

NOTICE TO MARINERS

Newsletter 32 Small Ship Squadron Association Incorporating RAE Tn

Patron: Colonel K.L. Duncan (Rtd)

President's Message

Sadly within ten days of each other we have been informed of the passing of two shipmates being Bob Gunn on 22 June and Ken Shannon on 2 July.

As Derek Smith wrote back in characters in 32 Small Ship Sqn.

I first met Bob along with III course conducted at Tn Centre Gardens Hotel, commonly known by the publican Tommy Arthur. especially by members of the Friday night was always a big drink at the 'Cliffo' – in those days two quid would buy 11 schooners at eleven pence each. At closing time Bob would load as many people as possible in his Mini 850 and head off to a party.



May there were some real

members of the 1965 ME Grade Chowder Bay at the Clifton as the 'Crazy Cottage', managed Bob was well liked by the locals Mosman Rugby Football Club.

Bob and I only sailed together once back in May 1965. I was a member of the delivery crew which sailed *John Monash (MV Marra)* from Fremantle to Sydney via Adelaide where Bob and other deckies joined the crew.

On Bob's retirement from the army he managed his own pest control company fittingly named Gunn Pest Control. If on occasion in the late afternoon you were in the 'Rocks' and felt like a beer or two and dropped by the Newcastle Hotel (the 'Paint Shop'), there would be Gunner playing darts with a group of patrons.

Ken Shannon and I sailed on *John Monash* to South Vietnam in December 1968 and again in March 1969. On leaving the Army Ken took on a property maintenance business for a real estate agent.

Ken was a true family friend and I would like to mention the support he gave Beth and me in regard to our company. I replied to an expression of interest to supply and fit lifebuoy stations to the redevelopment on Manly Wharf for the John Holland construction group. Ken helped me with this and it turned out to be a working relationship covering over ten years importing, selling and maintaining life-saving appliances for aviation, marine and OHS. In 2000, 2001 and 2002 M.O.S.S. Australia received awards at the Sydney International Boat Show for a Display of Excellence and Ken was an integral part of our success.

Ocka

JAMAIS ETRE REMORQUE



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ANZAC DAY MARCH AND REUNION - SYDNEY

We had good weather leading up to ANZAC Day, so what happens? It rained all morning. However, all went well. Once again our banner was carried by Sappers of 6 Field Squadron, 8 Engineer Regiment and a fine job they did too - even though they were pretty well drenched. Allan Reading laid a wreath on behalf of the Squadron at the SME Dawn Service and reported a big turnout.

50 people attended the reunion lunch at Hunters Hill - a little down on numbers this year mainly because some of our regulars attended ANZAC Day functions in other areas. However, a few new faces were welcomed. Phil Cannane turned up with his brother, Ken. Brian Clulow, Jim Moriarty, Rick Paddon, Murray Dawson and Merv Thompson were welcome faces we hadn't seen for a while. Again, Ian Johnstone brought along his scale model of *AV1354 Brudenell White*. The caterers put on a good show, assisted again by Kaye Shannon. Anthony Murray and his mate, Mark kept the beer flowing. And the sun finally made an appearance after lunch which made for a pleasant afternoon.

The raffle was a great success, as always with the following lucky winners:

1st Prize: Polished brass ships radio room clock on timber backing went to Sandy McLean of Deception Bay QLD.

2nd Prize: Chrome plated ships radio room clock on timber backing went to Jim Wright of Lynwood WA.

3rd Prize: Chrome plated radio room clock on timber backing went to Mort Roberts of Stockton NSW.

ANZAC DAY IN THE WEST

Charles Deans reported that this year the crowd was up a bit from previous years and the march through Perth was quite good. However, only two Water Transport members attended; Bruce Wiltshire and himself. After the march the RAE contingent assembled at the Ryan Club at 13 Field Squadron Karrakatta for their usual heavy bar snacks and light refreshment.

A couple of photos of Charles and Bruce are shown on following pages.

Which reminds me - I would welcome any reports, pictures, goings on about ANZAC Day and Vietnam Veterans' Day or anything else in your neck of the woods. Members would be interested to see some old faces and learn about what's happening around the traps. So get out your box brownies (you know what I mean Trevor) and let me have the results - preferably as an attachment to an email.



