

# NOTICE TO MARINERS

*Newsletter 32 Small Ship Squadron Association Incorporating RAE Th*

*Patron: Colonel K.L. Duncan (Rtd)*

## President's Message

As 30 September passed by how was disbanded 40 years ago.

32 Small Ship Squadron had capability throughout its 11 years about the disbandment of the sentences in Chapter Six of Thesis titled 'Water Transport of 1959-1971 32 Small Ship 'The Royal Australian Engineers 1945-1972 Paving the Way' although it is worth the time to read and reflects the Postscript in Dave Perham's 'Rolling Through 32'.



many of us realised the Squadron

provided the Army with a unique of service. Little has been written Squadron. There are a few Lieutenant Wade Morris(RAE) the Royal Australian Engineers Squadron' and on page 385 of

Accompanied by my son Anthony and son-in-law Matt last month I attended the Marine Equipment Trade Show (METS), the world's largest exhibition of marine equipment for the leisure and super yacht market in Amsterdam Netherlands.

Having arrived two days early we took the time to visit the National Maritime Museum in Amsterdam (Kattenburgerplein) which only opened its doors in October after a major refurbishment costing millions of euro. The museum gives the experience of the maritime past of the Netherlands with a unique collection. Docked alongside the museum quay is a replica of the East Indiaman 'Amsterdam', an 18<sup>th</sup> century cargo ship of the Dutch East India Company which sank on its maiden voyage during a storm on the English Channel in 1749. The museum takes you back to the past times of trading voyages, distant countries and Amsterdam in the Golden Age.

We next tried the Heineken experience followed by a tram ride and short walk though the red light district which leaves nothing to the imagination.

Following the trade show we left Amsterdam for Hamburg by train operated by Deutsche Bahn – it was an enjoyable journey.

We travelled to Germany to visit Bernhardt Apparatebau, the manufacturer of SECUMAR inflatable lifejackets who I have represented in Australia for the past 22 years.

The highlight of this trip was the visit to Hamburg St Pauli, the Reeperbahn and a cruise on the Hamburg Elbe River which coincided with the P. & O. (Carnival U.K.) cruise ship MV Oriana being in dry dock displaying her signature tiered stern decks. We were informed the ship would be back cruising from 19 December.

On behalf of the Patron and committee I would like to take this opportunity to wish all members and their families a merry Christmas and a happy and healthy new year.

Ocka

JAMAIS ETRE REMORQUE



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## VIETNAM VETERANS' DAY – SCHOOL OF MILITARY ENGINEERING

On Thursday 18 August 2011 the 45<sup>th</sup> anniversary of the Battle of Long Tan was commemorated at SME by the RAE Vietnam Memorial Committee. It was bright, sunny morning and the ceremony was attended by over 80 veterans, families, friends and guests. They were welcomed by the CO, LTCOL Alan Hollink and his RSM, WO1 Ken Betson, OAM. SME provided the Catafalque Party and the Padre, Chaplain John Crosbie. The bugler was from UNSWR and the piper was from Ingleburn RSL Pipes and Drums. The Wattle Grove Public School Choir put on another excellent performance.

The Guest Speaker was Colonel John Toyne, AM (Rtd) and was accompanied by his wife, Robyn. John spent over 30 years in the Corps and was a Troop Commander with 17 Construction Squadron in Vietnam in 1970 – 71.

He started off his talk by saying, "Sappers were put on this earth to push dirt and make water run".

He was repeating a phrase that was originally quoted by the late Sergeant Taffy Francis, a field engineer who served with 1 Field Squadron in Vietnam in 1966 – 67. Taffy's view was that if you remove a plug or push an obstacle aside, water will more readily flow. His theory was that whether pioneering a road, clearing a path through an obstacle, operating a water point, constructing a bridge or dwelling or crewing a ship, Sappers are all about the same thing: pushing obstacles aside while making things easier for others who may follow. Generally, it's not a bad philosophy to be guided by; that is helping others by making the way ahead easier.

John then described how this philosophy was used by engineers in Vietnam. He gave many examples of engineers at the front, providing combat support to make things easier for those who follow. As it was then, so it is today in Afghanistan and other operational areas in which our defence force is deployed – with Sappers to the fore.

It was a very thoughtful and eloquent speech. He concluded by saying, "Let us therefore remember those on the Honour Roll, and those who were injured or made ill as a result of their service. Let us reflect on their service and sacrifice and let us remember them as they were and regret that are not with us today".

