

# NOTICE TO MARINERS

## Newsletter of 32 Small Ship Sqn RAE Association Incorporating RAE Tn

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

### President's Message

To celebrate the 50<sup>th</sup> anniversary Apprentices' School located at Mornington Peninsular a reunion which included wives and An informal meet and greet at the Rye R.S.L. Club with the evening at the RACV Resort Cape class of fitters and turners and members of the electrical class Balcombe Gate where the ashes of were spread. The weekend was a intake involved (some 116). For evening and the small ceremony at the Balcombe Gate with a departing lunch at the Dava Hotel Mount Martha were the reunion highlights.



of the 17<sup>th</sup> intake entry into Army Balcombe, Victoria on the was held from 23-25 March 2012 partners. function was held on Friday night reunion dinner on Saturday Schanck. On Sunday morning our blacksmiths supported by attended a memorial service at our old instructor George Hergt huge success with the whole our class the dinner on Saturday departing lunch at the Dava Hotel

The Army Apprentices' School provided a source of tradesmen for the corps and RAE Tn including 32 Small Ship Sqn. Pat Scott a 5<sup>th</sup> intake (F & T) was the first to be posted to Chowder Bay in September 1954. Early intakes posted to the Sqn. Were Allen Punch (1<sup>st</sup>), Sid Cheeseman (4th) and Allan Bensley (13th).

In 1962 the following personnel from the 14<sup>th</sup> intake were posted to 32 Small Ship Sqn. – Jeff Beach, Bill Bungate, Terry Hughes, Barry Newton, Jack Peel and Archie van Arkel.

- 15<sup>th</sup> intake personnel – Peter Atkinson, Jim Ballantine, Keith Ballantine, Col Dunlop, Ian Graham, Allan Reading, Arnold (Dick) van Leeuwen
- 16<sup>th</sup> intake personnel – Ken Boyle, Bill Culbertson, Andrew Cutler, David Howells, Les McFadzen, John McGregor, David McIntosh, Sam McLaughlin, Ross McMurray, Andy Cutten.
- 17<sup>th</sup> intake personnel – Bob Bruce, Dave Clarke, Trevor Cox, Ken Fletcher, Graeme Inglis, Roger MacDonald, Graham Murray, Russell Scarfe, Tony Stafford, Kerry Stuart
- 18<sup>th</sup> intake personnel – Darryl Graney, Noel Perry, Bungy Waters, Derek Smith, Stephen Poulter, David Thomas

With the arrival of the LCH L126 Balikpapan the following joined the vessel - 22<sup>nd</sup> intake – Mal Campbell, Bob Clarke.

The Army for many years enlisted and trained its own tradesmen direct from the high schools and youth of Australia.

Jamais Etre Remorque

Ocka



**July 2012 Notice to Mariners**

## SYDNEY MARCH, HUNTERS HILL REUNION AND LUNCH

Well, at least the weather was kind to us this year. Last year it rained cats and dogs from the Dawn Service to well past lunch but it was mild and sunny this time. The numbers were down a bit for the march but it went well, assisted by Sappers from 26 Field Squadron who provided the Banner Party. Dave Clarke and Garry Smyth led the march this year because Ocka was in hospital having his other knee replaced (he had one done last year) It was a complete success and he's now much more comfortable and mobile.

Among the crew at Hunters Hill there were some new faces and some we haven't seen for a while. It was good to see some interstaters such as Rick Bratley, Arthur Jackson, Wally Blumenfeld, Les McFadzen and Warren Barsley. Don Grace made a welcome appearance. He hasn't been in the best of health for the last few years but he looked quite well and fit. John Gerber boosted the numbers by bringing his wife, two sons, a daughter and her partner, two daughters-in-law, and six kids! John Purcell, who has attended regularly, was given leave to visit France and Belgium where he was at the Dawn Service at Villers-Brettoneux. All up we had over 56 for lunch and what a pleasant afternoon it was. Kaye Shannon organised it all as always, assisted by Diamond Caterers who were up to their usual high standard. Ocka's son, Anthony looked after the bar, and he also refreshed the troops before the march. Well done everybody.

