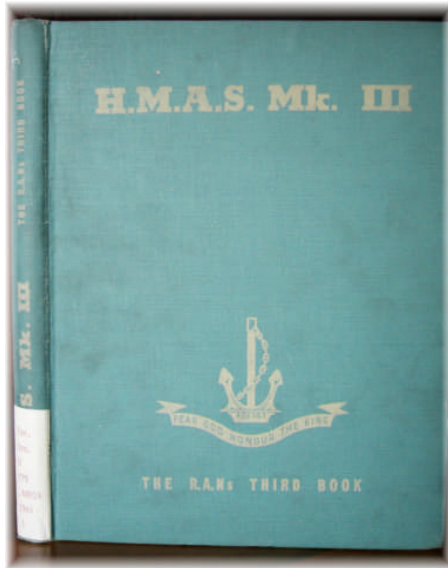


## HMAS Mk III

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# **H.M.A.S. Mk. III**

**WRITTEN AND PREPARED BY  
SERVING PERSONNEL OF THE R.A.N.**

*Published for*  
THE ROYAL AUSTRALIAN NAVY  
*by*  
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1944

## H.M.A.S. Mk. III

# C O N T E N T S

	PAGE		PAGE
Editorial Note - - - - -	1	The Men in the Mangrove Swamps. By	
Foreword - - - - -	7	"Bladen" - - - - -	117
Tribute. By "Geva" - - - - -	10	"XV-WG." By A. R. B. - - - - -	118
The Beginning of the End - - - - -	11	About Johnny. By "Seaweed" - - - - -	123
The R.A.N.V.R. at the Invasion. By Pay		Early Days of the R.A.N. By "Cyclops" - - - - -	126
<i>Lieut.-Commander J. A. B., R.A.N.R.</i> -	16	"Then the Wrans Came". By "Halyard" - - - - -	129
Australian Amphibians. By C. F. B., Com-		Stoker's Lament. By "Luck" - - - - -	130
<i>mander R.N.</i> - - - - -	23	Twelve Hours' Leave. By <i>Lieutenant</i>	
Panic Stations. By "Junior" - - - - -	25	<i>N. K. W.</i> - - - - -	133
Charting New Guinea. By <i>Lieut.-Commander</i>		Sicilian Drama. By "Nautilus" - - - - -	135
<i>G. C. I., R.A.N. (ret.)</i> - - - - -	26	Dentist-Admiralty Pattern. By "Zane" - - - - -	140
The Attack on Hollandia. By "Amphibian" -	34	Adrift. By "Jaques" - - - - -	141
Seatone. By <i>Able Seaman C. L. B., P.M.4677</i>	38	The Wife. By "Singapore Slim" - - - - -	147
Berlin Memories. By <i>G. C. M.-G., Rear-</i>		The Registered Parcel. By <i>Carson Cooke</i> - - - - -	148
<i>Admiral</i> - - - - -	39	A Picture Party in New Guinea. By "Critic" - - - - -	149
Royal Exit. By "Jerry Barrard" - - - - -	46	H.M.A. Auxiliary Vessel. By <i>Yeoman of</i>	
"Gimme the Boats". By "Kamloops" - - - - -	49	<i>Signals E. C. R.</i> - - - - -	150
Old White Lady. By <i>Leading Writer</i>		They Pave the Way. By "Raffer" - - - - -	153
<i>E. W. N.</i> - - - - -	51	Matelots v. Mudlubbers. By <i>Captain R. C. H.</i>	154
"That Three-Funnelled —". By "Junior" -	58	Mouldy Luck. By "Semper Idem" - - - - -	155
The Will to Win. By <i>H. G. A.</i> - - - - -	64	Naval Customs and Traditions. By "Tradi-	
A Day in the Home Life of a Chief Petty		<i>tion" - - - - -</i>	156
<i>Officer. By "Twin Screws" - - - - -</i>	65	Sweep Me a Mine. By "Lobta" - - - - -	160
The Albino. By <i>A. R. B.</i> - - - - -	66	Canonbury-by-the-Sea. By <i>Sick Berth At-</i>	
This We Have Known. By <i>Allan Doyle</i> -	69	<i>tendant R.A.N.R., O/N., S/5862</i> - - - - -	163