Our Association was represented by Jack Peel, Ken Duncan, Cec Weekes, Bruce Reilly, Graham Murray, Anthony Murray, Mathew Corton, Brian and Val Waites, Angus and Mrs McKinnon, Ken Poutney and Ross McMurray.



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## A BRIEF HISTORY LESSON As told by George Stubbs

### Introduction

In the obituary to George Stubbs in our last newsletter we said we would publish some of his thoughts on the history of 32 Small Ship Squadron. A month before he died he sent me a letter saying that when Dave Perham produced his book there was some debate about the genesis of the Squadron. He was going through some old boxes (as we all tend to do from time to time) and found his old CMF Parade Card. A copy of it is at the end of this story. And here are his thoughts...

### The Brisbane Connection

Soon after WWII it was noted that the valuable expertise of water transport personnel would be lost if there was no attempt to continue operating watercraft in the ARA with CMF support. Consequently on 12 July 1948 Major W.A. Nicol, OC Captain E.H."Beachy" Shaw, Adjutant (both ARA) raised 2 Transportation Squadron (2 Tn Sqn) a CMF unit in Brisbane. The officers and senior NCOs to a man were ex-WWII water transport and small ship watermen. This ensured that from the beginning the standard was high. At the same time 1 Tn Sqn and the Transportation Training Centre was raised at Chowder bay, Sydney.

In Brisbane 2 Tn Sqn was initially located at Bulimba on the Brisbane River and was equipped with a number of ALC 40s, a 40ft workboat and a 45ft wooden tug. In May 1951 the unit was relocated to the WWII Ordnance Small Craft Park an 13 Small Ship Coy (AIF) site at Colmsie on the lower reaches of the Brisbane River. The unit continued to train as a composite squadron on watercraft and terminal equipment, and provided maintenance support through its integral workshop troop.

In July 1956 the unit changed its title to 32 Inland Water Transport Operating Squadron, RAE, with 1 and 5 Small Ship Troops and 42 Railway Squadron attached. The unit at this time was equipped with a 62ft command craft, a 40ft workboat, a 38ft fast supply boat and various smaller craft. Training was also extended during annual camps by the manning of *AV1379 Tarra* and *AV1351 Vasse*, the 300 ton wooden cargo ships of the Sydney troops. This extension practiced the officers, WOs and SNCOs in the necessary management, navigation and command aspects. Training emphasis was on the individual becoming competent in his task of navigation, seamanship and marine engineering. Annual camps were held in the Brisbane River and Moreton bay, with coastal passages to the north and south.

### Renamed and Relocated

In August 1957 the unit was renamed 32 Small Ship Squadron, RAE and more emphasis was placed on deep sea navigation aboard *Tarra*, *Vasse*, the 112ft Fairmile *AV2770 Sandra* and *AT2383 Mollymawk*, a 98ft seagoing tug. On annual camp in 1958 the unit sailed north and *Tarra* loaded equipment at Mackay from Exercise Grand Slam and discharged it at New Farm in Brisbane. Also in 1958 an element of the unit was tasked in support of 101 Medium Coastal Battery, RAA on Moreton Island who reconstructed a coastal gun emplacement on Cowan Cowan, a legacy of



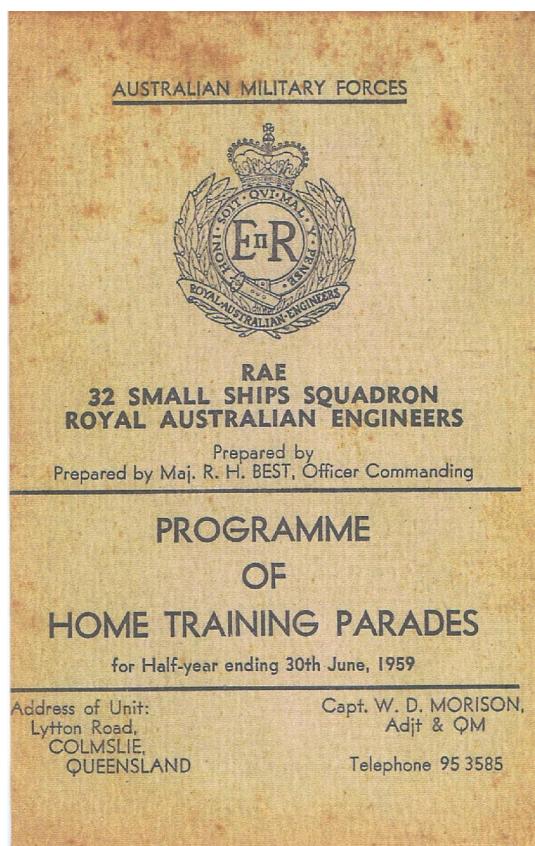
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WWII. On completion unit craft were then engaged in target towing for the Artillery's 6in gun practices.

