang Island in the Solomons, and landed a party of Coastwatchers.

The Brisbane-based USS GRAYBACK, (submarine), sank four Japanese supply barges with gunfire off New Georgia.

1940

HMAS WATERHEN, (destroyer), on the Libyan coast, sank the Italian supply schooner TIREREMO DIRRITO, west of Bardia. From a prisoner the destroyer learnt the schooner was carrying the garrison's Christmas mail and comforts.

1940

HMAS NAPIER, (destroyer), at Scapa Flow, Scotland, recorded 'a coldly sober Christmas'. The fare was turkey, apple pie and ice cream. A disappointed sailor wrote: 'Never even spliced the main brace. Never will forget it'.

1939

HMAS STUART, (destroyer), was battling heavy seas off Corsica. Christmas fare was a piece of cake and a glass of beer.

1939

Christmas Day on HMAS PERTH, (cruiser), was heralded by the playing of the hymn 'Christians Awake' over the ship's PA system. The menu for Christmas dinner was:- soup, roast turkey, York ham with French beans, green peas, roast and boiled potatoes, Christmas pudding with brandy sauce, fresh fruit and nuts.

1918

CMDR W. Burrows assumed command of the Australian Torpedo Boat Destroyer Squadron.

1917

HMAS HUON, (torpedo boat destroyer), transported the Greek Prime Minister, M. Venizelos and his staff, from Taranto to Pireaus.

A crewman wrote: 'As we passed the British cruisers they gave us three cheers for going to sea on Christmas Day'.

1916

A spartan Christmas was the lot of HMAS HUON, (torpedo boat destroyer), in Malayan waters:- 'On patrol—dirty weather—had bully beef and biscuits and some duff knocked up by ourselves'. (Extract from a stoker's diary.)

1811

Governor Lachlan Macquarie and Mrs. Macquarie celebrated Christmas in , on passage from Hobart to Newcastle.

'My poor Elizabeth has suffered a great deal from the seasickness', recorded the Governor

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 26th, 2007, 8:00am**

26th December

1974

Operation Navy Help, to assist with the clean up and re-establishment of services in the shattered city of Darwin, commenced.

The first RAN asset to arrive was an HS748 aircraft, on 26 December, carrying blood transfusion equipment and a team of Red Cross workers. Shortly after a second HS 748 arrived carrying personnel from CDT1. HMAS MELBOURNE, (aircraft carrier), and HMAS BRISBANE, (guided missile destroyer), sailed from Sydney. HMA Ships STUART, STALWART, SUPPLY, HOBART, and VENDETTA, sailed two days later.

HMA Ships BALIKPAPAN, BETANO, BRUNEI, TARAKAN, and WEWAK, (landing craft heavy), also sailed from Queensland ports, in what was to become the largest peace-time mission mounted by the RAN.

The first ships arrived on 31 December, and over the next 4 weeks the RAN provided over 18,000 man days of effort to clean up Darwin, create temporary accommodation, restore some services, and bring in supplies and material to help the civilian population.

1944

HMAS QUICKMATCH, (destroyer), picked up 67 survivors from the US merchant ship ROBERT J WALKER, torpedoed by a German submarine off Jervis Bay.

1943

Fighting at Pabu Hill, New Guinea 2/43rd Battalion repulses strong Japanese attacks on Pabu Hill, New Guinea. The 2/43rd Battalion, from South Australia, held Pabu, one of the outlying features near Sattelberg, against strong Japanese attacks.

1943

HMA Ships AUSTRALIA and SHROPSHIRE, (cruisers), with ARUNTA and WARRAMUNGA, (destroyers), bombarded the airfield at Cape Gloucester in support of US landings.

1942

The Fremantle-based USS TAUTOG, (submarine) torpedoed and sank the Japanese freighter BANSHU MARU, off Timor.

1940

The intensity of the struggle in the Mediterranean may be gauged from this diary entry of HMAS WATERHEN: 'Torpedo attack by aircraft 3.30pm. Attack by 24 bombers escorted by 18 fighters. First salvo missed WATERHEN 40 yards clear on starboard side. CHALKA near-missed and leaking. Many soldiers killed on shore. Great dog fight by Gladiators, several bombers and Italian fighters shot down by our fighters. 7.15pm torpedo attack by aircraft turned away by fire from WATERHEN's main armament. 9pm left Salum on patrol westward of Bardia. '

1918

HMA Ships PARRAMATTA, SWAN, YARRA, and HUON, (torpedo boat destroyers), sailed from Ismid, in the Sea of Marmara, for Malta, where they were joined by sister ships TORRENS and WARREGO, for the voyage to England.

1915

The RAN Bridging Train was transferred temporarily to the Australian and New Zealand Army Corps for operations against the Turks in Sinai.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 27th, 2007, 9:36am**

27th December

1998

The RAN was requested to provide assistance to rescue yachtsmen involved in the Sydney to Hobart Yacht Race. Exceptionally strong winds and heavy seas had damaged several yachts, including several that were dismasted or capsized. HMAS NEWCASTLE, (guided missile frigate), was ordered to sail at short notice, and two Sea King Helicopters from NAS Nowra were activated to assist Police and other rescue helicopters

1969

HMAS VENDETTA, (destroyer), was Navy gunfire ship for US II Corps' operations in Vietnam.

1967

HMAS SYDNEY, (troop carrier), arrived at Vung Tau, Vietnam, and landed the 7th Royal Australian Regiment.

1967

1944

HMA Ships NAPIER and NEPAL, (destroyers), anchored off Teknaf, 15 miles up the Naf River in Burma. The destroyers were supporting the Indian Army's drive south.

1943

7th Division, 2/16 Battalion, assaulted along Shaggy Ridge it became a four-month battle for Shaggy Ridge, a feature known as 'The Pimple' fell first. The Japanese position on the ridge's summit counter attacked and held up the Australians with a dug-in machine gun. Over 100 hand grenades were thrown at this bunker before it was taken.

1940

HMAS VAMPIRE, (destroyer), sailed from Alexandria to relieve HMS WRYNECK on the Inshore Patrol off Bardia. VAMPIRE developed engine problems and returned to port for urgent repairs.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 28th, 2007, 9:09am**

28th December

2003

The patrol boat HMAS CESSNOCK, (LCDR R. Stevenson, RAN), rescued 13 Taiwanese and Vietnamese fishermen from the long-liner vessel PACIFIC TARKER, which had run aground on Roncador Reef, (200 miles from Honiara, Solomon Islands). CESSNOCK was involved in peace keeping duties as part of Operation Anode in the Solomon Islands at the time.

2001

VADM D. J. Shackleton, AO, RAN, departed from HMAS SYDNEY, via Seahawk Helicopter, to return to Bahrain after a four day period spent embarked in HMA Ships KANIMBLA, ADELAIDE, and SYDNEY, which were then employed on Maritime Interception Operations in the Northern Arabian Gulf as part of Operation Slipper.

1998

At 0320 a RAN Sea King helicopter winched onboard three injured crewmen from the badly damaged yacht SWORD OF ORION, during the 1998 Sydney to Hobart Yacht Race. At the same time a second Sea King was searching for the yacht WINSTON CHURCHILL, using her night vision capability, (the yacht had actually sunk, but at 2130 that evening a liferaft with two of her crew in it was spotted by another Sea King helicopter, and the men were winched to safety). In both cases the aircrewman of the Sea King helicopters were required to enter the water to affect the rescue.

At 0400 HMAS NEWSCASTLE, (guided missile frigate), sailed from Sydney to also join the search for missing and damaged yachts. Subsequently the aircrewmen of both helicopters, (PO B.J. Lee and PO B.S. Pashley), were awarded the Bravery Medal. Group Citations for Bravery were also awarded to three RAN Sea King Helicopter crews.

1949

The Netherlands Navy minesweepers MOROTAI and TIDORE were transferred to the Indonesian Navy, and renamed HANG TUAN and PALI UNIS. The ships originally served in the RAN as HMAS IPSWICH and HMAS TAMWORTH.

1944

The Fremantle-based USS DACE, (submarine), sank the Japanese collier NOZAKI off Saigon.

1940

HMAS PERTH, (cruiser), was painted in camouflage colours. The pattern and colour scheme was so unusual the ship was requested to 'try again'.

1918

HM Ships SWORDSMAN and TATTOO, (destroyers), were launched at English shipyards. Both

1914

HMAS SYDNEY, (cruiser), coaled at Ponta Delgada in the Azores. Nine German ships were observed at anchor in neutral Portuguese waters.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 29th, 2007, 7:42am**

29th December

1998

HMAS NEWCASTLE, (guided missile frigate), located the damaged yacht SOLO GLOBE CHALLENGER. Two injured crewmen were transferred from the yacht to NEWCASTLE, while the yacht waited for a trawler to tow her into the port of Eden, NSW. NEWCASTLE also located the damaged yacht BUSINESS POST NAIAD, with two dead crewmen onboard. The other seven crewmen had been rescued the day before by the Careflight helicopter. NEWCASTLE stood by the yacht until the NSW Police Launch NEMISIS arrived to tow the vessel to Sydney. Of the 115 yachts which started the 1998 Sydney to Hobart Yacht race, only 44 completed the race, five yachts sank and six lives were lost. 55 people were airlifted from yachts, and approximately 53 people had been injured when their yachts were damaged or sunk during the storm on 26-28 December.