Les McFadzen's wife, Amy, drew the raffle prizes and the results are as follows:

- 1st Prize: 3" ships clock and barometer won by Jock Balfour, ticket no 1802
- 2nd Prize: 6" ships porthole clock won by John Boot, ticket no 1812
- 3rd Prize: 3" ships porthole barometer won by Vince Gardner, ticket no 1509

Congratulations to the winners and many thanks to all who participated in the raffle. Your support is much appreciated.



Before the Sydney march...Ray Mazurek, John Bryant, Wally Blumenfeld, Geoff Clarke and Bruce Reilly



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**Jack Peel, Les McFadzen with Ron Cavell and John Gerber giving a weather forecast  
(or looking for low flying aircraft)**



**Warren Barsley and Charles Watson at Hunters Hill after the march.**



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**Les Muras and Ken Hull at Hunters Hill**



**Dick Smith says it all, as he does every year.**

Thanks to Michael Blumenfeld for providing the ANZAC Day photos.



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### **ATTENDANCE AT ANZAC LUNCH, HUNTERS HILL**

Peter Tierney, Saratoga NSW  
Garry Smyth, Baulkham Hills NSW  
Brian Waites, Yarramundi NSW  
Norm Mason, Woronora NSW  
Ian Johnston, St Marys NSW  
Bob Tait, Kellyville NSW  
Phil Cameron, Bayview NSW  
Les Dennis, Toongabbie NSW  
Don Grace, The Entrance NSW  
Danny Grace, The Entrance NSW  
Bruce Reilly, Camden Park NSW  
Kaye Shannon, Carlingford NSW  
Les McFadzen, Alexandra Hills QLD  
Arthur Jackson, Moorooka QLD  
Ray Mazurek, Forster NSW  
Ralph Pridmore, Turramurra NSW  
Bruce Davenport, Mosman NSW  
John Gerber, Quakers Hill NSW  
Simon Gerber, Waverley NSW  
Grant Gerber, Doonside NSW  
Clare Gerber, Newtown NSW  
David Clarke, Ashfield NSW  
Kerry Stuart, Lawson NSW  
Geoff Summergreene, Mosman NSW  
Charles Watson, Dungog NSW  
Wally Blumenfeld, Holt ACT  
Warren Barsley, Duffy ACT  
Anthony Murray, Wallacia NSW  
John McGregor, North Avoca NSW  
Fred Seidenkamp, St Clair NSW  
Val Waites, Yarramundi, NSW  
Joan Mason, Woronora NSW  
Ross McMurray, West Pymble NSW  
Gary Carne, Mount Druitt NSW  
Allan Reading, Engadine NSW  
John Bryant, Newport NSW  
Rosemary Grace, The Entrance NSW  
Sid Cheeseman, North Parramatta NSW  
Rina Ross, Camden Park NSW  
Ken Hull, Noraville NSW  
Amy McFadzen, Alexandra Hills QLD  
John Pulis, Concord West NSW  
Brian Goodes, Moss vale NSW  
Geoff Clarke, Wamberal NSW  
Les Muras, Lemon Tree Passage NSW  
Lyn Gerber, Quakers Hill NSW  
Giselle Gerber, Waverley NSW  
Jenny Gerber, Doonside NSW  
Ryan Nankervis, Newtown NSW  
Grant Clarke, Palm Beach NSW  
George Fisher, North Epping NSW  
Jackie Hardie, Mosman NSW  
Margaret Watson, Dungog NSW  
Michael Blumenfeld, Holt ACT  
Rick Bratley, Chinchilla, QLD  
Norm Wells, Erskineville NSW  
Plus the six grandchildren of John and Lynn Gerber: Heidi, Claudia, Grayson, Zack, Rhiannon and Tianne. They all had a good time!