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ANZAC Day Photos



The Committee Men - Ian Johnston and Peter Tierney



Brian Waites, Ray Mazurek, Dave Clarke and Garry Smyth



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Murray (Smoky) Dawson, Brian Clulow and Rick Paddon



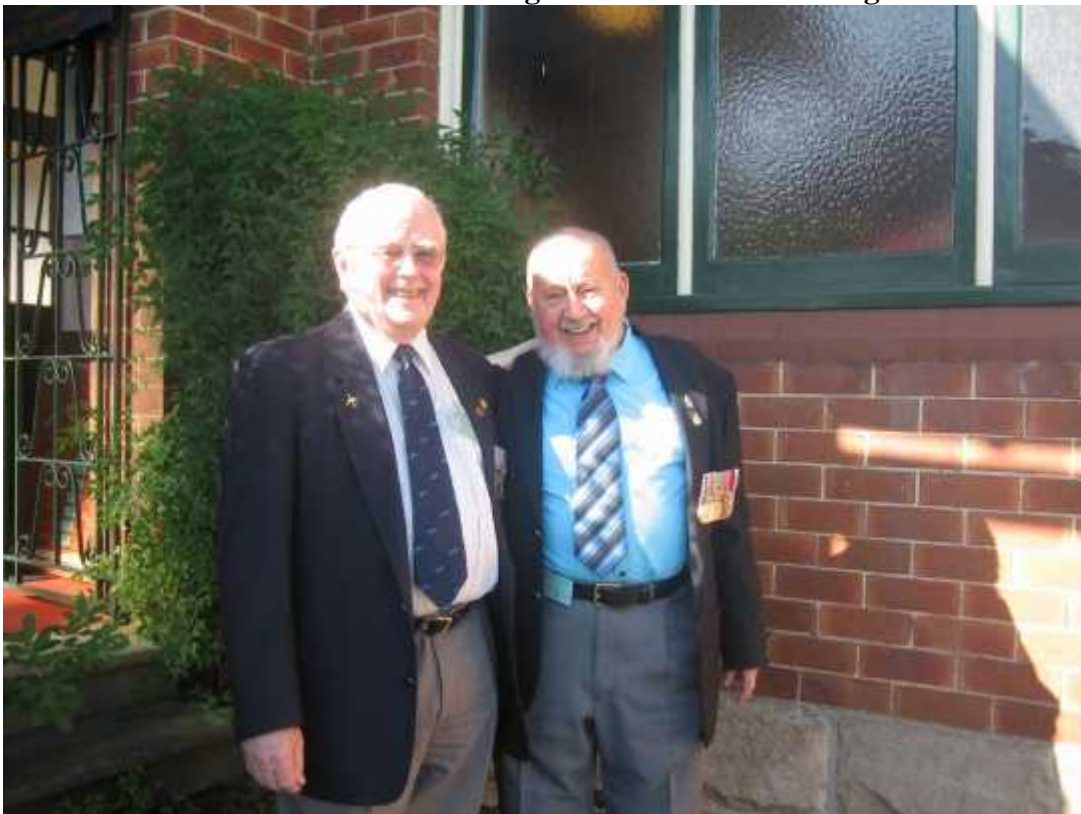
Gary Carne, Fred Seidenkamp and Mort Roberts



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Geoff Summergreene and Allan Reading



Phil Cannane (on the right) with his brother, Ken



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Jim Moriarty and Bruce Davenport



John Gerberer and his wife, Lyn with their daughter Clare and her fiance, Ryan Nankurvis



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Mort Roberts, son Adam and Merv Thompson after Mort won 2nd prize in the raffle.



Ocka Murray, Liz Moriarty, Jim Moriarty, Murray Dawson, Brian Clulow, Rick Paddon and Maureen Paddon



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Ocka Murray, Ian Johnston, Charles Watson, Jim Brown and Les Dennis



John Purcell, Ralph Pridmore, Bob Clarke and Dave Clarke



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**The wet Sappers of 8 Engineer Regiment who made up the Banner Party
Back Row: L-R LCPL Tabeta, SPR Brennan, CPL Choi, SPR Jones
Front Row: L-R SPR Stanuga, SPR Butterworth, CPL Dutta, SPR McLaurin**

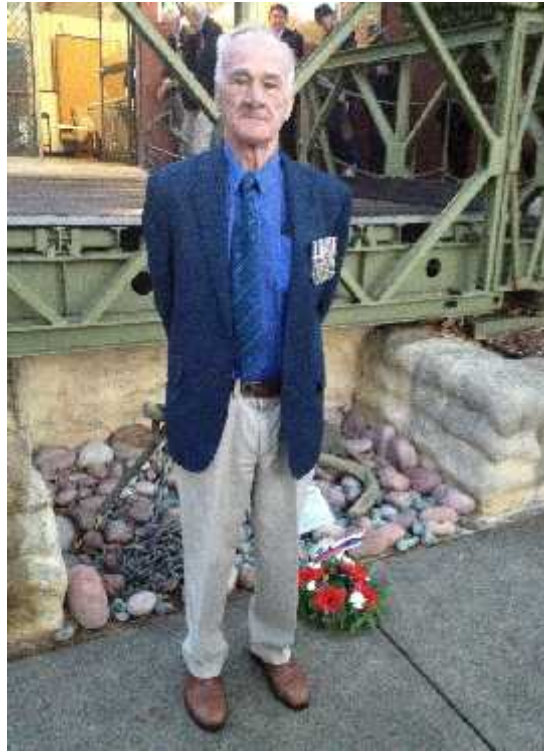


**32 Small Ship Squadron RAE Association, ANZAC Day 2014, Sydney, escorted by
Sappers of 8 Engineer Regiment**



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ANZAC DAY IN PERTH



Charles Deans (above) and Bruce Wiltshire in front of the Water Transport Memorial at 13 Field Squadron, Karrakatta



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NEW MEMBER

Ronald Watson first served in the Army as a National Serviceman in the 1950s at Wacol QLD. His seafaring days started with *HMAS Mollymawk*, a 93' tug, before it was transferred to the Army as *AT2383 Mollymawk*. He also served in 32 Small Ship Squadron on *AV1353 Harry Chauvel* during 1960-62. He was also posted to the Transportation Training Centre, Chowder Bay. Ron lives at Lammermoor QLD.