1987

The Australian and New Zealand Defence Ministers agreed to invite design proposals from Blohm & Voss (Germany) and Royal Schelde (Holland) for a guided missile frigate.

1951

HMAS SYDNEY, (aircraft carrier), flew sorties in bad flying conditions to cover convoys supplying UN ground forces at Inchow, Korea.

1943

CMDR D. H. Harries, RAN, assumed command of HMS SHROPSHIRE, (cruiser), to supervise refit and transfer to the RAN.

1940

6th Division in their first action near Bardia. Bardia, the Second AIF's first battle, involved an attack on an Italian frontier fortress. The preliminary operations began several days before the main attack was launched..

1860

Action at Matarikoriko, New Zealand. Sailors from the Victorian Colonial warship, Victoria, take part in the action at Matarikoriko, New Zealand. The Victoria's service in New Zealand waters during the second Anglo-Maori war, represents the first overseas military operation by an Australian unit, the beginning of Australia's overseas war history.

1860

The Naval Brigades of HMS PELORUS, (wood screw corvette), flagship of the Australian Station, and HMCS VICTORIA, landed at Kairau, New Zealand, to support British troops under attack from Maoris. They were under the command of CDRE Frederick Seymour, RN, commander of the Australia Squadron, 1860-62.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 30th, 2007, 8:17am**

30th December

Helicopters flown by the RAN Helicopter Flight operated from an advanced landing zone at Chau Lang, in Chau Doc Province, to strike at strong Viet Cong forces. The landing zone was under fire throughout the operation, and all helicopters reported hits from intense enemy machine-gun and small arms fire. The operation caused the Viet Cong heavy casualties and some 50 bodies were counted.

1944

Three officers and 22 ratings of the RAN lost their lives in the Indian Ocean during the year, as a result of enemy submarine attacks on Allied shipping.

1944

Australians of the 25th Battalion occupy Pearl Ridge, Bougainville. The capture of the heavily defended Japanese position on Pearl ridge gave the Australians possession of this important vantage point that provided views over both sides of Bougainville.

1944

The services reconnaissance department (SRD) craft HMAS BLACK SNAKE, (SBLT J.R. Kay), was commissioned.

1942

The Fremantle-based USS SEARAVEN, (submarine), landed a team of British Special Service agents on Seram Island.

1940

HMAS WATERHEN, (destroyer), collided with, and sank, HMS BANDOLERO, (anti-submarine trawler), off Sollum, Libya. Damage to WATERHEN required a month in dock to repair.

1940

HMAS VOYAGER, (destroyer), captured the 190 ton Italian supply schooner ZINGARELLA, in a night sweep off Sollum, Libya. CMDR Morrow reported in the destroyer's Proceedings, that 'when the schooner was boarded it was found that British POWs had turned the tables on their Italian captors and taken the vessel. More than 100 crewmen and passengers were battened below'. The schooner was escorted into Sollum.

1940

The auxiliary minesweeper HMAS TOLGA, was commissioned. TOLGA, (as SIR T HUGH BELL, ex-DORLONCO), was laid down in Dorman Long & Co, Sydney, in 1925. She was requisitioned for the RAN, from her owners, the Adelaide Steamship Co, (who had renamed her TOLGA), on 1 November 1940.

1899

NSWMR proceed to Prieska, South Africa. "A" Field Battery Royal Australian Artillery sailed from Sydney. This unit was the only field artillery sent from Australia for the Boer War. With 175 personnel this was Australia's best trained unit at that time.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Dec 31st, 2007, 6:25am**

31st December

1974

HMA Ships BRISBANE and FLINDERS were the first ships to arrive in Darwin, to commence work as part of Operation Navy Help, the cleanup and rebuilding of Darwin following the devastating effects of Cyclone Tracy.

FLINDERS surveyed the entrance to Darwin Harbour to ensure the safe passage of the RAN Task Group, and BRISBANE landed work parties to commence the massive job of cleaning up the devastated city.

1967

Australian Regiment, sailed to Vietnam on HMAS Sydney.

1959

Army landing ships AV 1353 Harry Chauvel and AV 1354 Brudenell White arrived in Sydney. These were the first of four former US Navy LSM purchased to give the Army an ability to move its Centurion tanks. The other two ships arrived on 4 July 1960.

1950

Chinese began the third phase of their offensive in Korea, 3 RAR was occupying a blocking position near Uijongbu. In Australia, the Army Tech School and the RAEME School were amalgamated to form the RAEME TRG Centre.

1945

Four GCs, nine GMs and three Bars to the GM were awarded to RANR personnel serving in the Rendering Mines Safe Section of the RN during WWII.

1941

HMA Ships NAPIER, NIZAM, and NESTOR, (destroyers), joined HM Ships AJAX, KINGSTON, ARROW, and GHURKA in the bombardment of German defence posts on the outskirts of Bardia.

1939

CMDR S. H. K. Spurgeon, RAN, was awarded the DSO for conspicuous service in anti-submarine operations while commanding HMS ECHO, (destroyer), in the North Sea. CMDR Spurgeon was the first Australian decorated for gallantry in WWII.

1938

LCDR. R. B. M. Long, Director of Naval Intelligence, reported 34 clandestine landings on Australian territory by Japanese agents in the year. A Japanese trawler, fitted with sophisticated radio and weapon detection equipment was also seized.

1937

The fisheries patrol vessel, LARRAKIA, later HMAS LARRAKIA, fired over 1000 rounds warning Japanese fishing vessels they were poaching in North Australian waters.

1914

The Australian submarine AE2 departed Albany, WA, under tow from the transport BERRIMA, for the Mediterranean.
The Australian Naval Board offered the submarine to the RN after the loss of AE1.

1910

VADM Sir George F. King-Hall, KCB, CVO, was appointed Flag Officer Commanding Australia Station. His flagships were HM Ships POWERFUL, DRAKE, and CAMBRIAN.

1907

VADM Sir Richard Poore, Bt, KCB, CVO, was appointed Flag Officer Commanding Australia Station. His flagship was HMS POWERFUL.

1892

HMS WOLVERINE, training ship of the NSW Naval Brigade, was sold out of service.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Jan 1st, 2008, 8:34am**

1st day of JANUARY :)

1975

HMAS MELBOURNE, (aircraft carrier), and HMAS STUART, (destroyer escort), arrived in the cyclone destroyed city of Darwin. Over the following days they were joined by HMA Ships

CDT1 also arrived to recover the wreck of HMAS ARROW from underneath Stokes Hill Wharf. During the period 1 to 30 January 1975 the RAN contributed 17,979 man-days of effort in cleaning up the city. The peak was 1200 personnel ashore at the height of the clean up operation. Wessex helicopters from the Task Group carried some 7832 passengers and delivered over 110,000kg of cargo ashore. RAN HS 748 aircraft from HMAS ALBATROSS, Nowra, NSW, made 14 return flights into the city and carried 485 passengers, and delivered nearly 23,000kg of cargo.

1970

HMAS VENDETTA, (destroyer), observed a three hour ceasefire for the New Year off Phan Thiet, Vietnam.

1969

The following awards were made for bravery and resource in HMAS HOBART when the destroyer was struck by American aircraft missiles off Vietnam:

- DSM ME G. H. Sculley
- MID CAPT K. W. Shands
- MID LCDR I. A. Callaway

The titles of all RAN Fleet units became fully Australian:

- Guided missile destroyers became the First Australian Destroyer Squadron;
- Daring class destroyers the Second Australian Destroyer Squadron;
- River class destroyer escorts the Third Australian Destroyer Squadron;
- The Fourth Submarine Squadron became the First Australian Submarine Squadron;
- The Sixteenth Mine Counter Measures Squadron became the First Australian Mine Counter Measures Squadron.

1952

Aircraft from HMAS SYDNEY made strikes on Communist positions in support of United Nations troops at Yonghodo Island, Korea.

1952

HMAS TOBRUK, (destroyer), relieved HMS WHITESAND BAY as gun support ship off Yeung Pyong-do, Korea.

1950

The shore establishment, HMAS SEEADLER, was commissioned at Manus Island, New Guinea. The base was re-commissioned as HMAS TARANGAU three months later when it was realised that SEEADLER was German for sea eagle. The name TARANGAU was chosen as it was the native name for the same bird.

1945

LCDR R. Lauchlan, RAN, was appointed to OBE for outstanding service as Squadron Anti-submarine Officer to CDRE(D), Eastern Fleet, in the Burma Campaign.

1943

HMAS MINDARI, (gunnery instruction centre), was commissioned at Woolloomooloo, Sydney.

1943

CMDR N. K. Calder, RAN, was appointed to OBE for dedicated service while commanding HMAS BUNGAREE in mine-laying operations in the Pacific.