### **DONATIONS**

Many thanks to the following members who made donations with their annual subscriptions: Bob Clarke, The McHutchison Family, Gary Carne, Pat Scott, Ray Winter, Fraser Hethorn, Sid Cheeseman, Keith Brown, Ken Burchill, Greg Hope, John Bonnett, Noel Norton, Doug Wyness, Alex Dennis, Jock Balfour, Gerry Dunn, Ian Wilson, Bill Bott, Brian Clulow, Michael Schultz, Tom Gilchrist, David Walker, Bob Madgwick, John Sahariv, Keith Ford, Terry Zajer, Jerry Davey, Brian Willcock and Kevin Morley. Well done! Your generosity is much appreciated. If I've missed anybody could you please let me know and I'll include you in the next newsletter.



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## ANZAC Day in Toowoomba

The morning for the Dawn Service was overcast and reasonably warm; very unusual for ANZAC Day - here we normally have the first frost for autumn on this day. A large crowd, possibly several thousand assembled at the Mother's Memorial for the traditional Dawn Service. The military presence was limited as both the 7<sup>th</sup> Signal Regiment and the Army Aviation Centre at Oakey have only a few Military personnel nowadays.

The catafalque party was provided by the local Cadet Unit and they put on a well rehearsed and quality performance. Local choirs assisted in the singing of hymns and as usual everybody stumbled when we reached the second verse of the Australian National Anthem. One pleasing aspect was the organizers had

the local RSL Brass Band also play the New Zealand National Anthem in recognition of what the day is all about.

Noticeable was the number of younger families with children together with a large group of young people. As a real tribute, as the Last Post was being played a family of kookaburras burst into song followed by the sounds of a group of magpies, probably trying to out-do the kookaburras. Couldn't ask for anything more Australian than that.

Wreath laying was deferred till 0900 and when I checked later there were the normal wreaths, floral tributes made from Australian native flowers and a considerable number of book donations for local schools.

Jack Madden



Vietnam Memorial near main 'Mother's Memorial Toowoomba



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**VALE - BRIAN WILLCOCK**  
**20 July 1929 - 14 May 2012**



**Corporal Brian Willcock, RAAF (1959)**

WO2 Bryant (Brian) Stewart Willcock, RAE passed away on 14 May 2012 after being diagnosed with cancer last December. He and his wife, Ruth moved from Sydney to Perth some years ago to be closer with other members of his family.

Brian Willcock was born in Northbridge, Sydney NSW and grew up and went to school in the area. He completed an apprenticeship as a fitter and turner and joined the RAAF in his early 20s. He was employed as a marine fitter in the RAAF Marine Section on Air-Sea-Rescue boats. He spent ten years on these crash boats which were of varying design and capability. His postings included Base Squadrons at Richmond, Darwin, Rathmines, Williamtown and Point Cook. Other postings were 86 Wing and 2 Aircraft Depot, Richmond and 3 Aircraft Depot, Amberley.

His postings at Richmond were spent mainly on crash boats stationed at Neutral Bay. Phil Cannane said that on occasions he would slip a 62 footer from Chowder Bay at Brian's base for repairs and maintenance (before RAEME became involved). The RAAF had similar sized boats but with twin Hall-Scott V12 Defender direct drive diesels which could propel the boat to around 40 knots very smartly. The Army boats had Gray marine diesels which could only manage half that speed. Once Phil sailed with Brian and Bert Burrows on their crash boat and had a most enjoyable trip. He said they were both very professional engineers.



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In the early 1960s the crash boats were replaced with helicopters, and Brian, along with Bert Burrows, John Kerr, Cliff Lane and Ron Evans resigned from the RAAF on 30 May 1963 and enlisted in the Army a day later. Brian served on *AV1355 Vernon Sturdee* in Borneo, *AS3051 John Monash* in Vietnam and all four LSMs around Australia and Papua New Guinea. Jack Peel remembers that Brian arrived at Chowder Bay to be absorbed into the Army Water Transport in the early days of LSMs. The Army was finding it difficult to crew the LSMs and all the ex-Air Force enlistees were soon at sea. Brian was promoted to WO2 and although he did his time on LSMs he preferred the luxury of living in cabins and utilising the fine dining facilities where one could see the sea (!) aboard *John Monash*. He often served in a WO1 position as 2nd Engineer with Jack as 3rd and Jeff Beach 4th.