SICK PARADE

Al Parry has had a pretty hard time of late. He's had a pacemaker helping him along for the past six years and he's also had some serious back problems. He's recently had his third operation on his back and he's hoping this will keep him upright for a few more years. He is now able to walk without much pain and without a walking stick for the first time in years. He says he can now walk pretty well after a long period of constant pain. He's now learning to walk normally again with the help of a physiotherapist. All the best Al for a full recovery.

Kevin Morley has had a few scares lately. He had an acute shortness of breath and decided to have a CT Pulmonary Angiogram for any clots on the lungs. He didn't have any clots but he had some other problems with his lungs. But the good news is that after some biopsies his lungs were clear and no further treatment is necessary.

Geoff Freeland has had a rough time lately. He has been in hospital with a swollen leg accompanied by renal failure. However, he's on the mend and hopefully will be OK.

GEELONG GETAWAY

Brendan McCormack and David Gray have added a bit more information to the Water Transport Reunion to be held at Geelong in 2015.

"It will be held over 16, 17, 18 October 2015. Geelong is the gateway city to the Great Ocean Road, an Australian bucket list attraction. The Geelong R.S.L. will be our main venue, situated on the banks of the picturesque Barwon river, it can well cater for all our needs, its location is very close to three large cabin/caravan parks that run alongside the river, as well as a few motels, and a shopping complex. It is anticipated that the total cost per person will be \$65.00, which will be all inclusive, including the Sunday farewell, as well as a bus to transport from the parks to the R.S.L. and a small band for the dinner /dance, and one or two surprises.

Geelong can generally be approached by freeways without travelling through the greater city of Melbourne. October is a great time on the Melbourne calendar, close to the A.F.L. Grand Final in late September, and also the beginning of the Spring racing carnival, so a good time to plan your trip. We will be sending out the first newsletter with all the details etc, later on this year. For any further information please contact Dave Gray on email: david_hellen@hotmail.com or mobile 0418 543 355." There you go. Wait out for more details. It should be another good reunion where you can see a bit of the Victorian countryside and meet up with old mates, and maybe some new ones.



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VALE - BOB GUNN 1939 – 2014

Sergeant Robert James Gunn, RAE passed away on 22 June 2014 after a long battle with cancer. He had been unwell for some time with kidney and respiratory problems.

Bob was born in Launceston in 1939 and spent his early life in that area. He joined the Navy at 17 years of age and served for two and a half years before the Navy asked him to leave. Bob recalled the feeling was completely mutual.

He then had a variety of jobs including wool pressing, working in an abattoir, and finally crewing on a ketch sailing between Launceston and King Island.

Bob enlisted into the Army in 1961, neglecting to tell them of his previous Naval history. After completing basic training at 1 RTB Kapooka he was posted to the Infantry and did his Corps training at School of Infantry, then at Ingleburn. Following this he was posted to 3 RAR. However, his love was still the sea and he discovered that Engineers had boats. He applied for a transfer to RAE and he was posted to the Transportation Centre, Chowder Bay for seamanship training.

Bob spent some time on *AV1379 Tarra*, a 300 ton wooden cargo vessel, sailing up and down the coast before being posted to 32 Small Ship Squadron. In 1964 he sailed to Borneo to confront the Indonesians on *AV1353 Harry Chauvel*.

Bob served in 4 Water Transport Troop as skipper of the tug *AT2700 Joe Mann*, a posting he was very happy with. In 1965 he served on *AV1355 Vernon Sturdee* in Papua New Guinea. In 1966 he served as Ships Army Staff aboard *HMAS Sydney* to Vietnam, in 1967 he served on *AV1355 Vernon Sturdee* in Vietnam, on *AV1353 Harry Chauvel* to New Zealand in 1968 and again to Vietnam on *AS3051 John Monash* in 1969.

He elected discharge in 1976 after 15 years' service.

Units he served in during his career were:

3 Battalion, Royal Australian Regiment
Transportation Centre
30 Port Squadron
30 Terminal Squadron
32 Small Ship Squadron
4 Water Transport Troop
HMAS Sydney

Bob was a natural Sergeant Bosun who was completely at home with the sea. He got on well with everyone and was a father figure to junior seamen and National Servicemen who served with him. He was very popular and a strong defender of his deck crew. He loved a game of cards and a cool drink on a hot afternoon.