1943

Coastwatcher LEUT W. J. Read, RANVR, arranged the evacuation of 29 civilians from Teop Harbour, Bougainville. The party was taken off by the USS NAUTILUS (submarine).

1943

The shore establishment, HMAS BASILISK, was commissioned at Port Moresby, New Guinea.

1943

The store-carrier, HMAS MATAFELE, (LCDR C. F. Symonds, RN), was commissioned. MATAFELE was laid down in Hong Kong in 1938 and served with Burns Philp & Co Ltd. She was requisitioned by the RAN on 1 January 1943, and commissioned at sea.

1941

1915

The following awards were made for gallantry in the action between HMAS SYDNEY, (cruiser), and the German vessel EMDEN, (armed merchant cruiser); CB CAPT G. H. Sculley DSM CPO A. W. Lambert DSM AB B. Green DSM AB J. Kinniburgh DSM AB H. M. Collins DSM AB W. A. Taylor DSM SBA T. E. Mullins

1901

The effective strength of the NSW Naval Brigade was 416 officers and men.

1887

RADM Henry Fairfax, CB, was appointed Flag Officer Commanding the Australia Station. His flagships were HM Ships NELSON and ORLANDO.

1878

The NSW Torpedo Corps was formed under Major Cracknell. In March 1879 the name was changed to the NSW Torpedo and Signalling Corps. It's initial strength was 6 officers and 88 men.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**

Post by **seashells** on **Jan 2nd, 2008, 5:49am**

2nd day of January

1992

HMAS SYDNEY, (guided missile frigate), joined the Multi-Nation Force in the Red Sea enforcing United Nations sanctions against Iraq.

1985

Chaplain G. Mayne, RAN, was appointed Catholic Military Chaplain of Australia. The equivalent naval rank to this office was Admiral. He later became Bishop Mayne.

1952

SBLT R. J. Coleman, RAN, died when his Sea Fury disappeared during a routine patrol off the west coast of Korea. An extensive search was conducted but no trace of the pilot or wreckage, other than an oil slick, was found. His death was the last for the Fleet Air Arm pilots of HMAS SYDNEY involved in operations in South Korea.

1951

3 RAR withdrew to northeast Seoul as 27 Commonwealth Brigade concentrated in the withdrawal following the Chinese third phase offensive.

1945

Japanese bombers attacked the 85-ship Minesweeping and Hydrographic Group in Surigao Gulf. HMA Ships WARREGO, (sloop), and GASCOYNE, (frigate), were on the escort screen which shot down one of the aircraft.

1944

HMA Ships ARUNTA and WARRAMUNGA, (destroyers), provided covering fire for the Allied landings at Saidor, New Guinea.

1943

Buna captured by the US 32 Div and the Australian 18 Bde. There were 1,400 Japanese to bury at Buna. The Americans sustained 1,954 casualties (466 killed) whilst the Australian lost 1,169 casualties (306 killed).

1943

HMAS WHYALLA, (corvette), and survey vessels STELLA and POLARIS, were attacked by 18 Japanese aircraft while surveying in the Milne Bay area. Brisbane-based USS SEADRAGON, (submarine) sank the Japanese submarine I-18 off New

1942

HMA Ships AUSTRALIA, CANBERRA, and PERTH, (cruisers), with HMS ACHILLES escorted the first large troop reinforcement convoy to Port Moresby.

1941

HMAS VOYAGER, (destroyer), joined HM Ships DAINTY, (destroyer) and TERROR, (monitor) in a bombardment of Bardia.

1915

HMAS SYDNEY, (cruiser), sailed from Jamaica for Bermuda to search for the German Navy collier ODENWALD.

1885

The Imperial Squadron in Australia consisted of HM Ships NELSON, (armoured iron cruiser); DIAMOND, (wooden screw corvette); ESPIEGLE and MIRANDA, (composite sloops); DART, (survey vessel); RAVEN, (steam composite gunboat); SWINGER, (screw composite gunboat); LARK (schooner); UNDINE and HARRIER, (schooners).

LEST WE FORGET

Title: **Re: On This Day Australian Navy**

Post by **seashells** on **Jan 3rd, 2008, 6:12pm**

3rd day of January

1992

Clearance Divers operating from HMAS TOWNSVILLE, (patrol boat), disposed of 12 unexploded bombs found on the seabed off Middleton Reef, Queensland.

1989

The RAN won the Australian Tasar Sailing Championship held at Port Stephens.

1969

ASLT A. J. Huelin, RAN, (RAN Helicopter Flight-Vietnam), was killed in a helicopter crash. His helicopter hit power lines in bad weather just before dawn, and burst into flame on impact, killing all on board.

1964

HMAS ANZAC, (destroyer), landed parties to fight bushfires on Tasman Island.

1945

LCDR J. M. Ramsay, RAN, of HMAS NAPIER, (destroyer), embarked in ML 829 for a reconnaissance of Akyab, Burma. He was the first Allied officer to enter the port since its surrender to the Japanese in May 1942.

1944

The Fremantle-based USS KINGFISH, (submarine), sank the Japanese tankers RYUEI MARU and BOKUEI MARU in the South China Sea.

1943

The Bathurst class minesweeper, (corvette), HMAS BUNBURY, (LEUT J. S. Bell RANR(S)), was commissioned. Mrs F. A. Cooper, (Wife of the Treasurer of Queensland), performed the launching ceremony. BUNBURY was laid down on 1 November 1941, in Evans Deakin Yard, QLD, and launched on 16 May 1942.

1942

HMAS HOBART, (cruiser), arrived in Singapore with a convoy under escort, and was subjected to Japanese air attack at the naval base. A signal from the Dutch destroyer HMNS ISAAC SWEERS to HMA Ships NAPIER, NESTOR, and NIZAM, (destroyers), on their departure from the Mediterranean: "Goodbye and a dinkum bonzer time with good hunting".

1941

HMAS VOYAGER, (destroyer), was part of the screen for the battle-fleet which bombarded Italian defences, at Bardia, Libya.

1924

The Australian Council of Defence agreed that the responsibility for defensive submarine mine-laying in Australia rested with the RAN. Previous to this date the Army was responsible for mine-laying.

1918

The Minesweeping Section of the RAN, under LCDR F. J. Ranken, RNR, completed the first sweeping of a minefield in Australian waters. The field, off Cape Otway, was laid by the German raider WOLF

1901

The Imperial Squadron based in Sydney consisted of HM Ships ROYAL ARTHUR, (1st class cruiser); PORPOISE and ARCHER, (torpedo cruisers); PYLADES, (composite steam corvette); RINGDOVE, (composite steam gunboat), and TORCH, (sloop). The Australian Auxiliary Squadron, also based in Sydney, consisted of HM Ships KATOOMBA, RINGAROOMA, TAURANGA, WALLAROO, and MILDURA, (Phoebe 3rd class protected cruisers); KARRAKATTA and BOOMERANG, (Sharpshooter class torpedo gunboats); DART, (screw schooner); LIZARD, (1st class gunboat), and PENGUIN, (composite screw sloop).

LEST WE FORGET

Title: **Re: On This Day Australian Navy**

Post by **seashells** on **Jan 4th, 2008, 8:51am**

4th day of January

1974

RADM D. C. Wells, CBE, was appointed Flag Officer Commanding Her Majesty's Australian Fleet.

1972

The following awards to the RAN Fleet Air Arm for service in Vietnam, were announced:-DSC LCDR W. P. JamesDFC LEUT B. G. AbrahamMBE LEUT G. P. AllenMID LEUT A. J. LivmanusMID LEUT J. T. GumleyMID SBLT W. J. ShureyMID SBLT S. P. Rawlinson

1943

Australia introduced conscription for military service.

The ship SS Centaur was requisitioned by the Army as a hospital ship to be known as the 2/2 Australian Hospital Ship.

1942

Coastwatcher SBLT C. L. Page, RANVR, reported 22 Japanese heavy bombers passing over Tabar Island bound for Rabaul.

1942

Japanese air attacks begin against Rabaul, New Britain Rabaul possessed a number of airfields and one of the best natural harbours in the south-west Pacific. Its capture gave Japan a base from which to launch air attacks towards New Guinea and north-eastern Australia as well as a strong south-eastern corner to its defensive perimeter in the Pacific.

1941

At Bardia, the 6 Div attack cut the Italian defence in half and the town fell. The Italians lost 40,000 prisoners and 500 artillery pieces, 120 tanks and 700 motor vehicles. The Australians lost 130 killed and 326 wounded.

1921

The following ships were laid up in reserve in Sydney: HMA Ships ENCOUNTER, (cruiser),

(sloop).

1917

The Australian Destroyer Squadron patrolled the waters south and west of Singapore.

1868

The foundation stone of the graving dock at the Williamstown Naval Dockyard, VIC, was laid by HRH Prince Alfred, KG, Duke of Edinburgh, who arrived in Port Phillip in the Royal Navy's first ironclad HMS WARRIOR. The vessel was the forerunner of the modern battleship and battle-cruiser.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**

Post by **seashells** on **Jan 5th, 2008, 8:53am**

5th day of January

1997

Two yachts in the Vendee Globe solo, non-stop circumnavigation race capsized in extreme rough weather in the Great Southern Ocean. The yachts, AMNESTY INTERNATIONAL, (Thierry Dubois), and EXIDE CHALLENGER, (Tony Bullimore), both activated their EPIRB systems, and thus set in train one of the greatest rescues at sea ever undertaken by the RAN.