Preparing for the Peace. By "Raffer" - - - - -	70	Joining the Brotherhood of the White En-	
Floatplane Fred. By "Anopheles" - - - - -	71	<i>sign. By S. R. S.</i> - - - - -	164
H.M.A.S. Vendetta. By <i>R. R., Commander,</i>		The Story of "Sam" on a Sweeper. By <i>E. K.</i>	165
<i>R.A.N.</i> - - - - -	72	Island Interlude. By "Mac III" - - - - -	171
The Naval R.T.O., By <i>Lieutenant F. D.,</i>		The Yeoman. By "Halyard" - - - - -	172
<i>R.A.N.R.</i> - - - - -	74	Luncheon Interlude à la H.M.A. Corvette.	
North of Crete. By <i>M. B. L.</i> - - - - -	76	By <i>R. D. L.</i> - - - - -	173
Concerning P/V Chains and Sampson Posts!		A Sailor's Prayer. By <i>Late Petty Officer</i>	
By "Wuston" - - - - -	82	<i>H. B. Shipstone</i> - - - - -	174
Ash Wednesday at the R.A.N.C. By "Wun" -	85	On a Reef, Arafura Sea. By <i>Lieutenant</i>	
"Whick Way, Joe?" By "Wun" - - - - -	85	<i>N. K. W.</i> - - - - -	175
To My Wife. By <i>Allan Doyle</i> - - - - -	86	Grass Skirts and Romance. By "Stanley" - - - - -	176
A Coral Sea Interlude. By "Pepin" - - - - -	87	Convoy Signalmán. By <i>Yeoman of Signals</i>	
Cape Gloucester Impressions. By <i>Able Sea-</i>		<i>E. C. R.</i> - - - - -	178
<i>man C. L. B., P.M.4677</i> - - - - -	88	Hungry Fish. By "Ngaduri" - - - - -	181
Twelve Months. By <i>B. F. J.</i> - - - - -	90	Secret Weapon. By "Rufus" - - - - -	183
Smoke. By "Kamloops" - - - - -	91	Brotherhood of the Air. By "Raffer" - - - - -	183
Minesweeping Incident. By "Ulysses" - - - - -	93	Farewell, My Public! By "Anopheles" - - - - -	183
Action Stations Off Biak Island. By		Hoisting an Ensign. By "Salty" - - - - -	184
<i>D. C. P.</i> - - - - -	94	Termites. By <i>S.7272</i> - - - - -	187
Painting Ship's Side. By <i>Able Seaman "Bing"</i>	95	Filopoly. By "Cyclops" - - - - -	188
Sailors Leave the Sea. By "Zane" - - - - -	96	The Buzz. By "Stan Deasy" - - - - -	193
Yo Ho (and a bottle of pop). By "Kamloops" -	103	"Troppo." By "Ayzed" - - - - -	194
Bomb Alley. By "Darby Mk. II" - - - - -	104	Issue Beer. By "Mac III" - - - - -	195
Just Plain Dripping. By "Raffer" - - - - -	106	Sunset. By "Ulysses" - - - - -	195
The Late Able Seaman Rex Julius - - - - -	108	The Battle. By "Troppo" - - - - -	196
It's the Life. By "Verbose" - - - - -	111	Naval Engagement. By <i>Writer G. M. S.</i>	196
At Sea in the Old Maid of the R.A.N. By		Shades of Einstein. By "Zane" - - - - -	198
<i>Able Seaman V. M. L.</i> - - - - -	114	Alboran. By "Bay" - - - - -	198
		Awards to Australian Naval Personnel - - - - -	199