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Bob's funeral was in Brisbane on 4 July 2014. Over 90 people including nearly 50 from 32 Small Ship Squadron as well as other Army mates that Bob had bumped in to over the years.

Jack Peel was a good mate of Bob (as we all were) and gave him a good send off with a wonderful eulogy. I've based this obituary on it and thank Jack for his thoughtful and often humorous description of the goings on between them both.

Below is a list of those who attended from 32. I do apologise if I've left some names out.

Dick van Leeuwen, Ray Curran, Bob Modystack, Wayne Summerhayes, Gerry Dunn, Chris Henderson, Jack Peel, Tony Harris, John Spindler, Pat Riley, Laurie Mills, Phil Cannane, Doug Bennett, Bob Bailey, Arthur Jackson, Geoff Summergreene, Bruce Pattison, John McGregor, Ross McMurray, Eric Hubbard, Dazz Graney, Bruce Barwick, Jim Brown, Fred Turnbull, Dick Groundwater, Dave Jupp, Dave Clarke, Les McFadzen, Len Ramsay, John Purcell, Bruce Reilly, Sandy Mclean, Sam Ramage, Ken Fletcher, Angus McKinnon, Tony Batt and Gwen Allen (wife of the late Peter Allen). There were other wives there too but unfortunately I don't have their names.



Bob Modystack, Jim Brown and Jack Peel at Bob's funeral



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Eric Hubbard and Ryan Gunn (Bob's son).



Sandy McLean, Len Ramsay, Gerry Dunn, Pat Riley and Bob Modystack



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Guard of Honour at Bob's funeral



Tony Harris



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VALE - KEN SHANNON 1945 - 2014

It is with sadness we report the passing of our Vice President and Property Member, Warrant Officer Kenneth James Shannon, RAE. Ken suffered a debilitating illness for a long time and finally succumbed to it on 2 July 2014.

Ken was born in Sydney on 6 December 1945 and grew up in the Granville area. He was called up for National Service in 1966 and enlisted in the ARA in 1968. In 1967 he served with 4 RAR in Malaysia. He served in Vietnam on *AV1356 Clive Steele* and *AS3051 John Monash* and also with 30 Terminal Squadron. Units he served with were: Infantry Centre, 4 Battalion, Royal Australian Regiment, School of Military Engineering, Transportation Centre, 32 Small Ship Squadron, 30 Terminal Squadron, 1 Terminal Group, Headquarters Water Transport Squadron, 36 Water Transport Medium Company, Perth Water Transport Company, 70 Water Transport Troop, United States Army Transportation School, Army Maritime School and Ships Army Detachment HMAS Tobruk.

Ken was a popular soldier and very good at his trade of seamanship and navigation. So good in fact that he was selected for an instructional posting at Fort Eustace, Virginia. This was an exciting time, especially for Ken's wife Kaye and their children, Stuart and Kylie. It was there that Ken was introduced to musketry and muzzle loaders - a passion he took with him back to Australia.

Ken retired from the Army in 1987 after completing more than 21 years' service. He then started and successfully operated a property repair and handyman business servicing properties for real estate agencies. He also worked in the service and repair of inflatable marine lifejackets and life rafts.

Ken's funeral service was held 9 July 2014 at Macquarie Park Crematorium, Sydney. Over 70 people attended and these members of our Association:

Graham, Beth and Anthony Murray, Ken and Dawn Duncan, Lance and Lynne Northey, Les Dennis, Bruce Reilly and Rina Ross, Geoff Summergreene and Jackie Hardie, Laurie Mills and his daughter Wendy, Brian and Val Waites, Sid Cheeseman, Allan Reading, Peter and Sue Tierney, Ross and Jenny McMurray, John McGregor, Bob Clarke, Dave Clarke, George Fisher, Len and Mrs Martin, Ian and Mrs Johnston, Brian Goodes, John Spindler, Noreen Kumpel and her daughter, Michelle.

Others who were there were: Frank Labalstier, past President Hunters Hill RSL Sub-Branch, Ian and Mrs Grant, current President Hunters Hill RSL Sub-Branch, Phillip Anderson, Secretary Hunters Hill RSL Sub-Branch. Also there was Gary Boylett, a mate of Kens at 35 Water Transport Squadron. Members of the Blacktown RSL Sub-Branch and the Sydney Colonial Muzzle Loaders Club also attended. Ken was a former President and Vice President of Hunters Hill RSL Sub-Branch and Vice President of the Sydney Colonial Muzzle Loaders Club. He was also Vice President and Property Member of our Association.

Eulogies were given by Barry Poole, a friend of the family who gave us a good history of Ken's early life. Ken's daughter, Kylie spoke about the joys and challenges of growing up in



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an Army family. Lance Northey gave a colourful insight of his relationship with Ken and their service with 30 Terminal Squadron in Vietnam. Ian Johnston spoke about Ken's Army life and also about his long association with the Sydney Colonial Muzzle Loaders Club. Ken Duncan recited 'The Ode' prior to the 'Last Post' during an RSL Poppy Service.