1994

The RAN School of Survivability and Ship Safety (RANSSSS) was transferred from HMAS PENGUIN to HMAS CRESSWELL.

1979

HMAS HOBART, (guided missile destroyer), was dispatched on a 3000 nautical mile mercy dash to Heard Island to evacuate a seriously ill biologist.

1973

The landing craft heavy, HMAS BRUNEI, (LEUT D. Sando, RAN), was commissioned. BRUNEI was laid down in Walker's Yard, Maryborough, QLD, in July 1971, and launched on 15 October 1971.

1969

Army landing ship AV 1356 Clive Steel came under fire from enemy rockets in South Vietnam. Three rockets pierced the hull causing damage to the ship's domestic services, no member of the crew was injured. The ship retaliated with 40mm Bofors and .50 in machine guns.

1955

HMAS AUSTRALIA, (8 inch cruiser), was advertised for disposal at Sydney.

1951

The evacuation of Inchon, Korea, was completed. HMA Ships BATAAN and WARRAMUNGA, (destroyers) assisted US, British and Dutch ships to evacuate nearly 70000 personnel. Over 1400 vehicles, and 63000 tons of stores were also evacuated from the port.

1945

The Battle of Lingayen Gulf, 5 to 9 January. HMA Ships AUSTRALIA, SHROPSHIRE, ARUNTA, WARRAMUNGA, GASCOYNE and WARREGO were engaged.

1945

HMAS Australia damaged by Kamikaze aircraft. Australian ships were operating in support of United States amphibious landings in the Lingayen Gulf, Philippines when the Australia, for the second time in the war, became one of seven Allied ships to be struck by Kamikaze aircraft. 25 of her crew were killed and 30 wounded.

1945

HMA Ships AUSTRALIA and ARUNTA were hit by Japanese kamikaze planes. A Zero carrying a

and plunge into the sea within metres of the destroyer's steering gear room on the port side. ARUNTA was holed and damage was caused to her steering motors. Stoker PO R.A. Hand and AB H.L.E. Sellick were killed. In the same attack a second kamikaze dive was made vertically into HMAS AUSTRALIA's upper deck, amidships on the port side. The explosion killed 25 and wounded 30 of the cruiser's crew. A fire set by the explosion was soon extinguished and reports indicated damage was slight and fighting efficiency was not greatly impaired.

1945

HMA Ships GASCOYNE, (frigate), and WARREGO, (sloop), and the USS BENNION, (destroyer), engaged two Japanese destroyers in a running battle near Luzon. The faster enemy destroyers withdrew and escaped.

1945

Abau-Malin (5-7 Jan 45), 6 Cav(Cdo), 8 and 11 Inf Bn.. In December 1944, 19 Bde had cleared the northern coast of New Guinea from the Danmap to a line from Abau, on the coast, to Malin. The days 5-7 Jan 45 saw fierce fighting as 19 Bde advanced against staunch Japanese defences.

1943

The following awards were made to HMAS VENDETTA, (destroyer), "for courage, endurance and devotion to duty" while under Japanese air attack in dock at Singapore, and during the tow of the then immobilised vessel from Singapore to Melbourne:-DSC LEUT W. G. Whitting RANR(S)DSC Gunner (T) J. C. Lace DSM CPO A. J. ThorneDSM DSM AB W. Roberetson

1942

CMDR S. H. K. Spurgeon, DSO, RAN, assumed command of HMAS STUART, (destroyer), at Williamstown, VIC. He commanded HMS ECHO in 1940, and took part in the Norwegian Campaign, He was the first RAN officer to receive a gallantry award in WWII, being admitted to the DSO in December 1939.

1942

The Government directed that 6 and 7 Divisions be withdrawn from Palestine and sent to the Dutch East Indies to assist in the defence of the northern approaches to Australia. This order was amended to divert the troops to Australia.

1941

The Australian 6th Division, 19 Bde entered the town of Bardia and accepted the surrender of the Italian garrison. They captured 40,000 Italian prisoners of war, including four generals, meant that the garrison was twice the size expected by the attacking forces. The surrender was at a cost of 130 killed and 326 wounded in Australia's first major land battle of the Second World War.

1922

ADML Anthony Monckton Synnot was born at Corowa NSW, and entered the RAN in 1939. He was Chief of Defence Force during the period 1979 to 1982, and is one of the few RAN trained officers to reach the rank of full Admiral. His brother, Timothy Monckton Synnot also served as an officer in the RAN, reaching the rank of Commander.

1909

15 sailors from HMS ENCOUNTER, (cruiser), were drowned when the ship's pinnace was rammed by SS DUNSMORE off Garden Island, Sydney. The men were on their way ashore to conduct a range shoot at Malabar when the incident occurred. All those killed were later buried in a communal grave in the Naval Section of Rookwood Cemetery.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on Jan 6th, 2008, 12:06pm

6th day of January

1997

INTERNATIONAL, and EXIDE CHALLENGER, in the Great Southern Ocean, and dropped life rafts. The guided missile frigate, HMAS ADELAIDE, (CAPT R. W. Gates, RAN), was crash-landed from HMAS STIRLING to rescue the yachtsmen.

1987

RADM Peter Sinclair relieved RADM Ian Knox as RAN Fleet Commander.

1970

RADM H. D. Stevenson was appointed Flag Officer Commanding Her Majesty's Australian Fleet.

1964

RADM O. H. Becher, CBE, DSO, DSC and Bar, was appointed Flag Officer Commanding Her Majesty's Australian Fleet. RADM Becher was one of the most highly decorated permanent officers of the RAN.

1961

HMA Ships, ARARAT, COWRA, FREMANTLE, GYMPIE, ROCKHAMPTON, and STRAHAN, (minesweepers), were sold out of service for breaking up. GYMPIE was broken up at Sydney and the other ships in Japan.

1945

HMAS AUSTRALIA, (cruiser), was hit by a Japanese kamikaze plane for the third time. The ship's casualties were 14 killed and 26 wounded.

1942

The Bathurst class minesweeper, (corvette), HMAS COLAC, (LCDR D. C. Northern, RANR(S)), was commissioned at Sydney. Miss M. Heady Sr, (staff of Morts Dock), performed the launching ceremony. COLAC was laid down on 18 April 1941 in Morts's Dock, Sydney, and launched on 30 August 1941.

1925

The former German yacht, HMAS UNA, (ex KOMET), was sold out of service to the Port Melbourne Pilot Service and renamed AKUNA. She remained in the pilot service until 1953.

1916

The RAN Bridging Train was commended by General Bland, (British Army), for its tireless efforts before and during the evacuation of the Gallipoli Peninsula.

The Commanding Officer of the RANBT (LCDR L. S. Bracegirdle, RAN), wrote of his men: "They were therefore bent on proving to the Royal Navy and the Army that they could overcome any difficulties".

1915

HMAS AUSTRALIA, (battle-cruiser), captured and sank the German supply ship ELEONORE WOERMAN north of the Falkland Islands. AUSTRALIA fired a shell across the ship's bows to stop her. A boarding party from AUSTRALIA later scuttled the vessel.

HMA Ships MELBOURNE and SYDNEY, (cruisers), patrolled the West Indies searching for the German armed merchant cruiser KRON PRINZ WILHELM. The German ship managed to elude these patrols and took refuge in a US port.

1903

Alfred Deakin, (later to become Prime Minister of Australia), and in his time the greatest political champion of Australian defence, wrote in the Morning Post; 'The idea of a specially Australian navy manned by colonial sailors and under our own executive direction has been assiduously preached of late and that it has 'caught on' with the masses...'

1901

The gunboat, HMCS PROTECTOR, (CAPT William Creswell, RN), arrived back in Port Adelaide after 153 days away, serving in China from September to November 1900, during the Boxer rebellion.

LEST WE FORGET

Post by **seashells** on Jan 7th, 2008, 9:51am

7th day of January

1997

The tanker, HMAS WESTRALIA, (CMDR Lodomirski, RAN), sailed from HMAS STIRLING to support HMAS ADELAIDE in her rescue of two round-the-world solo yachtsmen, (Frenchman Thierry Dubois, and Briton Tony Bullimore). ADELAIDE had sailed south the day before, but would need to refuel once the rescue was complete in order to return safely to Western Australia.

1986

HMAS ADELAIDE, (guided missile frigate), ran aground off Puget Sound, USA and sustained serious underwater damage. In the subsequent court martial the Commanding Officer of ADELAIDE was found guilty of negligence and removed from command.

1975

RAN Clearance Diving Team 2 recovered bodies from vehicles under the collapsed span of the Tasman Bridge at Hobart. The divers worked under difficult conditions in murky water.