## H.M.A.S. Mk. III

# I L L U S T R A T I O N S

	PAGE
The Oerlikon Gunners. By VX93432 - - - - -	Frontispiece
H.M.A.S. <i>Arunta</i> en route from the Admiralty Islands. By VX93880 - - - - -	19
Commodore J. A. Collins, C.B., R.A.N., Commodore Commanding His Majesty's Royal Australian Naval Squadron. <i>From a Portrait in a Private Collection</i> - - - - -	41
Boiler Clean at Milne Bay, H.M.A.S. <i>Kapunda</i> . By VX93432 - - - - -	47
The Bos'n's Mate. By VX93432 - - - - -	48
Ship's Barber in a Corvette. By VX93432 - - - - -	61
"Tropical Ear". The S.B.A. at Work. By VX93432 - - - - -	62
H.M.A. Corvette on Escort Duty. By Lieut. K. G. Patterson, R.A.N.V.R. (at present a <i>prisoner of war at Marlag and Milag Nord, Germany</i> ) - - - - -	67
Prayers at Divisions, H.M.A.S. <i>Lonsdale</i> . By the Late Able Seaman <i>Rex Julius</i> - - -	109
H.M.A. Ships <i>Napier</i> and <i>Nizam</i> at Trincomalee. By VX93431 - - - - -	131
H.M.A.S. <i>Ipswich</i> under Night Air Attack off Augusta, Sicily. By Lieut.-Commander <i>J. McB., R.A.N.R.(S)</i> - - - - -	137
Fairmile Motor Launch of the R.A.N. By the Late Able Seaman <i>Rex Julius</i> - - -	138
Corvettes off New Guinea. By Eng.-Lieut. <i>A.W.M.L., R.A.N.R.(S)</i> - - - - -	151
Naval Barracks, Ladava. A Wet Night. By VX93431 - - - - -	152
A Sub-Lieutenant of the Royal Australian Naval Beach Landing Parties. By VX128043	157
Stormy Afternoon, Milne Bay. By VX93431 - - - - -	179

Photographs include a number taken by members of ships' companies. Others were taken by photographers of the Military History Section, the Department of Information, and The Argus and Australasian Ltd, of Melbourne. For all these photographs, which add so much to the value of this book, due thanks are hereby expressed.

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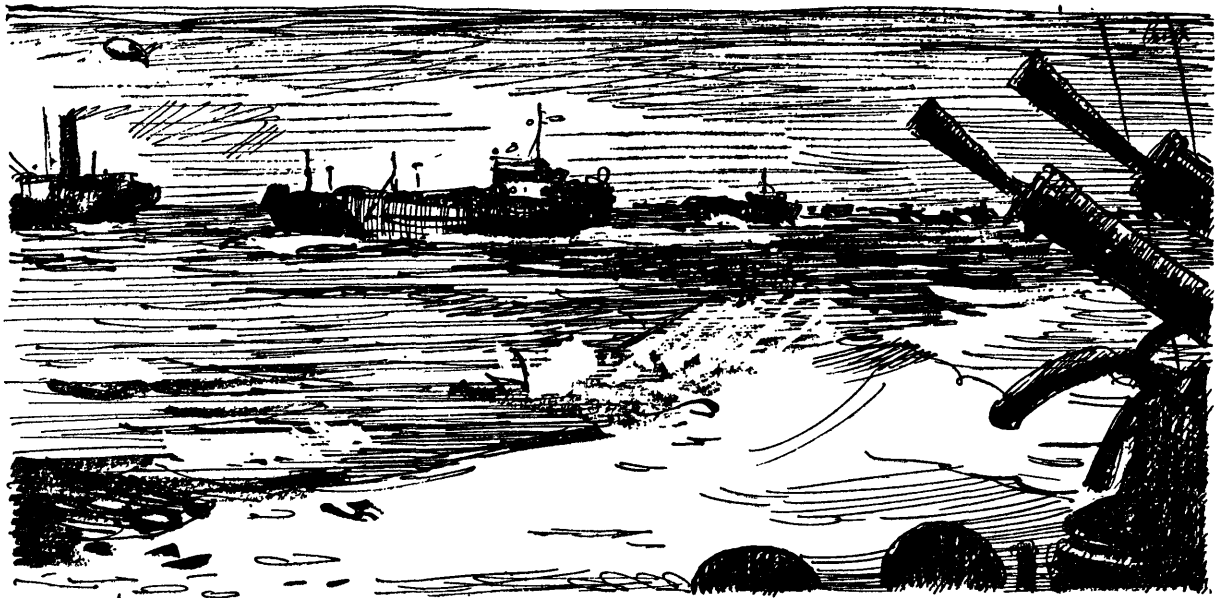
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	PAGE
The Oerlikon Gunners. By VX93432 - - - - -	Frontispiece
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Commodore J. A. Collins, C.B., R.A.N., Commodore Commanding His Majesty's Royal Australian Naval Squadron. <i>From a Portrait in a Private Collection</i> - - - - -	41
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The Bos'n's Mate. By VX93432 - - - - -	48
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Fairmile Motor Launch of the R.A.N. By the Late Able Seaman <i>Rex Julius</i> - - -	138
Corvettes off New Guinea. By Eng.-Lieut. <i>A.W.M.L., R.A.N.R.(S)</i> - - - - -	151
Naval Barracks, Ladava. A Wet Night. By VX93431 - - - - -	152
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## THE R.A.N.V.R. AT THE INVASION