Ken Shannon



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Ian Johnston and Les Dennis at Ken's funeral



Dawn and Ken Duncan



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COOLONGATTA MEMORIAL



Small Ships veteran Bob Modystack oversees construction of the Small Ships memorial at Point Danger.

Picture: BEN CASE

Memorial honours the Small Ships Squadron

CONSTRUCTION is well underway on the \$30,000 Small Ships memorial being built at Point Danger.

Small Ships veteran Bob Modystack has been working with the Gold Coast City Council for more than two years to get the project off the ground and said seeing the memorial start to take shape meant a lot to him.

"This year marks the 50th anniversary of our ships being deployed to Borneo. We've lost a lot of people in that time so we thought we should do something," he said.

"It's taken nearly two years to get to this stage and we've still got to find some more funding for it so if there's anyone out there willing to contribute we would be grateful."

An official opening ceremony is planned for August 1.

"We've got around 100 guests coming on August 1 for the official opening," he said.

"It's just a chance to recognise that period of time, a lot of people don't know what the Small Ships did.

"It's also an opportunity to recognise an organisation called '32 Small Ships Squad-

ron' which only operated for about 10-years during the 1960s and 1970s.

The Small Ship squadron was raised in 1959 to provide increased mobility for the army's Centurion tanks.

The ships were deployed to Borneo, Vietnam and Papua New Guinea delivering and withdrawing vehicles, machinery, stores and equipment.

The "Gold Coast Sun" community newspaper recently featured this article in their newspaper. It shows Bob Modystack alongside the 32 Small Ship Squadron Memorial being constructed at Point Danger, Coolangatta, Queensland. When its completed it will take its place with some other notable memorials at the site, including those of National Servicemen and HMAS Centaur. It will be unveiled on 1 August 2014. As well as our unit memorial it will commemorate the 50th anniversary of the deployment to Borneo on active service of AV1353 *Harry Chauvel* and AV1355 *Vernon Sturdee*. Bob has spent a lot of his own money on this project and would welcome donations from our members. Donations of \$1000 will be acknowledged on a plaque adjacent to the memorial. So, we request you dig deep for this wonderful cause.



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PRESENTATION OF PLAQUE

On 23 April 2014 members of our Association and the Hunters Hill RSL Sub-Branch joined the local community at the 91st Combined Observance at Hunters Hill Town Hall. This function is held annually to commemorate local servicemen and servicewomen who fell in battle in all Australian conflicts since the Boer War. Representatives from schools, churches, scouts, girl guides, police, State Emergency Service, the RAN, Army and RSLs attended. Wreaths were laid, hymns were sung, speeches were given and buglers blew the Last Post and Reveille. At the conclusion the congregation sang the National Anthems of Australia and New Zealand (that would be a first).

Afterwards the Sub-Branch provided refreshment at the Hunters Hill Memorial Hall. During this time Graham Murray, on behalf of our Association, presented a bronze plaque to the Sub-Branch. The inscription reads:

Presented to Hunters Hill RSL Sub-Branch in recognition of the continuous friendship, assistance and support given to 32 Small Ship Squadron RAE Association since our formation in 1973.

Members who attended were: Ken and Dawn Duncan, Graham Murray, John and Elizabeth Bryant, Ross and Jenny McMurray and Dave Clarke.



Dave Clarke Ross McMurray, Ken Duncan, John Bryant and Graham Murray



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ALAN WHITE'S PERSPECTIVE OF VIETNAM TODAY

Alan White recently penned a few words about Vietnam. It's quite a good letter.

"I read with interest Jack Madden's article "Saigon after the Fall" as I now am a resident of Vung Tau. A city populated by many ex-pats, not all ex diggers and with many western facilities. Four years ago after saying for 40+ years that I never wanted to see Vietnam again I was talking to Bruce Reilly and he said to me, "Mate you should re-visit Vietnam and get the monkey off your back as the Vietnam in your head does not exist anymore". In 2009 I attended the "Healthy Heart" programme under the auspices of DVA over a period of one year. After that finished a group us from the programme did a trip to Vietnam. Since that visit, I cannot get enough of the place to the point now where I maintain a residence in Vung Tau.

I realise that Jack's article was written in 2010 but here are some updates, if anyone is planning a visit. Sadly the hydro-foil ferries are not running at the moment. One caught fire in November last year, burning to the waterline (aluminium burns well). Fortunately the master ran it aground and everyone was able to wade ashore, no casualties. But a subsequent marine enquiry and inspection condemned all ferries. Yes they were 40+ years old, designed to ply the Volga but the Vietnamese took them to sea. The problem Jack talks about with them was the Hyacinth weed, which the river is full of, use to build up on the foils causing the vessel to slew, the solution, stop, reverse, clear the weeds then go again.

There are many bus companies which now do the run from HCMC or Tan Son Nhat to Vung Tau, which with the new road takes about 2 ½ hours and costs 100,000 dong (\$5).