1972

LEUT J. C. Buchanan, (RAN Helicopter Flight-Vietnam), was awarded the DFC for conspicuous gallantry while rescuing a disabled patrol boat which was drifting close to enemy positions near U Minh, and was in danger of being captured. LEUT Buchanan hooked the landing skids of his helicopter on to the patrol boat and towed it clear.

1952

HMAS TOBRUK, (battle class destroyer), bombarded North Korean troop positions in the vicinity of Chomi Do. The bombardment of Chomi Do, on the Haeju Gulf north-west of Seoul, forestalled a North Korean invasion of Yongmae Do, an island about 20 kilometres from Inchon.

1944

The Fremantle-based US submarines KINGFISH, RASHER, and BLUEFISH sank three Japanese tankers in the South China Sea. KINGFISH torpedoed the FUSHIMI MARU, RASHER the KIYO MARU, and BLUEFISH the HAKIO MARU. The success of submarine sinking of tankers had a decisive effect on Japanese Fleet operations later in 1944.

1942

HMAS HOBART, (cruiser), joined the ABDA Fleet at Batavia. The cruiser was returning to Australia after service in the Mediterranean when she was diverted to the Far East.

1941

HMAS NAPIER, (destroyer), arrived at Reykjavik, Iceland, as escort for a convoy.

1899

VADM Sir John Collins, KBE, CB, was born at Deloraine, TAS.

LEST WE FORGET

Title: **Re: On This Day Australian Navy**

Post by **seashells** on Jan 8th, 2008, 8:45am

8th day of January

1980

A contingent of nine RAN officers sailed in the Antarctic relief ship NANOK S for a 40-day deployment in Australia's Antarctic bases of Casey and Mawson.

1966

1 RAR operated with the 173rd (US) Brigade in Operation Crimp where a VC stronghold in the Ho Bo woods area of the "Iron Triangle" was attacked and cleared. In the ensuing operations 1 RAR lost eight killed and 25 wounded.

1963

CDRE J. C. (Copper) Morrow, CBE, DSO, DSC, RAN, one of Australia's most distinguished destroyer captains of the Second World War, died in Sydney.

1962

RADM A. W. R. McNicoll, CBE, GM, was appointed Flag Officer Commanding Her Majesty's Australian Fleet.

1958

RAAF launch first meteor rocket attack against ground forces. Meteors proved unsuitable in air-to-air combat against the superior MIGs and were reassigned to ground attack duties.

1952

Last Australian combat troops departed Korea. At the end of hostilities in Korea the peninsula remained divided between North and South. The war has yet to officially end.

1945

HMAS AUSTRALIA, (cruiser), was hit twice by kamikaze bombers in 15 minutes. The first aircraft skidded into the ship's port side and the second exploded alongside, blowing a hole 4.3m by 2.4m in the cruiser's side. AB L.G. Jeffery and AB A.J. Mitchell were awarded the DSM for 'devotion to duty' in this action.

1945

The landing ship-troops, HMAS WESTRALIA, (CMDR A.V. Knight, DSC, RANR(S)), fought off a determined attack by kamikaze aircraft at Lingayen Gulf, The Philippines. A Zero fighter was shot down only 3 metres from the ship's stern and the after end of the ship was showered with flying wreckage. One rating was slightly wounded. The ship's steering gear was temporarily disabled, but was repaired within twenty minutes.

1942

The Bathurst class minesweeper, (corvette), HMAS WHYALLA, was commissioned at Whyalla, SA. Lady Barclay-Harvey, (wife of the Governor of South Australia, Sir Malcolm Barclay-Harvey), performed the launching ceremony. WHYALLA was laid down on 27 July 1940 in the Broken Hill Pty shipyard at Whyalla, and launched on 12 May 1941. She was to be called Glenelg, but that was changed to WHYALLA before completion.

1942

The following gallantry awards were announced for HMAS PARRAMATTA, (sloop);
DSC Surgeon LEUT C.F. Harrington, RANR: DSC Commissioned Gunner A.J. Brown: DSM CPO Stoker W.O. Earl: DSM CPO Writer E. Purtell: DSM Yeoman of Signals W.J. Allsop: DSM Acting LS H.F. Bates: MID LEUT G.W. Langford: MID PO Steward J. Lewis: MID Leading Steward R.J. Brampton: MID Leading Writer S.E. Whear: MID AB C. Goldie: MID Stoker 2nd class H.C. Fox. Unfortunately in the bitter irony of war only CPO Earl and Leading Writer Whear lived to be presented with their awards as the rest of the men were killed when HMAS PARRAMATTA was sunk off Tobruk in November 1941.

1941

The N class destroyer HMAS NIZAM, (LCDR M. J. Clark, RAN), was commissioned. NIZAM was laid down in John Brown & Co Ltd, Clydebank, Scotland, on 27 July 1939, and launched on 4 July 1940.

1919

HMA Ships PARRAMATTA and HUON, (torpedo boat destroyers), were damaged in a gale off Cape Finisterre and put into the Spanish port of Ferrol for repairs.
The Admiralty presented six J class submarines to the RAN as a gift.

1916

British and French landings at Helles on 25 April 1915, had failed to secure their objectives, leading to a lengthy stalemate on the southern tip of the Gallipoli Peninsula and so they had to evacuate

LEST WE FORGET

Title: **Re: On This Day Australian Navy**
Post by **seashells** on **Jan 9th, 2008, 6:16am**

9th day of January

1997

HMAS ADELAIDE's Sea King helicopter was launched to conduct the rescue of round-the-world yachtsman Thierry Dubois. Dubois was winched onboard the helicopter later that morning and was described as "being in remarkably good condition for a man who had spent four days floating in a life raft in the freezing Southern Ocean. ADELAIDE then turned towards the upturned EXIDE CHALLENGER to rescue yachtsman Tony Bullimore. The frigate deployed her rigid hull inflatable boat, (RHIB), which came alongside the yacht. Bullimore, who had been living inside the upturned hull swam out and was rescued by the crew of the RHIB. Queen Elizabeth II later sent the following message of congratulations:- "I would be grateful if you would pass on both my congratulations to all members of the Australian Defence Force who have made possible the two dramatic rescues in the Southern Ocean over these recent days and , through HMAS ADELAIDE my warm good wishes to Tony Bullimore on his extraordinary feat of survival".

1996

HMAS CANBERRA, (guided missile frigate), left Sydney to be permanently base-ported at HMAS STIRLING, WA.

1990

The Governor General approved the award of the Australian Service Medal to RAN personnel who served with the Multinational Force as observers in the Sinai from 9 February, 1982 to 29 April, 1986.

1970

The following awards were announced for service in Vietnamese waters:-BEM CPO H. E. Frey, (HMAS PERTH)MID CAPT A. A. Willis, (HMAS HOBART)MID LCDR R. G. Taylor, (HMAS HOBART)LCDR Taylor later reached the rank of VADM and was Chief of Naval Staff from 1994 to 1996.

1969

HMAS PERTH, (guided missile destroyer), fired her 5000th round on her second Vietnam deployment.

1966

1st Battalion, Royal Australian Regiment, in Operation Crimp. The operation became the scene of a major action against a Viet Cong tunnel complex

1945

HMAS AUSTRALIA suffered her fifth kamikaze attack. The Japanese aircraft struck the cruiser on the top of her third funnel. CMDR G.H. Gill, RANVR, reported: "Australia was the recipient of many signals before her departure from Lingayan Gulf, both from American, and her fellow Australian ships":- VADM Oldendorf, (TG 77.2) signalled: "Your gallant conduct and that of your ship has been an inspiration to us all. Sorry to lose you at this time." Berkey, (CTG.77.3), said: "Sorry the hell birds concentrated on you. My deep regrets for losses in the stout ship's company." RADM Weyler, in his letter forwarding the Report of Bombardments, commented; "The performance of AUSTRALIA is particularly to be commended. Heavily hit three times and with the greater part of her dual-purpose battery out of commission, she nevertheless executed scheduled fires in her usual effective manner." Kinkaid, Commander Seventh Fleet, in a report to the Commander-in-Chief, United States Fleet, remarked, "HMAS AUSTRALIA received two minor and three major hits from enemy suicide planes. Despite the resulting damage and casualties, the fire schedule was executed in a very satisfactory manner. Her performance during the entire operation was excellent."

1945

HMA Ships, WESTRALIA, MANOORA, and KANIMBLA landed troops on Luzon.

1937

HMAS SWORDSMAN, (destroyer), was sold out of service.

1917

Maghadaba-Rafa. The ANZAC Mounted Division (Light Horse) and the Imperial Camel Corps

border with Palestine, to enable their advance into Palestine in the Sinai Desert. Covering about 70 miles in 48 hours, the force killed 200 Turks, captured 1635 and took four artillery pieces. This action ended the campaign in the Sinai. The battle honour Rafa is linked to the honour Maghadaba which occurred on 23 Dec 16.

LEST WE FORGET

The FESR Visitors Log

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl>

General >> Bulletin Board >> Thought Of The Day!