Members who sailed with him would agree that Brian had a very gentle nature, a wry sense of humour and was every bit a tradesman. He was competent and conscientious in his responsibilities, admired for his knowledge and experience, and respected for his quiet authority. A good bloke all round. They don't come much better than that.

Brian's funeral service was held at Cannington, Perth on 18 May 2012. Eulogies were given by many of Brian's close family including daughters, son, brothers-in-law, son-in-law, grandchildren and great grandchildren. Bill Culbertson represented our Association.

Our condolences go to Brian's wife, Ruth, son, Stewart, daughters, Leanne and Kim, and grandchildren and great grandchildren. Thanks to Phil Cannane, Jack Peel and Ron Evans for providing information on Brian's RAAF and Army service.



**Brian Willcock's Air-Sea-Rescue launch in Darwin after a refit.**





## SYNOPSIS OF RAAF AND ARMY LIAISON

Brian Willcock wrote this interesting article a few months ago. He was posted to an RAAF Air - Sea Rescue section stationed in Neutral Bay when he and his fellow crew members aboard 08-44, an aircraft tender launch, had to do some heavy lifting. This is his story:

"I first observed the Navy tugs *"Mollymawk"* and, *"Emu"* alongside *HMAS Koala*, a boom defence vessel, in Darwin in the very early 1950s. *HMAS Quickmatch* and *HMAS Vendetta* were also present, due to the recently declared Korean War.

It was not until 1959 / 60 that I saw her again (this time in Army colours) as *AT2383 Mollymawk* when she arrived at Juno Point in Broken Bay NSW with a 100 ft Philippine Lighter under tow. This was my first introduction to Taffy Maggs, the master, and Bob Bennett his engineer.

The reason behind this meeting was because the RAAF was needing a maintenance hangar for the recently acquired Hercules transport aircraft at Richmond. This led to a suggestion that the Catalina / Sunderland hangar at Rathmines on Lake Macquarie be disassembled and erected at Richmond. 7 Airfield Construction Squadron, RAAF was tasked to do the job.

The mainframe work was broken down into manageable pieces but the motorised doors (40ft X 18ft X 10ft) had to be transported intact which would be impossible by road, so the idea of using a barge was suggested.

Our first concern was "could we reach the Windsor Bridge on the Hawkesbury River?" The Navy hydrographic office could only supply a chart of Broken Bay estuary as far as Spencer which was about eight miles from the railway bridge at Brooklyn. This meant that we had to do our own survey.

WO Bill Ringland (skipper and navigator), Flt Sgt Gill Frazer (coxswain), Sgt Shorty Long (radio operator), LAC Tom Jones (seaman) and myself (engineer) set off on board 08-44, a 38ft, twin screw aircraft tender and spent a very pleasant week surveying the Hawkesbury River as far as Windsor. We retired to the Royal Hotel about 300 yards from the bridge, to discuss our findings when one of the locals wanted to know what we were doing in a black and yellow boat with RAAF roundels and numbers. When we explained our intention to tow a 100ft barge up to the bridge we received all sorts of dire predictions on the outcome of the venture. Of course this led to a number of bets on its success.

Meanwhile back at base, negotiations with the Navy resulted in the loan of a 100ft Philippine lighter to carry the doors. So our next decision was to obtain a suitable towing vessel from the following two contenders: 015-75, a 56ft timber cargo vessel, ketch rigged and powered



by a Gray marine diesel. We also had 03- 4, a 60ft torpedo recovery vessel powered by three, eight cylinder Chrysler Royal marine petrol engines.

Finally 015-75 was chosen, even though it had been in service since 1944 as a supply vessel for the Cape Don Radar Station and also ran re-supply duties to Melville and Bathurst Islands. The hull was quite sound but the engine needed replacing.

Commonwealth Engineering at Homebush Bay installed a new GM 6.71 series marine diesel and a four bladed propeller which was just the thing for towing. After removal of the main and mizzen masts to allow clearance at the Hawkesbury River road and rail bridge, and fitting of an awning to cover the hold, we were ready to go.