If you look closely around Vung Tau there are still many items left over from the war. The Big Buddha and Obelisk are still there as is the white summer palace. Originally it was the French governor's residence and is now a museum. There a still parts of the radar installation on top of Radar Hill (little mountain) now serviced by a cable car.

In the street of a 1,000 bars, there is still one left but not in use and covered in growth. The Badcoe Club is now the site of the Imperial Hotel but the surf club on the beach opposite still operates. Now known as the Russian Club. The markets are still in the same place. The airport is still there but is now only a heliport.

Maps of 1ALSG are still readily available and hang in a number of the bars if you want to orientate yourself. The old French fort is still there with its guns but because of urban development it's a little hard to get to. Cam Ranh Bay is now a naval base but the USAF base is now the airport for Nha Trang and is a major tourist area.

Can Tho, I agree with Jack. Could not find a thing I remembered but still an interesting place to visit. Now it's the largest city in the delta. Phu My that Jack talks of is the new port about half way between Vung Tau and Baria and is being expanded to take passenger ships.

I do not think that people have forgotten about the war, it's just that they don't know about it. There is nothing taught in the schools and with over 60% of the population under 30 the average age of a Vietnamese is 24. The government is still segmental in the south with its funding and recruitment.

Regards,
Alan White



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Here are some photos of Vung Tau in the 1960s



Street Scene - Vung Tau 1968



Back Beach Road - Vung Tau 1968



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Buddha at Vung Tau - 1968



Starfish Bar at Vung tau - 1968



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The Long Tan Cross - 2014

Alan also reported that he attended the Dawn Service at Long Tan on ANZAC Day and said it was well conducted with about 800 people there. It was a cloudy morning with no sunrise as such. The cross looked a little bare without the rubber trees around it but they will return in time. The 0330 hrs start was a bit of a challenge but he made it. Many wreaths were laid. At the conclusion the Australian and New Zealand National Anthems were sung.

The Australian Defence Attaché, Colonel Darren Kerr welcomed the attendees. The Requiem was given by the New Zealand Deputy Head of Mission, Mr Robbie Taylor and the address was given by the Australian Ambassador, Mr Hugh Borrowman. The Ode was recited by Corporal Joseph Aberdeen, a serving member of the Australian Army.

John and Elizabeth Bryant also visited the area recently. John said that the Cross is in the middle of a privately owned rubber plantation and the trees have a short lifespan. They have recently been bulldozed and new trees will be planted shortly. Hence the photo above shows the area where the trees were.

Alan commented that although a big replanting program is underway the trees will not be fully grown in time for the 50th anniversary of Long Tan in 2016.

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, Moorebank on Monday 18 August 2014 commencing at 1100 hrs. We gather each year at the Memorial to not only remember the Sappers who did not return from Vietnam but also those from all post World War II conflicts.



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This invitation is for all members of the public, Sappers, ex-Sappers, Soldiers and their guests. It is requested that a lounge suit or a coat, tie and medals (if appropriate) be worn. Please assemble by 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. However, due to base security you must be registered to attend, so please fill out the form below. **THIS IS IMPORTANT!**

During the service an address will be given by His Excellency, General Sir Peter Cosgrove, AK, MC, the Governor General of Australia. This year's service will be the last held at the current location of SME. In 2015 the SME and the Memorial will be relocated to their new home in the Holsworthy Military Precinct.

Following the service a buffet lunch will be served at the RAE Sergeants' Mess at \$20.00 per head. A cash bar will also be operating.. If you can attend this ceremony and stay for lunch please fill out the form below. If you just wish to attend the ceremony there will obviously be no cost, but please return the form anyway to enable you to gain access to Steele Barracks because of the enhanced security requirements.

Yes, I will attend the Commemoration Ceremony / Lunch on 18 August 2014

NAME:..... \$20.00

ADDRESS:.....

PHONE NO:.....Email:.....

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 6 AUGUST 2014

Please pay in advance. Because of the anticipated large number of people attending this year it will be difficult, if not impossible to pay on the day. When you arrive at the venue please proceed to the Registration Tent (adjacent to the curved roof building near the Memorial) and pick up your lunch pass. A coffee point is here also.



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Remember this picture in our last newsletter? Jack Madden sent it and it's the *Clive Steele* and *Brudenell White* tied up together to a wharf at Watsons Bay. Gary Barker reports that he was on the *White* when the picture was taken. It was about to sail for PNG in 1961. Gary was a marine engineer and remembers that Ron Tanner was the skipper, Brownie Taylor was the Chief Engineer, Ian Craig was the Second Engineer and Rick Mercer was the Third Engineer.