<http://fesrassociation.com/cgi-bin/yabb2/YaBB.pl?num=1195766496>

Message started by seashells on Nov 23rd, 2007, 7:21am

Title: **Thought Of The Day!**
Post by **seashells** on **Nov 23rd, 2007, 7:21am**

Santa Claus has the right idea: Visit people once a year. ;D ;D ;)

Wishing you all a Happy and Blessed Thanksgiving ;)
A Very Safe Merry Xmas 8-)
&
A Prosperous Peaceful Year New ::)

Title: **Re: Thought Of The Day!**
Post by **boots** on **Nov 23rd, 2007, 1:18pm**

The sun is shining and the birds are singing in Tasmania but the RAIN dont come, my water tank is nearly empty and the fire season is upon us. but Im ok Jack. :D ;D

Title: **Re: Thought Of The Day!**
Post by **ColinS** on **Nov 23rd, 2007, 7:55pm**

Boots
Water what's that?, isn't it something you sail ships on. Don't drink the stuff fish Sh** in it, At a pinch dooby in it, [smiley=bath.gif]but never, never drink it,stick to Captain Morgan [smiley=beer.gif] [smiley=2vrolijk_08.gif] [smiley=vrolijk_26.gif] [smiley=vrolijk_26.gif]

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Nov 24th, 2007, 11:21am**

Federal Election Day!!
Nov 25th 2007

Why not try really listening to people? As small children we learned to talk by listening to others. But we also learned to switch off and not really listen, as we often do now. You show others you care by listening. It's not only hearing – listening is actively trying to understand and feel someone else's concerns. Saying, "I know how you feel" is not accurate. How can you really know that? Don't make promises you can't keep. Sometimes we say, "Things will get better". That may not be true. They

your advice. They want you to listen carefully to their story, and avoid judgement because good communication ends when judgement begins.

Our problem is that we feel we have to solve every problem, and that is not possible. Listening is often all we can do, and sometimes, it is the most important thing we should do. If we do that, we will send a message that we really do care.

:-/ :-/ :-/ :-/

Title: **Re: Thought Of The Day!**

Post by **seashells** on **Nov 24th, 2007, 11:28am**

After the election results tonight...
you've kicked in your TV once, you're hooked for life. ;D ;D

Elvis, Just shot it 8-) ;)

Politicians are like diapers. They both need changing regularly and for the same reason. :o ;)

Title: **Re: Thought Of The Day!**

Post by **Joe** on **Nov 25th, 2007, 4:33am**

You on the juice again Seashells ...it's not the TV's fault! Ozstraians has spoken - watch for the real result in about 6 months. Hope The Chinese Whisperer can deliver!

Also :

On listerning ..I believe people do want advice when they tell you things. In my family we say "...we don't have problems, only solutions" seems to work for us as a group. Just remember that when you give advice always give at least two options..that way you are not telling anyone what to do, ie they have to make the decision.

Title: **Re: Thought Of The Day!**

Post by **seashells** on **Nov 25th, 2007, 7:20am**

A bellyful of laughs is the best medicine

You guys, take a look at this... it runs for 10:51, so be patient ;D ;D

If it does'nt make you laugh, I just dont know what would ;D ;D

Turn up the volume if your deaf ;D ;D

Achmed The Dead Terrorist - MUST SEE!

Poor Achmed got killed in a suicide bombing. Luckily for us his brain didn't die and is full with great jokes. This is by far the funniest dead guy you will ever come across.

http://www.shoutfile.com/v/fJ7EBcAj/Achmed_The_Dead_Terrorist_-_MUST_SEE

Title: **Re: Thought Of The Day!**

Post by **seashells** on **Nov 28th, 2007, 6:27am**

"Only those who will risk going too far can possibly find out how far one can go" ::) ;)

Post by **seashells** on **Nov 30th, 2007, 7:51am**

A rejection is nothing more than a necessary step in the pursuit of success. ;) :)

Title: **Re: Thought Of The Day!**

Post by **seashells** on **Dec 1st, 2007, 8:15am**

"The willingness with which our young people are likely to serve in any war, no matter how justified, shall be directly proportional to how they perceive veterans of early wars were treated and appreciated by our Nation."

Title: **Re: Thought Of The Day!**

Post by **Joe** on **Dec 2nd, 2007, 6:26am**

I think that was before the meedjaa took over control of our country!

Title: **Re: Thought Of The Day!**

Post by **Joe** on **Dec 3rd, 2007, 5:26am**

Not Kevin 07 (aka) The Chinese Whisperer or The Milky Bar Kid...He's got billions to do nothing with...and probably will. I get the feeling that by the time he sorts his union mates and sets up the Work Choices area in accordance with Mrs. Rudds requirements there won't be anything left for the Vets....Oh I get it now - that's when the quote will be appropriate. Sorry - I'm a bit slow today - been on a bit of a binge for a few days and no thinking clearly - yet!!!

Title: **Re: Thought Of The Day!**

Post by **Joe** on **Dec 6th, 2007, 2:26am**

So much time - so few beers.....

Title: **Re: Thought Of The Day!**

Post by **Joe** on **Dec 8th, 2007, 6:00am**

Sounds like me - well used!

Title: **Re: Thought Of The Day!**

Post by **Joe** on **Dec 9th, 2007, 5:21am**

Exactly but todays generation has it almost right - (they have a way of mixing metaphores and using words in the wrong place) to the me generation it reads "It must be remembered that the purpose of education is not to fill the minds of students with facts... it is to teach them to think, if that is possible, and always to think OF themselves." Ah well!!

Title: **Re: Thought Of The Day!**

Post by **seashells** on **Dec 9th, 2007, 10:25am**

"Even if you're on the right track, you'll get run over if you just sit there." ;)

Title: **Re: Thought Of The Day!**
Post by **Joe** on **Dec 11th, 2007, 3:26am**

Might beat the naggin' I get each day from the one top bird!!!!

Title: **Re: Thought Of The Day!**
Post by **Joe** on **Dec 13th, 2007, 3:46am**

And when you are no longer a child you look back at a blotchy stained copy book...with the odd page of perfection and a passage or two of sage wisdom coupled with the brightest bits of all - experience. Today I am a man.....

Title: **Re: Thought Of The Day!**
Post by **Joe** on **Dec 14th, 2007, 4:41am**

Had to read that one twice - thought it read Daily Insides and we were talking of burgoo! Near turned me off me grapefruit juice!!!!

Title: **Re: Thought Of The Day!**
Post by **Joe** on **Dec 16th, 2007, 8:33pm**

..too much going on here Seashells - I can't keep up. What was the question? Was it how many left handed Chinese believe in backhanders from the ignorant wisemen - or something like that. Anyway seemed a little cakky handed to me in a backhanded sort of way - speaking of course from my tower of ignorance as I remember .. I think or therefore I am...sumthink sumthink.

Title: **Re: Thought Of The Day!**
Post by **Joe** on **Dec 18th, 2007, 3:16am**

Don't know 'em - don't wanna know 'em and don't bluddy care! I know me and that's the important one!

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 18th, 2007, 2:37pm**

Thoughts have great power.

Thoughts are like seeds you plant in your mind.

The more you hold onto a particular thought,
the more power you invest in it.
Positive thoughts give us energy and strength.
Negative thoughts rob us of power
and make us feel tired and strained.

We are by nature positive. Negativity is

You can change if you want to.
You can't control other people, situation
or circumstances, but you can control what
is going on inside you. It takes time to change
and transform those old patterns of thinking.

Be patient with yourself.
It starts with a thought..... Today! ;)

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 19th, 2007, 12:42pm**

To FESR
Most of the important things in the world
have been accomplished by people who
have kept on trying when there seemed
to be no hope at all. :(;)

Title: **Re: Thought Of The Day!**
Post by **Joe** on **Dec 20th, 2007, 4:36am**

OK OK OK - Seashells it just isn't true. I've been sitting here for almost an hour thinking in a most positive way, belay that - a very most positive way. As of Clancy - there was movement...but it's since gone away! It is on the inside alright - inside of me palm.....bugg*r. Why do you get my hopes up (looks like that's going to be the only up today.....!)

Then Seashells you follow up with the thought that important things are accomplished by people who don't give up! Jeez I'm sore!

A very old stager who was a bit of a clever bloke once told me "Millionaires do things other people can't be bothered doing" Maybe you just have to be a bit selective?

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 24th, 2007, 6:50am**

"Don't expect too much of Christmas Day. You can't crowd into it any arrears of unselfishness and kindness that may have accrued during the past twelve months."

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 25th, 2007, 6:40am**

"It is not how much you do, but how much love you put in the doing."
so I was thinking ;D
If your out and about today on Xmas day that is...
Why dont you... GIVE
Six pack on the bin for your garbos
Tip a cabbie ;)
Give a nice bottle of red to the old bloke around the corner :)
Shake a copper's hand :D
Tell your mum and dad you love them [smiley=thumbsup.gif]

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 26th, 2007, 8:04am**

Some good tips on how to reduce the pressure, strain, and hassle of the holiday season.