Towing alongside presented no problem, but after preparing to tow astern from Watsons Bay to Lake Macquarie, the wheel house and the after accommodation left little room to secure the towing bridle and also restricted manoeuvring, which may have proved dangerous at sea. Fortunately the weather was calm and we did not encounter any problems.

A workboat met us at Swansea as insurance when passing through the narrow channel at the bridge. The tide runs between three and five knots at times. We tied up at Rathmines after about an eleven hour run which I think covered about 58 miles. 7 Airfield Construction Squadron loaded the hangar doors onto the barge the next day and on the last run-in tide we headed to Broken Bay, once again assisted by the workboat.

The run from Moon Island, off Swansea, was not much of a problem except the barge became uncontrollable as the wind and the sea picked up from the Nor-East. We arrived off Juno Point in the late afternoon after about six hours or so, and had to wait for the run-in tide the following day when we proceeded to Wisemans Ferry where we stayed overnight, intending to get away at daylight.

This being our first run we had to feel our way slowly, but still managed to sniff the bottom a few times in the Portland and Sackville reaches, mainly on the bends. We finally arrived at Windsor and secured the barge to Windsor Bridge, after which we repaired to the Royal Hotel for a well earned taste and to collect a few bets on the outcome. 7 Airfield Construction Squadron lifted the doors to low loaders on the bridge with heavy cranes.

The return to Rathmines was uneventful, except it was slower owing to a strong Nor-Easter and a lumpy sea. It also reminded us of the trouble we would have in recovering the tow should it break away. We were certainly no sea-going tug.



WO Bill Ringland, our skipper, contacted our CO at Neutral Bay to report our lack of suitability as an ocean tug, and we returned to base and discussed a solution to the sea tow. After a few days off, we made ready for the next run when we would pick up the second hangar door



**RAAF 56ft wooden cargo vessel, 015-75 approaching Windsor Bridge with a 100ft Philippine Lighter with a hangar door on top. A 40ft workboat leads the way.**

We set off for Juno Point to rendezvous with the Army tug, *AT2383 Mollymawk* and to take over the tow to Windsor. We were lucky to have a run-in tide just before daylight, so decided to try it in one day which we achieved. We managed to complete the run in about seven hours for the 60 miles from Juno Point to Windsor which was not a bad effort.

\* \* \* \*



**July 2012 Notice to Mariners**

Between 1958 and 1960 I met quite a lot of Army water transport personnel when *AM2829 Mizama* and *AV2770 Sandra* were both on the slip at Neutral Bay. Some I remember were: Brownie Taylor, Doug Iffla, Ian Craig, Phil Cannane, Norm Holdsworth and Charlie Bawden. I also met Major "Haggis" Wilson in 1962 when we picked him up at Chowder Bay with another officer and ferried them to Jervis bay on 02.113, a 63ft Air-Sea Rescue launch.

In October 1960 we were out bomb dumping off Sydney in 015.74 when *HMAS Woomera* a 125ft wooden cargo vessel, caught fire and sank. We were about five miles away and by the time we unloaded our bombs it was all over. We later heard a rumour that the cause of the fire was a defective aerial parachute flare.

We also worked quite closely with the NSW Water Police in search and rescue operations. The biggest event being the crash into Botany Bay of a BOAC Viscount aircraft. Unfortunately there were no survivors.

The demise of the RAAF Marine Section came in 1964 when the Neutral Bay establishment was handed over to HM Customs. By that time I was watch-keeping on *AV1355 Vernon Sturdee* in Borneo".



**015-75 at Windsor after delivering the hangar doors, with the Royal Hotel on the right.**



**July 2012 Notice to Mariners**

## JOHN HEAFIELD



Jim Wright sent this picture of John Heafield aboard *AS3051 John Monash*. Remember him?

## VALE - JOHN WHITE

1922 - 2012

Ken Duncan recently informed us of the passing of ex-Lieutenant Colonel John White, RE. John was the RE Exchange Officer at the Transportation Centre in about 1965-1966. He and his wife and children lived in Sydney.