Here's another picture from the last newsletter. *Harry Chauvel* in Vietnam. We had two replies as follows:

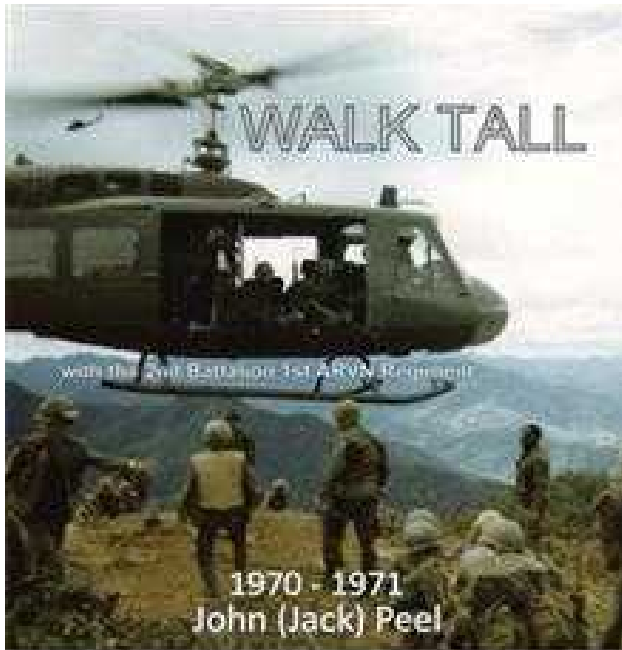
From Jim Brown: This may have been a photo taken when unloading at the Baria Hard approximately 4-6 June 1970 (if Barney Ravenscroft's POR was correct) when one of the tanks would not start and we had trouble leaving the hard. The dozer was used to assist by pushing the bow ramp to help break the suction in the mud. The load was three MBT and one dozer with no blade (with a bent radiator surround after delivery). The skipper was Andrew Laidlaw and the Chief Engineer was Dennis Collins.

From Bruce Mansfield: I think that the tank removal from *Harry Chauvel* was done during the voyage under command of Andrew Laidlaw in April/ June 1970. We left Sydney late (due to the ships supply of bacon had not arrived) and it was an eventful voyage as we stopped at Brisbane (fridge problems), Townsville (fuel pumps, main engines and steering gear problems), Singapore (decoke main engines) and finally Baria hard where we unloaded the tanks many weeks late. The date we arrived was supposedly the date we were to return to Sydney. This voyage was immediately after the return of the *Clive Steele* in 1970 after it had been away for two and a half years.



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WALK TALL - WITH THE 2ND BATTALION, 1ST ARVN REGIMENT



JACK PEEL

Jack began his Army career in 1959 as a 14th intake apprentice fitter and turner at the Army Apprentices School, Balcombe. Victoria.

From 1962 until 1969 he served with the Royal Australian Engineers as an engine room watch-keeper in Small Ships and as an instructor at the Transportation Centre, Chowder Bay.

He served with 32 Small Ship Squadron in Papua New Guinea in the early 1960s and on active service in Borneo in 1964. In 1966 he served as 3rd Engineer aboard AV1356 *Clive Steele* in Vietnam.

In 1968 Jack volunteered for service with the Australian Army Training Team Vietnam. After completing this training he arrived in South Vietnam in 1970. During his eleven month tour he served with and became the last member of the AATTV to serve with the 2nd Battalion, 1st ARVN Regiment when advisors were withdrawn. Jack was awarded the United States Army Commendation Medal and the Vietnamese Gallantry Cross with Silver Star as a result of his service with the 1st ARVN Regiment.

"Walk Tall" by Jack Peel is his view of the "American War". He has recorded his experiences along with his perceptions on the Army of the Republic of Vietnam's response to constant changes in policy, by reflecting on their character, culture and religion of the South Vietnamese soldier. It exposes the battles fought against their ideological enemy on one front, and the Saigon government on another, a government which ignored their cultural traditions threatening soldiers' families by neglect. It is recommended as an exceptionally good read!

To purchase this book a payment of only \$30.00 (special price to Association members) should be transferred to: Account Name: J.R.Peel BSB: 641 800 Account No: 200321990 (please also send an email with your name and address to jackpeel@gmail.com) or a cheque or money order can be posted to Jack Peel, PO Box 41, CAMBEWARRA NSW 2540.



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Fairbanks-Morse – Going back into history - by Jack Madden

In my travels around the US “things” manufactured by Fairbanks-Morse keep on cropping up. So here is the story.

The origins of Fairbanks Morse Engine Company (FM) go back to 1823 when Thaddeus Fairbanks set up an iron-works in Vermont, USA; making ploughs and cast iron stoves. He eventually moved on to making weighing scales for marine and railway use. Charles Morse worked, first as an apprentice, then rose up the ranks of the company. He became a major shareholder and eventually became a partner following the Great Chicago Fire of the 1870's.

Morse was able to acquire the Eclipse Wind Engine Company which included the Williams Engine Company. This company was finally amalgamated into FM in 1898. It produced a single horizontal cylinder gasoline fuelled engine. Morse died in 1921; after 71 years with FM. Eclipse windmills specialized in large windmills for railway use; often using a 250mm (10in) pump. The windmills were big!