To cite a few examples:

1. Plan ahead. Instead of going on auto-pilot the day after Thanksgiving, hold a family meeting to decide what the group really wants to do and who is going to do what.
2. Avoid debt and refuse to be pressured by advertising to overspend.
3. Avoid stress. Don't assume that things have to be the same as they've been in previous years.
4. Draw names rather than everybody giving something to everyone else in your giving circle. Set a ceiling on what can be spent for each gift recipient. Give children one thing they really want, rather than an overload of so many presents.
5. Put gifts under the tree shortly before opening them and then take turns unwrapping so that each item can be admired and each giver thanked. This avoids the tear-off-the-paper frenzy of greed that starts youngsters out on the wrong foot regarding materialism.
6. Give appropriate gifts and consider alternatives (baby-sitting "coupons", crafts, help with a project, contributions to a charity, etc.).
7. Perhaps most important (at least in SCROOGE's opinion), make changes slowly but persistently. Don't try to change everything and everybody all at once. The resistance may make you feel defeated and depressed.

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 26th, 2007, 9:37am**

"The Twenty Commandments" not Ten ;D ;)

1. If you feel far away from God, guess who moved?
2. Fear knocked. Faith answered. No one was there.
3. What you are is God's Gift to you. What you become is your gift to God.
4. I am God's Melody of Life and He Sings His Song through me.
5. We can never really go where God is not, and where He is, all is well.
6. No matter what is happening in your life, know that God is Waiting for you with open Arms.
7. God Promises a safe landing, not a calm passage.
8. Do your best and then sleep in peace. God is Awake.
9. God has a Purpose and Plan for me that no one else can fulfill.
10. The Will of God will never take you to where the Grace of God will not protect you.
11. We are responsible for the effort, not the outcome.
12. We set the sail; God makes the wind.
13. Begin to weave and God will Give you the thread.
14. When God says "no", it's because He has something better in store for you.

15. The task ahead of us is never as great as the Power behind us.
16. Prayer: don't bother to give God instructions, just report for duty.
17. It's my business to do God's Business, and it's His Business to take care of my business.
18. Serenity is not freedom from the storm, but peace amid the storm.
19. How come you're always running around looking for God? He's not lost.
20. God put me on earth to accomplish a number of things; right now, I'm so far behind I will live forever.

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 27th, 2007, 9:14am**

If you don't learn to laugh at trouble, you wont have anything to laugh at when you are old ;D

Have a GREAT Day... And keep laughing! ;D ;D
It's good for the soul. [smiley=2vrolijk_08.gif] [smiley=vrolijk_26.gif]

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 27th, 2007, 10:52am**

If a man has enough horse sense to treat his wife like a thorough-bred, she will never turn into an old nag [smiley=thumbsup.gif] [smiley=2vrolijk_08.gif] [smiley=2vrolijk_08.gif] [smiley=wink.gif]

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 28th, 2007, 11:16am**

It is better to stay silent and be thought a fool, [smiley=huh.gif] [smiley=2vrolijk_08.gif]
[smiley=2vrolijk_08.gif] [smiley=wink.gif]
than to open one's mouth and remove all doubt. :-X

Title: **Re: Thought Of The Day!**
Post by **Joe** on **Dec 29th, 2007, 5:04am**

My nagging wife (who is a thorough bred) tells me that I have a constant source of laughter because I've done so much wrong - it'll last me a laughtime!!
As for being an open mouthed fool - never a problem there. I've hopped through life with one foot in me mouth and have no intention of changing now - Oh maybe I'll open a bit wider and change feet or put both of 'em in!

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 29th, 2007, 8:00am**

Have you written down your New Year Resolutions yet? :-/ :-/

This time of the year brings much expectation and with it, motivation to perk up and to engage in

Below are eight ideas that can help you increase your personal and professional effectiveness. Why not add these thoughts to your current resolutions? It is certainly something to think about, and refer to again and again.

Thought 1 – Seek First to Understand :-?

“Seek first to understand and then be understood” is a simple but powerful statement.. Too often we enter into communications with others with pre-conceived assumptions or notions about what the other person’s expectations, ideas or judgements will be.

Thought 2 – Think On Paper ::)

Clear goals contain the power to motivate and energise us into action. Yet so often we start out on the quest for self-improvement, either personally or professionally with no real concept of where we want to be or exactly what it is we want. We may have some vague concept in mind, such as increasing income or productivity but this is rarely translated into specific goals. Without a clear goal in mind, it becomes increasingly likely that we may unwittingly focus our well intended energy in the wrong direction.

Thought 3 – Utilise the Power of Planning ;)

One of the most powerful tools for overcoming procrastination and increasing productivity is planning. Every minute spent on planning can save up to 10 minutes in execution. Planning needn’t be time consuming or complicated. It does however need to be regular. Plan everyday in advance and watch your productivity and performance soar. Planning begins by creating lists. With all of the technology available today (such as palm pilots or electronic organisers) it can be easy to forget that a simple list can be a vital planning tool. It is important to always work from a list. When something comes up, add it to the list before doing it. You can increase your productivity by 25% from the first day you begin working consistently from a list.

Thought 4 – Do the Toughest Things First :-/

The most crucial decision you make everyday is what you choose to do right now versus what you will do later. One of the most vital, yet most challenging self-management strategies is the ability to do the hardest or most difficult task first. If you can resist the temptation to start each day with the easiest task you are well on your way to a more productive self.

Thought 5 – Identify Obstacles :-?

What factors are holding you back, slowing you down or preventing you from achieving your goals? Almost all progress toward a goal or series of goals comes up against a limiting factor of some kind. It is crucial to identify these limits or obstacles in order to eliminate them. Progress at the pace you’d like and in the direction of your goals requires the systematic removal of obstacles that undermine advancement. Identifying the true obstacle to progress takes honest reflection and analysis. Obstacles may be entrenched within organisational structures or culture. Conversely, obstacles may be embedded in our own mind, in the beliefs that you hold and the behaviours that you routinely perform.

Thought 6 – Identify Your Key Result Areas :)

What is the most valuable use of your time right now? By continually asking yourself this question you can maximise the time that you have and accomplish more of what’s important everyday. In order to identify what the most valuable use of your time may be in any given moment, it is vital that you recognise what your key result areas are. Your key result areas are those aspects of your job or performance that matter the most. They are the bottom line. They are why you are on the payroll. Most jobs can be broken down into five to seven key result areas.

Thought 7 – Establish a Sense of Urgency :)

Once you have established where you are going and what you want to achieve, it is crucial to set the wheels of action in motion. To literally set wheels in motion takes a force powerful enough to shift the wheels out of a state of inertia. Once wheels are no longer stationary, they can develop momentum and pick up speed as they go. This too can be true of you and your progression toward your goals. Generally speaking, the faster you move the more energised you become. If you develop a sense of urgency around every action you take, you begin to start tasks immediately and procrastination becomes a thing of the past. To get started, repeat the following sentence: “DO IT NOW! DO IT NOW! DO IT NOW!”

Thought 8 – Unleash Your Energy :D ;)

Your personal energy level dictates how much you can do within a day. Maximise your energy and

day. Energy levels rise and fall as a function of our changing physiology. Most of us know what time during the day we usually hit our energy peak. For many it's early morning, for others late afternoon.

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 30th, 2007, 8:26am**

New Years Resolutions are a great idea that seldom work.

The reason that most peoples new years resolutions fail is that people will get a good idea and not flesh it out, decide what to do and how.

The best way to be successful is to plan your outcomes and to decide what are the most important things for you. [smiley=happy.gif]

When you do this you have a much better chance at succeeding because when you need to make changes you will do it knowing why you are making a change and exactly what changes need to be made. ;) [smiley=thumbsup.gif]

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 30th, 2007, 8:29am**

Starting to Plan New Years Resolutions :-/

The way I start each year is by looking back, looking at where I am today and finally looking at where I want to be tomorrow and then creating a plan to make a better tomorrow happen. ;)

With traditional goal setting most people just look at what they want and then create a plan to get there. My method of setting real New Years Resolutions is much better as it does not just look at myself as a superman and allow me to collapse as soon as any problem gets in the way of my goal. :D

Tools for successful New Years Resolutions

To start you must have a notebook and realize that this notebook will be your companion for the next year. Give yourself an hour to get started and know that you will likely be sitting down a few times over the next few days, if New Years Day comes and goes while you are in the midst of this process do not worry. Even though we always look at new years day as the switch that begins a new year remember that you are creating a map and a route that is much more important and long lasting than the flip of a calendar, the end of a day, or a fuzzy idea in the middle of the night whose idea of importance is reflected only by the thoughts and actions of a very few minutes.

Title: **Re: Thought Of The Day!**
Post by **Joe** on **Dec 30th, 2007, 12:18pm**

My main resolution this new year is to be more thoughtful and not so forgetful and and..an....an..a..a...ah bugga it all - NO RESOLUTIONS THIS YEAR!

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 30th, 2007, 12:45pm**

Thoughts have great power. :-/
Thoughts are like seeds you plant in your mind.

The more you hold onto a particular thought,
the more power you invest in it:-?