The period 1959-1960 saw significant changes in the Squadron and the Army water transport in general. 32 Small Ship Squadron (CMF) was relocated from Colmslie up the river to the Naval Stores Depot at Kangaroo Point. After the four LSMs were purchased from the US Government 15 CMF members of the Squadron flew to Japan to assist in the delivery of the first two, *AV1353 Harry Chauvel and AV1355 Vernon Sturdee*.

In 1960 the command of the Squadron, after a decade, reverted to an ARA officer. Major Eric Rogers (CMF) handed over command to Major Anderson (ARA). For a time the unit became an integrated ARA/CMF unit with two troops ARA and two troops CMF with the Squadron HQ at Kangaroo Point, Brisbane. This proved to be administratively and practically unworkable. The wharfage at Kangaroo Point could only accommodate two LSMs with the other two located in Sydney, splitting administrative control. In September 1961 the ARA component of the HQ with two of the small ship troops and elements of the workshop relocated to Sydney, and finally to the old Morts Dock at Woolwich.

The Brisbane based CMF component was re-designated Detachment 32 Small Ship Squadron. However, in 1963 the CMF detachment regained squadron status as 34 Water Transport Squadron. The Brisbane connection still remained with many unit members serving with 32 Small Ship Squadron in Vietnam, Papua New Guinea and elsewhere in the late 1960s and early 1970s.



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## DONATIONS

Many thanks to the following members who recently made donations to the Association:  
John Sahariv, Don Kennedy and Joan Stubbs.

## NEW MEMBER

Welcome aboard **Brice Rowe**. Brice served in 32 Small Ship Squadron with *AVI353 Harry Chauvel*, *AVI356 Clive Steele* and *AS3051 John Monash* in Vietnam. He also served with 22 Construction Squadron. He lives in Bunbury WA.

## ANYONE VISITING FRANCE?

We recently received an email from Bruce Glossop who has just returned from a holiday in France where they visited Mike and Valerie Holton. Mike is an ex-RAE officer who served on LSMs in the early 1960s and served with HQ Australian Force Vietnam in 1966/67. They now live in Millau which is in the Mid-Pyrenees in the south of France, not too far from the Mediterranean Sea. They have a lovely villa and Mike would like to invite any of his old shipmates / colleagues to stay with them if they are travelling to UK / Europe.

To get to Millau from London you can travel to France on the Eurostar train to Lille or Paris then take the TGV high speed train (200 km/h+) to Montpellier and then by medium speed bus (60 km/h +) to Millau. All up, about four hours from Paris.

Any of Mike's friends who are interested in taking up his generous offer should contact Bruce Glossop on 02 6254 4662 or [brewandh@grapevine.com.au](mailto:brewandh@grapevine.com.au)

## REQUEST FOR INFORMATION

We have had a request from the wife of a RAN radio operator who claims that her husband, the late Mick Cairney, served on *AS3051 John Monash* in Vietnam. She is trying to gather information about Mick's service with the Army and in particular, his time in Vietnam. We have no record of RAN personnel serving with us although we think there may have been an RAN radio operator attached to one of the ships for a short period. If anyone has any knowledge of this could you get back to me please.



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## DUBBO DASH WEEKEND

Bob Freeman and Ray Bailey are planning to have a mini Water Transport Reunion during weekend 26 – 28 October 2012. The venue is at Dubbo NSW which is about four hours west of Sydney on the Newell Highway. The general outline for the weekend is as follows:

**Friday 26th** 5.00pm. Meet and greet at the Big Four Holiday Park on the Newell Highway on the western side of Dubbo. The venue is at the barbecue area. Bring your own everything (food, drinks etc).

**Saturday 27th** A bus trip to be arranged (depending on numbers) to the Taronga Park Western Plains Zoo. Timings and other details will be advised.