FM Eclipse 4.5mr (14ft) windmill at the Texas Wind power Museum Lubbock Texas

In the late nineteenth century business expanded in the Western United States, as did the company's catalog. It grew to include typewriters, hand trucks, railway velocipedes, pumps, tractors and a variety of warehouse and bulk shipping tools. Its 1910 catalog was over 800 pages.



Fairbanks Morse scales at Union Pacific Railroad Depot Cheyenne, Wyoming



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Fairbanks Morse Velocipede at the Northern Pacific Railroad Museum Wallace, Idaho

When Rudolph Diesel’s American Licence expired in 1912 FM started manufacturing large diesel engines. The Y-VA engine was the first high compression, cold start, full diesel developed by Fairbanks Morse. During WWI, a large order of 60 30 H.P. Y-VA marine engines were installed in British decoy fishing ships to lure German submarines within range of their 6" naval guns. From this Fairbanks-Morse became a major engine manufacturer and developed plants for railway and marine applications. The development of the diesel locomotive, tug, and ship in the 1930s fostered the expansion of the company.



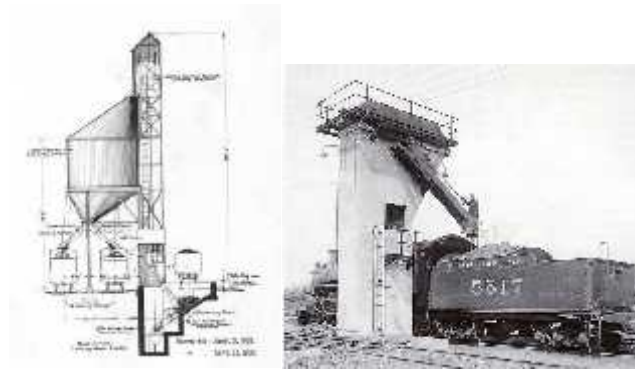
FM Model Y-VA engine from Catholic School, Oldenberg, Indiana. Familiar exhaust cloud?

Prior to the Second World War FM developed a marine engine using an unusual opposed piston design. This engine was delivered to the U.S. Navy in large numbers, often for use in fleet submarines and landing craft. FM ranked 60th among United States corporations in the value of World War II military production contracts.

After the war FM produced some railway locomotives but opposition from makers such as ALCO, GM (EMD) and General Electric forced them to withdraw from this role .The company was better known for its railroad coaling towers.



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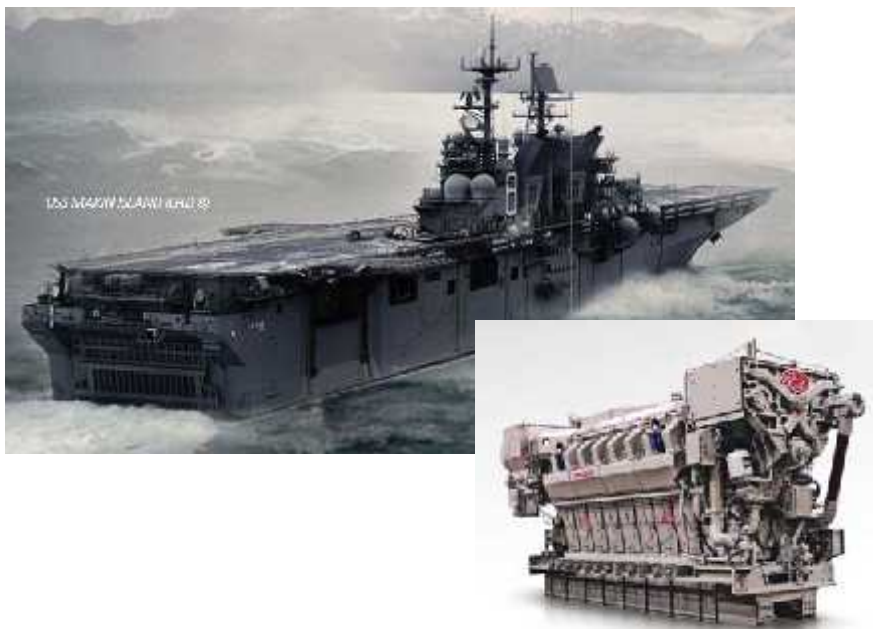


FM ‘Automatic Coaling Station’ Brownsville, TX. Photo F Ellington



FM 2400 HP CPA24-5 and Trainmaster H24-66, 2400HP Locomotives, both using opposed piston engines.

A review of the company’s role lead to the company concentrating on diesel engines for which it is still manufacturing today. It has been a major supplier of engines to the US Navy.



USS Makin Island, LHD with latest model Fairbanks Morse Engine Engines



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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	Car Stickers	\$5.00
Association Cap Navy Blue	\$15.00		
Association Polo Shirt (navy blue only) made to order			\$30.00

Items may be purchased through the web site at www.32smallshipsqn.org.au and click on Q Store. Alternatively, please contact Kaye Shannon on 02 9871 4667 or email her at property@32smallshipsqn.org.au

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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 on MSWord and send it to:

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