**I**N these days, when the majority of the ships and men of the Royal Australian Navy are serving against the Japanese in the Pacific, there is a tendency to overlook, or to minimize, the sterling work being done by that section of the personnel who are serving in other parts of the world. The record of the "N" and "Q" Class destroyers and the A.M.S. vessels stationed outside the Pacific has been noted, but there are approximately 500 other Australians representing a portion of our Navy whose achievements so far have not to any extent been published.

These are the officers and ratings—most of them members of the Royal Australian Naval Volunteer Reserve—who are on loan to the Royal Navy. They are serving in every type of vessel, from the largest battleships to the smallest landing craft; they are carrying out every type of duty, from gunnery to salvage work, from command and first lieutenancies in submarines to instructing in navigation or anti-submarine work at shore bases.

From its earliest days, Australia's Navy has regarded itself virtually as an integral part of the Royal Navy. While inevitably acquiring a tradition and making a history for itself, it has sought always to absorb and profit by the rich traditions and heritage of the Mother Service. Strong bonds of filial sentiment

doubtless form one of the reasons for this policy; but there are others, even more cogent. Sea warfare can know no boundaries, and no matter who the enemy may be, Australian waters are not always the logical place in which to defend Australia's shores. A country with a total population of little more than 7,000,000 could not, of itself, maintain a Navy large enough to completely defend herself, yet the defence of the Empire in general is a direct contribution to the defence of Australia itself; hence her ships and sailors must be able to work in closest collaboration with others.

What better storehouse of knowledge and experience could there be than the Royal Navy, whose battleground down the centuries has been the seaways of the world, and from whose men and ships the Australian Navy directly stems?

Thus, for many years, the Royal Australian Navy has followed a system whereby a certain number of its permanent officers serve with the Royal Navy, gaining valuable experience in big fleets, while, in exchange, a proportionate number of Royal Navy officers bring their experience and training to units of Australia's fleet.

Almost as soon as the war broke out, there came another development, when the Ad-

## BERLIN MEMORIES

THE three years I spent in Berlin from 1933 to 1936 were very interesting because, during those years, the Nazi Party acquired its totalitarian powers, and prepared for the war of 1939. The Nazis did not conceive the war themselves; preparations had been made by the German General Staff as long ago as 1918 when they realized that they had lost the Great War. But the Nazis inherited the idea, developed it and received the support of the German Army and its generals in exploiting it to the full. Hitler led the Nazi Party to power on a flood of oratory, but if it had not been Hitler the Army would have found someone else.

Not very much was known about Hitler in 1932 and 1933. I attended a lecture at the R.U.S.I. in Whitehall given by the then Military Attaché in Berlin, during which he described the chaotic state of German politics, with its thirty-odd parties which formed the Reichstag. Among the "also rans" he mentioned a National Socialist Party led by a man called Adolf Hitler. At question time I asked for more information about him, as I had read that he was gathering to himself a great party. The M.A. replied that I need not waste my time and his in thinking about Hitler, who was nothing but a Hyde Park tub-thumper. The tub-thumper had now become Reichskanzler, and was to become the absolute ruler of Germany when the old President died.

There were very mixed feelings about the advent of Hitler. Most of the "Hochwohlgeboren" (high-born or noble) families would say in private that they would never have anything to do with the "Austrian paperhanger", but as time went on, and conditions began to improve in Berlin, people realized what a lot Hitler was doing for Ger-

many, and began to change their tone. At that time no one could deny that Hitler had done, and was doing, a great deal for his adopted country. He had raised the people from the depths of despair and humiliation, and given them again a voice in the councils of Europe. He had improved conditions generally, and everyone began to hope that an era of prosperity was about to dawn.