**Saturday 27<sup>th</sup>** Dinner at the West Dubbo Bowling Club. The dress will be casual and details including costs and timings will be advised. This club is within walking distance of the Big Four Holiday Park and the Four Seasons Motor Lodge and the Able Tasman Motor Inn.

**Sunday 28<sup>th</sup>** Brunch at the barbecue area at the Big Four Holiday Park. Again, bring your own food and drinks. Timings will be advised.

**Accommodation.** Suggested accommodation is at the following venues (all on the Newell Highway and within easy walking distance of each other):

**Big Four Holiday Park.** There are cabins, on-suite powered caravan sites, powered caravan sites and camping areas. Phone 02 6884 8633 or email [holiday@big4dubboparklands.com.au](mailto:holiday@big4dubboparklands.com.au)  
Online at [www.big4dubboparklands.com.au](http://www.big4dubboparklands.com.au)

**All Seasons Motor Lodge.** 78 Whylandra Street (Newell Highway) Dubbo. (next door to the bowling club) Phone 02 6882 6377 or online at [www.allseasonsmotorlodge.com.au](http://www.allseasonsmotorlodge.com.au)

**Able Tasman Motor Inn.** 133 Whylandra Street (Newell Highway) Dubbo. Toll free reservations at 1800 209 992 or phone 02 6885 2555. Online at [www.abletasman.net.au](http://www.abletasman.net.au)

Bob and Ray need an indication of how many people would attend the weekend so they requested you to contact them by Friday 27 January 2012. They can then work out costings, etc and when numbers are firm they will advise all the details.

Please contact them as follows:

**Bob Freeman** 02 6882 2864 (after 6.00pm)

**Ray Bailey** 02 6882 5078 (after 6.00pm) or email [paddlecat@bigpond.com.au](mailto:paddlecat@bigpond.com.au)



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## VALE – HERB DRAPER

27 October 1922 – 6 August 2011

Ex-Sergeant Herbert James Draper, RAAOC, passed away on 6 August 2011 aged 89 years. He had not been in good health for some time. After moving from Sydney about five years ago Herb and his wife settled at Endeavour Hills, Melbourne to be closer to his family.

Herb served in the 2<sup>nd</sup> AIF in World War II with 1 Australian General Transport Company and 146 Australian General Transport Company. In the early 1960s he re-enlisted and served with 2 Base Ordnance Depot, 3 Base Workshops, 32 Small Ship Squadron and 21 Supply Battalion.

During his time with 32 he served on all ships including service in Vietnam aboard *AV1356 Clive Steele* in 1970.

Herb was a quiet, unassuming type who fitted in easily with ship's crews. His main job as a technical storeman was to manage the provision of engine and machinery spare parts and this could involve finding a nozzle for a fire hose or a cylinder head for the engine of one of the ship's generators. There were thousands of parts in his store (it was actually a cage) that he had to have identified and catalogued. It was not an easy task but he carried it out with professionalism and dedication.

About 50 people attended Herb's funeral and Peter Atkinson represented our unit. He said that the funeral was very much a family affair. His final legacy was to bring his descendants and their families all together at the same place and the same time. And there were a lot of them.

His two daughters, grandchildren and great grandchildren and their families all came over from Perth to join those from the Eastern states. Of significance there were no regrets and Herb's life was celebrated fondly.

Herb's son, Malcolm, followed in his father's footsteps into RAAOC and served with Watercraft Workshops in the mid 1970s. Peter summed up his feelings towards Herb by saying that he was a bloody good bloke and it was an honour to be with him at his funeral. Many members expressed similar feelings towards Herb.



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## VALE – ARTHUR FOSTER

**4 February 1930 – June 2011**

Corporal Arthur Henry Foster, RAE passed away earlier this year after what we believe was a long illness. We don't have any details of his death or even of his life after he left the Army. We know he was born in Newcastle where he spent his early childhood.

Those who knew Arthur would understand when we say that he was a bit of a larrikin who enjoyed a cold beer on a hot afternoon. He was a good story teller and had a great sense of humour. He could always see the brighter side of a hopeless situation. In fact I remember one time in Vietnam when we suddenly lost all power to the port main engine on *AV1356 Clive Steele* he said, "We didn't need the bastard anyway because we only got an extra two knots out of it when it was running OK. Look at all the fuel we saved!" Arthur's approach to most things was like that.