## VALE - PAT TANZER

1934 - 2012

The Sappers Association of Queensland reported that ex-WO1 Patrick Tanzer, RAE died on 17 April 2012. He had been battling cancer for some time. Pat was a 4th intake Army Apprentice carpenter and joiner who graduated in 1952. He served in Papua New Guinea, Borneo, Singapore, Hong Kong and Vietnam. Units he served with included Army Apprentices School, 22 and 24 Construction Squadrons, 11 National Service Training Battalion, 5 Water Transport Troop, 32 Small Ship Squadron and 1 Australian Civil Affairs Unit.

## VALE - ALLAN BENSLEY

1942 - 2012

It was recently learned that ex-Sergeant Allan Bensley, RAEME died of emphysema in Gilgandra NSW a few months ago. Allan was a 13th intake Army Apprentice radio mechanic who graduated in 1960. He served in 32 Small Ship Squadron on all ships as a radar mechanic and aboard *AV1356 Clive Steele* in Vietnam. He also did two tours in Vietnam with 131 Divisional Locating Battery. He recently returned to Australia after spending about 20 years in Seattle, USA with the Boeing Aircraft Company.



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## SOME MORE INFO ON AS3051 JOHN MONASH

(This unconfirmed information is supplied by 'Ships Nostalgia' <http://www.shipsnostalgia.com/>)

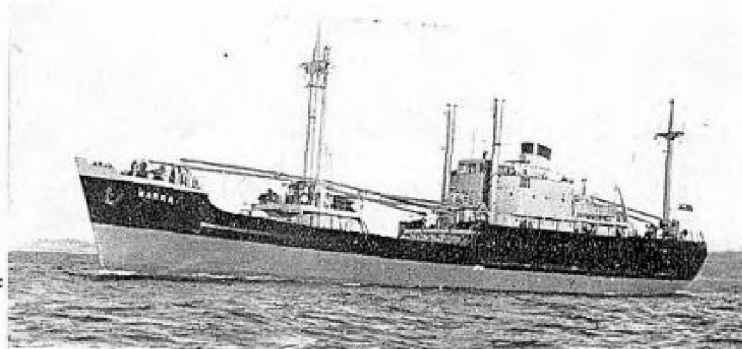
The Marra was built by Ardrossan Shipyards Ltd, Ayrshire, Scotland in 1955 along with her sister ship MV Tatana. The Marra went to Adelaide Steamships while the Tatana went to Union Steamship Co of New Zealand. 1,396 gross tons. Lbd: 233'2" x 37'8" x 14'9".

Built Ardrossan Dry Dock & Ship Building Co., Ardrossan for this concern. British Polar Engine making 9.5 knots as a cargo vessel.

May 1965 sold to Australian Army and renamed AS3051 (John Monash) and provided a shuttle service from Australia to Vietnam transporting cargo for the Australian Task Force. Sold September 1974 to unknown buyers however prior to that sale, she worked the West Australian coast being used on the Ord River Project under 'Stateships' perhaps under lease.

Clydebuilt Shipsite states she was renamed 1976 Asian Queen, 1980 Arabian Victory and finally Sea Rose in 1981. Scrapped 13 May 1984 at Gadani Beach, Pakistan (Marra is aboriginal word for 'hand'). A YouTube video of the ship-breaking process is here [www.youtube.com/watch?v=mRJYgNc\\_TNc](http://www.youtube.com/watch?v=mRJYgNc_TNc)

Can anyone add information about her time with 'Stateships' WA? Looks like she lasted 34 years in continuous service and that is a pretty good run.



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Builder's photo and advertisement 1955 – looks pretty neat here!



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## WATER TRANSPORT REUNION 2013

The reunion in 2013 will be held in Townsville on 6<sup>th</sup> to 9<sup>th</sup> September. 35 Water Transport and 30 Terminal Squadrons have agreed to host the reunion dinner on Saturday, 7<sup>th</sup> and present a capability display on the afternoon of 6<sup>th</sup> September with LCM/LARC rides.

Our members will host a BBQ on the evening of 6<sup>th</sup> September, attended by serving members of the above units and their spouses/partners. It is hoped that others, such as movers and 9 Transport Squadron members may be represented. The venue, to be selected in July, will be similar to the ones previously used with all accommodation types and BBQ facilities.