Negative thoughts rob us of power
and make us feel tired and strained. :(

We are by nature positive. Negativity is
the result of faulty thinking.
You can change if you want to.

You can't control other people, situation
or circumstances, but you can control what
is going on inside you. It takes time to change
and transform those old patterns of thinking.
Be patient with yourself.

It starts with a thought..... Today! [smiley=2vrolijk_08.gif] [smiley=2vrolijk_08.gif]

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 30th, 2007, 3:18pm**

For those who do not have a New Years Resolution :-/ :-/

I wish you a superb, stimulating and special year.
I wish you stamina, strength and endurance in the new year - so that you can achieve the goals you
wish for yourself.

The nice thing about personal development, whether it is learning new communication skills, sorting
out your personal direction, or learning to look after yourself better, is that if you do give in or fail at
some point, it is always all right to stop and start again.

At any point you can leave the past behind and take the next new moment as a new point to begin
again.

So if you are going to, or have already failed to achieve your new year's resolution - that's fine.
Just make a new resolution and start again.

And if you are down or depressed, just say the following to ones-self

"I no longer feel grumpy."
"I feel enthusiastic."

"I no longer feel that people bug me."
"I feel that people support me."

"I no longer feel that people are out to get me."
"I feel that people are out to help me."

"I no longer feel that people don't respect my boundaries."
"I feel that people respect my boundaries."

"I no longer feel that people don't listen to me."
"I feel that people listen to me, and hear what I have to say."

"I no longer feel people ignore me."
"I feel that people pay attention to me."

"I no longer feel lonely."
"I feel that I have many friends."

"I no longer feel afraid that people don't like me."
"I feel that people really like me."

"I am loved... So! What am I doing here"

So what are you waiting for... Get out and Enjoy the New Year :D

Life's too short [smiley=thumbsup.gif]

Title: **Re: Thought Of The Day!**
Post by **Joe** on **Dec 31st, 2007, 6:01am**

Just a thought....it's a wonderful world!!! Enjoy 2008.....

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 31st, 2007, 6:45am**

A new year, with another opportunity for us all to make the world a better place. :D
How come we never did so in previous years? :-? ;)

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Dec 31st, 2007, 9:50am**

'Don't be envious if the grass is greener on the other side of the fence.
It's also harder to cut.' ;D ;D

Title: **Re: Thought Of The Day!**
Post by **Joe** on **Jan 1st, 2008, 5:26am**

Couldn't make the world a better place last yeartoo busy cutting my neighbours grass through the fence ...and it is greener, and thicker and longer and tougher and and....Happy New Year.
Concentrate on the grass in your own paddock - before the sheep eat it (stand fast you NZ'ers)!!

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Jan 1st, 2008, 8:45am**

Can I forget about yesterday and start a fresh new day? :-/

YES! ;)

"Finish each day and be done with it. Tomorrow is a new day; begin it well." ;D

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Jan 1st, 2008, 9:02am**

Times of trouble can be useful. They can show you who you really are, what kind of character you have developed. Troubled times help you grow stronger. Don't complain about your problems. The trouble you face today is training you to be strong in future difficulties. Remember, you are NOT alone unless you choose to be.

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Jan 2nd, 2008, 5:38am**

(Count to 1,000 if it is a loved one! ::)

Title: **Re: Thought Of The Day!**
Post by **Joe** on **Jan 2nd, 2008, 6:26am**

998...999...1000! SEASHELLS HOW THE BLUDDY HELL CAN I KEEP UP WHEN YOU POST SO MANY AT A TIME?????? i feel better now!

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Jan 2nd, 2008, 8:42am**

Leave the Morgan alone ;) [smiley=2vrolijk_08.gif] [smiley=2vrolijk_08.gif] [smiley=vrolijk_26.gif] [smiley=vrolijk_26.gif]
Just joking ;D

Title: **Re: Thought Of The Day!**
Post by **Joe** on **Jan 3rd, 2008, 2:28am**

I didn't touch Morgan Chief - too busy at the sharp end!
I find the post on Times of trouble interesting. I've found that if you don't complain about your troubles no one knows you have any - makes it an easy life for others but not for you! Remember a trouble shared is a trouble halved.
Adam Lindsay Gordon says :
"QUESTION NOT, BUT LIVE AND LABOUR
TILL YON GOAL BE WON;
HELPING EVERY FEEBLE NEIGHBOUR,
SEEKING HELP FROM NONE.
LIFE IS MAINLY FROTH AND BUBBLE
TWO THINGS STAND LIKE STONE -
KINDNESS IN ANOTHER'S TROUBLE.
COURAGE IN YOUR OWN."

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Jan 3rd, 2008, 6:24pm**

What doesn't matter to you might be very important to someone else. ;)

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Jan 3rd, 2008, 6:28pm**

Telling the truth is a pretty hard thing. :D

Lying can be like sailing choppy waters. The more we lie, the higher the waves get, and the harder the sailing. When we lie, we feel we've failed ourselves and others. We have to work hard to cover up our lies, and the fear of someone finding out is always with us.

If we ask our inner self, for courage to tell the truth, we can be like the sailboat on a clear and calm day. We can enjoy the small waves and the light warm breeze we've given ourselves. Honesty is a

and apply our creativity to new, growth-oriented activities instead of covering up old mistakes.

I long ago came to the conclusion that all life is 6 to 5 against. :o

Title: **Re: Thought Of The Day!**

Post by **seashells** on **Jan 3rd, 2008, 7:32pm**

If you think you can... You will; :)

If you think you can't... You won't. :(

No matter what you think you're absolutely right! ;D ;D

Title: **Re: Thought Of The Day!**

Post by **Joe** on **Jan 4th, 2008, 5:08am**

Everything that is important to me is important - to me!

There is truth and there is the painful truth - yep yer bum does look big in that, what did you do to yer hair - surely they didn't charge you for that. Jeez you're ugly etc etc are just a few painful truths I've told in my time. I'm a fast runner with no friends nowadays!!!!

If I think I can - I might give it a try.

If I think I can't - I won't waste my time but concentrate on what I'm trying to do.

The difference between you and me is that You think you're right - I KNOW I'm right (even if I'm the only one on the whole planet thats got it right!)

Seashells : Ego is not a dirty word (Skyhooks)

Title: **Re: Thought Of The Day!**

Post by **seashells** on **Jan 4th, 2008, 8:29am**

"You are today where your thoughts have brought you; you will be tomorrow where your thoughts take you." [smiley=vrolijk_26.gif] [smiley=2vrolijk_08.gif] [smiley=2vrolijk_08.gif]
[smiley=vrolijk_26.gif]

Title: **Re: Thought Of The Day!**

Post by **seashells** on **Jan 4th, 2008, 3:58pm**

Each of us has our own unique flaws. :-/

We're all cracked pots. [smiley=2vrolijk_08.gif]

In the universe's great economy, nothing goes to waste. :-?

Don't be afraid of your flaws. ;:))

Acknowledge them, and you too can be the cause of beauty. ::)

Know that in our weakness, we find our strength. ;D [smiley=vrolijk_26.gif]

Title: **Re: Thought Of The Day!**

Post by **seashells** on **Jan 5th, 2008, 8:12am**

When all the trees have been cut down,
when all the animals have been hunted,
when the last fish been caught,

when all the air is unsafe to breathe,
only then will you discover
you cannot eat money. ;)

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Jan 5th, 2008, 3:38pm**

Over heard from the DVA dept just recently :-?

"If in uniform, you're a hero. When you are not you're a cost." >:(

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Jan 6th, 2008, 12:08pm**

Never miss an opportunity to make others happy, ;D
even if you have to leave them alone to do it! ::)

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Jan 6th, 2008, 5:21pm**

:-/ :-/

Each of us has our own unique flaws.

We're all cracked pots. [smiley=grin.gif] [smiley=vrolijk_26.gif] [smiley=2vrolijk_08.gif]
[smiley=2vrolijk_08.gif] [smiley=vrolijk_26.gif] [smiley=grin.gif]

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Acknowledge them, and you too can be the cause of beauty.

Know that in our weakness, we find our strength.

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Jan 7th, 2008, 9:53am**

Gossip is like a photograph. It starts with a negative, then is developed and enlarged. ;D

Title: **Re: Thought Of The Day!**
Post by **seashells** on **Jan 7th, 2008, 5:12pm**

:-/ :-/ :-/

Evaluation of an idea can take several forms:

Whether the idea would work at all.

Whether it would be practical.

Whether the cost of implementing it would be too high.

Whether the idea is new.

Post by **seashells** on **Jan 8th, 2008, 8:47am**

:-/

Enjoy life today. Yesterday is gone. Tomorrow may never come. ;)

and

Don't forget growing old; Some people never have the opportunity. :(;)

Title: **Re: Thought Of The Day!**

Post by **seashells** on **Jan 9th, 2008, 6:00am**

Outside technical matters, most ordinary thinking takes place in the perceptual phase. Most of the mistakes in thinking are inadequacies of perception rather than mistakes of logic.

And so

The higher up the ladder you climb, the more difficult it is to see what is happening at ground level.