Arthur was a dedicated Sapper who served his time in the engine rooms mainly on *AS3051 John Monash* and *AV1356 Clive Steele* in Papua New Guinea and Vietnam. However, his first seagoing experience was on the ship's staff on HMAS Sydney in 1965 when the ship transported 1 RAR Group (including 3 Field Troop) to Vietnam which was the first contingent of Diggers to deploy there.

His first contact with the Army was during 1949 to 1951 when he served with the CMF. He enlisted in the ARA in 1962 and was discharged in 1968. He then enlisted again in the CMF and served until 1974. The units he served with were:

RAA Band, HQ 3 Division  
30 Port Squadron  
30 Terminal Squadron  
32 Small Ship Squadron  
302 Field Workshop

## HOUSE NUMBERS

Is your house number good enough for the Ambulance to see at night?

The numbers should be at least 100mm (4 in) high, made out of reflectorized material and placed near the letter box (which is usually at the front gate).

Time lost by the ambulance service while trying to find the correct house could mean the difference between a quick recovery and major problems.



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## VALE – NEIL PATON

**5 February 1938 - 20 October 2011**

Lieutenant Colonel Douglas ‘Neil’ Paton, RAE passed away on 20 October 2011. Neil was conscripted into the national Service scheme in 1957. His service continued in the Army Reserve in various RAE units and positions, mainly associated with water transport. He was at one time the OC of 34 Water Transport Squadron and the CO of 1 Movement Control Unit.

Units he served in included: 11 National Service Training Battalion, 32 Inland Water Transport Squadron, 32 Small Ship Squadron, 4 Small Ship Squadron, Detachment 32 Small Ship Squadron, 34 Water Transport Squadron, Southern Queensland Training Group, 3 Movement Control Training Group, 1 Training Group, Brisbane Water Transport Unit and 1 Movement Control Unit.

Neil’s funeral was held on 31 October 2011 at Mansfield, Brisbane. Les McFadzen represented our Association.

## VALE – ROSS ADAMS

Major Ross Anthony Adams, RAE / RACT passed away in September 2011. We don’t have much detail about him but some of you may remember him. He was conscripted as a National Serviceman in 1969 and later transferred to the ARA and until 1989.

He served in the following units: Eastern Command Detachment 10 Movement Control Group, Northern Command Detachment 10 Movement Control Group, 32 Small Ship Squadron, 40 Water Transport Squadron (Heavy), 109 Transport Company, Canungra Transport Unit, HQ 3 Transport Company, Brisbane Water Transport Unit, HQ 1 Transport and Movement Group, HQ 1 Division, Movement Division HQ Logistic Command, HQ 1 Division Transport, HQ 1 Military District and 1 Ground Liaison group.

## FAIRBANKS MORSE



This is the factory in Dallas, Texas, USA where the opposed piston, supercharged LSM main engines were produced. It's no longer in operation but the building itself is on the heritage list as a mark of respect for the company's wartime production of military and naval engines and machinery. The same engine also powered most of the US Navy submarines.



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## VALE - PETER SEWELL

4 May 1946 – 26 October 2011

Corporal Peter William Sewell, RAE was enlisted as a National serviceman in 1966 and served until 1968. After Recruit Training he was allocated to RAE and eventually posted to 32 Small Ship Squadron where he spent a lot of his service on *AS3051 John Monash* on which he made several voyages to Vietnam. Whilst he was at Chowder Bay awaiting an IET course he and several others were told on a Thursday that they were sailing for Vietnam on Monday. Peter went home for the weekend and arranged his marriage to Elaine who was to be his wife for 44 years then sailed away on Monday. They had two sons, Eric and Carl, who between them produced four grandchildren. As well as his children and grandchildren Peter loved fishing.

After discharge Peter returned to the insurance industry in Sydney and Parramatta but was transferred to Wangaratta in 1970. He remained with the company for some years but was later retrenched. He and Elaine then set up their own business, Wangaratta Insurance, until they retired a few years ago. In their retirement Peter and Elaine travelled a lot around Australia and overseas.

During this time Peter became a member of Wangaratta Apex Club until he had to leave because of age restrictions. He then joined Rotary and later Probus and was still a member at the time of his death. During his time with Rotary he was Treasurer for six years and in between stints as Treasurer he served on other committees and in 2003 he was awarded the highly prized ‘Paul Harrison Fellowship’ for his service to Rotary.