A memorial service will be held on the Sunday afternoon followed by an informal function probably at the accommodation venue.

As well as seeking a suitable caravan park/holiday village in July, John Purcell will investigate other points of interest such as the military museum and the barrier reef aquarium and negotiate favourable group rates to visit such places.

As we age and disabilities accelerate, I urge everyone who served in maritime and movement units as well as RACT units in the later parts of their careers to make the most that this opportunity will offer. For some, it may be the last, not only to enjoy the company of those with whom we served but to establish a link and relationship with those who carry the traditions and experiences that we and our forebears developed over the last few generations.

It is also suggested that after a long trip to North Queensland, members may wish to continue to the Far North and enjoy all that Cairns and the surrounding district has to offer. We have a close contact in the tourist industry who will arrange discounted rates to venues such as the Great Barrier Reef, Daintree, Skyrail, and Atherton Tableland. Others may wish to visit the veterans' retreat at Pandanus Park on Cape York.

A detailed proforma will be snail mailed/mailed by the end of September listing options, suggestions and weekend programme. Costs are yet to be done but after discussions with 30/35 SQNS next month, costs will be included on the mailout. If you are not on the mailing lists of either 32 Small Ship Sqn Assoc or the Water Transport reunion list, please advise John Purcell. Additionally, if you have not received the mailout by the end of October, please request one.

John Purcell

[Johnpurcell4@dodo.com.au](mailto:Johnpurcell4@dodo.com.au)

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07 4036 3026



**July 2012 Notice to Mariners**

**VIETNAM VETERANS' DAY**

A Vietnam Veterans' Day Commemoration Service will be conducted at the RAE Vietnam Memorial at the School of Military Engineering, Steele Barracks, on Saturday 18 August 2012 commencing at 1100 hrs. This invitation is for all members of the public, Sappers, ex-Sappers and their guests. It is requested that a lounge suit or a coat, tie and medals (if appropriate) be worn. Please assemble at 1045 hrs at the RAE Vietnam Memorial which is located on Bircross Road. Show your driver's licence to the guard at the front gate, turn right at the first intersection and follow the signs to the car park. During the service an address will be given by Lieutenant Colonel J.H.A. (Paddy) Martin (Rtd) who was the 2IC 1 Field Squadron in Vietnam during its initial deployment in 1996/67.

Following the service a lunch will be served at the Sportsman's Club for \$20.00 per head. A cash bar will also be operating. This will also be a good opportunity to visit the various displays in the Heritage Precinct in the vicinity of the Memorial. If you can attend this ceremony please fill out the form below. If you just wish to attend the ceremony and not stay for lunch there will obviously be no cost.



Yes, I will attend the Commemoration Ceremony / Lunch on 18 August 2010

NAME:..... \$20.00

ADDRESS:.....

PHONE NO:.....

GUESTS NAMES .....\$ .00

Total \$ .00

Please make cheques and money orders out to: **RAE Vietnam Memorial** and post to:

**RAE Vietnam Veterans' Day**  
**PO Box 165**  
**MOOREBANK NSW 1875**

**NOTE: FOR CATERING PURPOSES RETURNS ARE REQUIRED BY 9 AUGUST 2012**





## OLD MATES

Here's a picture of Gary Hooley (on the left) and Phil Cannane. Do you remember Gary? He was a cook on *AV1356 Clive Steele* and *AS 1351 John Monash* for a while. He also served ashore at Woolwich. For the last 20 years he has been President of Ballina RSL Club. Phil ran into him during a recent congress of RSL clubs where they both enjoyed a few reds.



## VOYAGES AND CREW LISTS PROJECT

Les McFadzen is again reminding us to update his voyage and crew list data base. Official records of 32 Small Ship Squadron were poorly kept when the unit disbanded in 1971.

The records currently shown on the DVA Nominal Roll of Vietnam Veterans have been provided by CARO and also obtained from members service records. These give voyages and lists crew members (with many errors and omissions) for the Vietnam voyages which account for 1/4 of the approximately 105 voyages undertaken over a 13 year period by the vessels of the Squadron. But not all our members served in Vietnam, and of course many of the trips were to PNG, Indonesia, New Zealand and all around Australia.

Les is attempting to produce an accurate listing of all voyages undertaken, and a complete crew list for each voyage using various government agencies, and records in private collections and the memories and recollections of ex-crew members. He needs our help! Do you have a copy of your service records or your AB83? Do you have letters or diaries, or do you remember any of your shipmates or where you went and when? If so, please contact Les McFadzen, 6 Ackworth Place, Alexandra Hills Qld 4161 Phone 07 3824 0825 or email [mcfadzen@bigpond.net.au](mailto:mcfadzen@bigpond.net.au)



**July 2012 Notice to Mariners**

## **JOHN BREMNER**

We recently got a note from John Bremner, asking if we could put him in touch with anyone who served at Chowder Bay in the latter half of 1963. He was posted as a clerk at the Transportation Centre in July 1963 from the Army Apprentices School. He was only there a few weeks when he was transferred to 32 Small Ship Squadron as the Orderly Room Sergeant (even though he was only 17 years old and a Sapper). After Exercise Carbine In September he was posted to 4 Water Transport Troop replacing Corporal Jim Archer. He remained there until 1964 when he was transferred out of Chowder Bay.

John is writing a book about his service from joining the Army Apprentices School in 1962 until he served in Vietnam with 55 Engineer Workshop and Park Squadron in 1967/68. He wishes to contact Sappers from the various units he served in to check relevant facts for accuracy. If you knew him and can help please contact him at 3 Sullivan Court, Romsey Vic 3434, phone 03 5429 6582 or email [mycroft.17@bigpond.com](mailto:mycroft.17@bigpond.com)

## **THOUGHTS OF AN FE (FIELD ENGINEER) POSTER TO WATER TRANSPORT.**

In early 1966 I had just spent two years in PNG at Popondetta with 19 CRE(Wks) as a Cpl FE working on everything from airfield maintenance, road construction, dabbling in the town's water supply, building a golf course, and repairing the on-going damage to everything following the wet seasons.

The Tug Joe Mann had sunk the year before and the news made it to the South Pacific Post in Port Moresby and I had killed myself laughing at this hilarious (at the time) piece of news.

At the end of my tour the long awaited postings came.....thanks to CARO it was as a Cpl Clerk Tech at 6 Water Tpt Wksp Tp RAE. (I had filled a Clerk Tech position in 19 CRE (Wks) so that I could go there as the Lab Technician but finished up working as a 100% FE).

Argh....immediately on return to Australia I fronted out to 1 Fd Sqn at Holsworthy but they wouldn't tell me anything about my chances of getting back to a Field Unit (they were under a secret warning order for their imminent move to SVN). So Water Transport it was to be.

Nobody in the FE stream had ever heard of 6 Water Tpt Wksp Tp so it was suggested I ring the RSM at CE Branch HQ E Comd. What...never heard of it...better ring the RSM at Chowder Bay and see if they exist.

Day 1, week 1 - Eventually arrived on A deck in greens, Hat KFF, starched greens, boots (tropical stud) and gaiters only to immediately go A over T coming down the stairs to D Deck. Those brass plates on the boots were pretty dangerous on concrete. Met the OC Tom Crompton and the Wksp WO1 Kevin Taylor and could not believe that this was still the Army...but that's another story.

Jack Madden



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### Property for sale

Ties (new stock now arrived)	\$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
Association Polo Shirt (navy blue only)	made to order		\$30.00

Items may be purchased through our web page ([www.32smallshipsqn.org.au](http://www.32smallshipsqn.org.au)) and go to the Q Store, by contacting Ken and Kaye 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 or the Committee of 32 Small Ship Sqn RAE Association Incorporating RAE Tn.

### Contributions

Contributions are welcome from members and their families of anything that is of interest of members. So, if you would like to contribute it doesn't have to be typed or in electronic form (although that helps). Just send it to the editor at

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

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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!



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