As if this was not enough he joined Wangaratta / Myrtleford / Bright Group of Melbourne Legacy in 1991. He was appointed Secretary in 1994 and added Treasurer to that position a couple of years later. He held these positions until his death. Peter was also a member of the Wangaratta RSL, and along with Terry Hinch and George Scorgie were known as the “Three Soldier Mariners” in honour of their time at 32.

Peter died on Wednesday 26 October after a short illness. He had suffered a stroke which left him incapacitated, and later two heart attacks which claimed his life.

About 300 people attended Peter’s funeral in Wangaratta, many of whom were his friends from Apex, Rotary, Probus, Legacy and the RSL. John Reimers and Bruce Pattison represented our Association.

Thanks to John Reimers who provided information about Peter.



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## MEMORIES OF WOOLWICH

Recently, as we passed the 40th Anniversary of the disbandment of 32 Small Ship Squadron, RAE on 30th September 2011, I began thinking about my maritime career, both in the commercial shipping world as well as in the Australian Army, and thought that I would like to put a few words together for the Notices to Mariners.

It is probably not known by members of the Association, that I joined my first ship the *SS Iron Wyndham*, a bulk iron ore carrier owned by B.H.P., as a Deck Cadet on 27<sup>th</sup> March 1954, while the ship was in dry dock at Mort's Dock, Woolwich, later to become the home of 32 Small Ship Squadron. While in dry dock I was detailed off to examine the hull of the ship from the dry dock floor and, therefore, I think that I can claim to have been the only person who served in 32 Small Ship Squadron who ever saw, and walked, the bottom of the Woolwich dock. Thus my very first sea-going voyage commenced at Woolwich when we sailed for Yampi Sound a few days later.

After being Commissioned into the Army in August 1965, I was posted to 32 Small Ship Squadron and thus I departed Woolwich on my very first sea voyage in the Army on board *AV1355 Vernon Sturdee* as a supernumerary, on a training voyage off the East Coast, which included a stop over at Lord Howe Island for two days, departing Woolwich on 18<sup>th</sup> September 1965. I then remained on *AV1355 Vernon Sturdee* and thus departed Woolwich on my very first trip as an XO during a voyage to PNG.

My first command, as a Captain, was in 32 Small Ship Squadron when I was appointed as Troop Commander of *AS3051 John Monash* in early 1966 and sailed on my first voyage as OC departing Woolwich on 3<sup>rd</sup> February 1966 on a CMF training cruise.

I was also OC of *AS3051 John Monash* when in company with *AV1355 Vernon Sturdee*, we departed Woolwich on 11<sup>th</sup> April 1966 for the very first voyage to Vietnam, via Manus Island and Subic Bay, arriving Vung Tau on 5<sup>th</sup> May 1966 and returning to Sydney on 9<sup>th</sup> June 1966.

Whilst I served in Vietnam as the OC of *AV1356 Clive Steele* from 9<sup>th</sup> December 1968 to 22<sup>nd</sup> August 1969, I did not depart from Woolwich as I flew to Saigon to relieve Major Wally Blumenfeld and return home by air after handing over to Captain John Hartley.

My next association with Woolwich was when I was promoted to Major and appointed Officer Commanding 32 Small Ship Squadron on 5<sup>th</sup> December 1969, my first unit command as a Major. I remained as OC until the Squadron was disbanded on 30<sup>th</sup> September 1971. Then I was appointed as the first OC of 40th Water Transport (Heavy) to command the LCH's which were coming into Army service. This Squadron was later disbanded after the decision was made that LCHs were to be commissioned into the RAN. In the meantime *L126 Balikpapan* remained with the Army and was being operated by 10<sup>th</sup> Terminal Group (where I was the Operations Officer) until finally handed over to the RAN on 27<sup>th</sup> September 1974.



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During my time as Operations Officer of 10<sup>th</sup> Terminal Group, the late Major Tom Moyes, transferred to the RAN and I was required to once again take command of *AS3051 John Monash*, based at Woolwich Dock. This time we sailed from Woolwich on 5<sup>th</sup> April 1973 for Belawan (Indonesia) where we were supporting combined Indonesian/Australian Army survey operations in the Malacca and Rhio Straits area, until finally returning to Sydney on 3rd October 1973. This was the last voyage of *AS3051 John Monash*, and thus my last sea voyage, as she was decommissioned and eventually sold. Thus ending the era of 32 Small Ship Squadron and the ships that served, and made up, the Squadron, and my sea-going career.

These memories of Woolwich Dock, spanning a period of 19½ years, and the number of “firsts” that I had, also, my one “last”, which emanated from and within Woolwich, and terminated my sea-going days at Woolwich, will always be treasured by me and remain dear to my heart.

Lieutenant Colonel Warren Barsley (Retd)  
Last Officer Commanding  
32 Small Ship Squadron, RAE



Warren Barsley, apparently in an ice bar (whatever that is – maybe like a sand bar but colder?) in Sweden



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## BRUCE REILLY AND THE SYDNEY HERITAGE FLEET

Michael Schultz recently reported that Bruce Reilly was awarded the Albert Cup for among other things, his outstanding contribution to the ongoing major restoration and maintenance to the steam tug *Waratah* of the Sydney Heritage Fleet. This vessel was built in 1902 and it is big responsibility along with the time and effort required to keep of this vintage in survey. Thanks to the efforts of Bruce and his loyal team, after a major refit it recently passed survey with flying colours.

The Albert Cup was awarded to Bruce at the Sydney Heritage Fleet's AGM on 20 October 2011. The recipient of the cup is chosen by the President, Rear Admiral Tony Hunt, RAN, (Rtd). It is an award of excellence for the time, effort, enthusiasm and leadership Bruce has contributed to the fleet, specifically in relation to the *Waratah*.

The Albert Cup was given to the Sydney Heritage Fleet by its Patron, Mr Robert Albert, of Albert Music fame. He is also a keen yachtsman. The cup was won by him some years ago in a yacht race.

Bruce is also demonstrating his Ubiqueness by being the Assistant Chief Engineer on a WWII Liberty Ship, *USS Jeremiah O'Brien*, in San Francisco. It is the last ship of this kind still in survey. It is in original condition and seagoing. It was launched in 1943. The restoration team over there has had difficulty in getting volunteers who are steam qualified engineers. Most of the old timers have passed on, so Bruce is happy to utilize his First Class Foreign Going Motor AMSA Certificate and his NSW Steam Certificate in order to help them out. He has been over there three times this year and plans to return as often as possible. Well done, mate!



Sydney Heritage Fleet's Steam Tug, *Waratah* under a bridge.



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USS Jeremiah O'Brien, a 10,000 ton WWII Liberty Ship built in 1943



SS John Oxley, a 760 ton pilot vessel built in 1927. It is powered by a triple expansion steam engine rated at 1400 hp. It has all steam auxiliary engines consisting of two hand fired Scotch boilers. It is being restored at the Rozelle Shipyard of the Sydney Heritage Fleet and is currently having all rivetted hull plates replaced.



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## PROPERTY FOR SALE

|  |             |                           |         |
|--|-------------|---------------------------|---------|
| Ties   | \$25.00     | LSM Lapel Badge           | \$12.00 |
| Association Book   | \$30.00     | Collar Badge              | \$6.00  |
| Association Woven Patch  | \$8.00      | Association Cap Navy Blue | \$15.00 |
|  | Car sticker |                           | \$5.00  |
| Association Polo Shirt (navy blue only) made to order: \$30.00 |             |                           |         |

Please contact Ken Shannon 02 9871 4667 or [property@32smallshipsqn.org.au](mailto:property@32smallshipsqn.org.au)

## DISCLAIMER

Views expressed in this publication are not necessarily those of the Editor, Publisher or the Committee of 32 Small Ship Sqn RAE Inc RAE Tn Association.

## CONTRIBUTIONS

Contributions are welcome from members and their families of anything that is of interest to members. So, if you would like to contribute please have it typed in MS Word and send it to the editor at:

[editor@32smallshipsqn.org.au](mailto:editor@32smallshipsqn.org.au)

or to

**32 Small Ship Squadron RAE Association Inc RAE Tn.  
Box 33  
12 Philip Mall  
WEST PYMBLE NSW 2073**

## YOUR EMAIL OR POSTAL ADDRESS

Please let the Association know if you get a new email address or change your current one. The same goes for your postal address. Remember, we want to keep in touch with you! An email to the Secretary ([secretary@32smallshipsqn.org.au](mailto:secretary@32smallshipsqn.org.au)) or a note to the address above will be appreciated



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| Chaplains:                    | Monsignor Eugene Harley        |  |
|                               | Reverend Richard McCracken     |  |



**December 2011 Notice to Mariners**