Consequently it was only natural that the people generally, and later even the old monarchist families, should flock to his banner. Furthermore it was extremely unhealthy to oppose the Nazi Party, or even to refrain from supporting them actively. A pernicious system of spies and informers was established in blocks of flats and tenements, and these people reported regularly on the activities and associations of all the inhabitants, on their mode of living, on the political leanings of their friends, and on the amounts they contributed to the different Party appeals which were constantly being organized. Anyone adversely reported on ran grave risk of being sent for and beaten up in one of the Brown-

shirt or Blackshirt offices, and anyone failing to contribute adequately to a current appeal would probably lose the wheels off his car, or would find that the whole of his office staff had been conscripted for the labour battalions. An even better joke was for him to be told that his staff was inadequate and overworked, and he would have half a dozen Brownshirt loafers planted on him to keep and pay for a month or two, or

until his contribution reached a sufficiently high standard.

The elections provided another source of danger to opponents of the regime. Officially they were carried out by secret ballot, but it was common knowledge, or at any rate



# H.M.A.S. "VENDETTA"

## HER RECORD IN TWO WARS

### FIRST SHIP OF THIS NAME IN THE ROYAL NAVY

- 1st November, 1916:* Commenced building.
- 3rd September, 1917:* Launched.
- 17th October, 1917:* Completed.
- 17th October, 1917:* First commissioned in Home Station, under command of Commander C. G. Ramsey, R.N.—now Admiral Sir Charles Ramsey, K.C.B., (ret.).
- November, 1917:* In action with German minesweeping trawlers in the Kattegat.
- 17th November, 1917:* In action with German light cruisers of the "Konigsberg" class in the Heligoland.
- 5th December, 1918:* H.M.S. *Cassandra* mined and sunk in the Baltic. H.M.S. *Vendetta* went alongside in very heavy weather and rescued 430 of the crew out of a total of 470. The thanks of the Admiralty were accorded to the commanding officer. The officers and ship's company of H.M.S. *Cassandra* presented H.M.S. *Vendetta* with a silver cigarette box and a bronze shield with the ship's crest engraved thereon.
- 1919:* Engaged in towing German destroyers from Scapa Flow to Rosyth.
- May 1920 to August 1920:* Employed on the Irish patrol.
- 3rd November, 1920:* Present at Zeebrugge when H.M.S. *Vindictive* was handed over to the Belgian authorities by Lieut.-Commander R. Nash, D.S.C., R.N., captain of *Vendetta*.
- 10th November, 1920:* Escorted body of the Unknown Soldier from Ostend to Dover.
- 19th October, 1923:* A volunteer crew from H.M. ships *Vendetta* and *Vampire* manned the lifeboat at Aberdeen and rescued five of the crew of s.s. *Imperial Prince* after previous attempts by the local lifeboat crew had failed.
- 21st March 1925 to 21st April 1925:* Escorted Their Majesties, the King and Queen of England, in H.M. yacht *Victoria and Albert* during their Mediterranean cruise.
- 11th October, 1933:* First Australian Commission—under the command of Lieut.-Commander J. Donovan, R.A.N.
- 17th October, 1933:* Left England for Australia.

H.M.A.S. *Vendetta* was early in the picture in this war. She entered the Mediterranean before Xmas of 1939 and was the last of the original five Australian destroyers to leave that sea in October 1941. During her time in these waters *Vendetta* did not miss much.

The ship was in dry dock in Malta when the Italians entered the war, and her ship's

company turned their hands to everything in true Australian fashion, arranging for the unloading of ammunition ships, preparation for the demolition of the dockyard, and helping to man the ack-ack defences and guard the wireless stations.

During General Wavell's advance along the Libyan coast in 1940, *Vendetta* played an active part in the convoy of supply ships and as escort for forces bombarding the enemy's shore defences. *Vendetta* was used as escort for convoys to Greece, Crete and Malta, and assisted in the evacuation from the two former places. On the night of the 25th April, 1941, *Vendetta* brought out some 450 men from the small beach at Megara.

Twenty-four night runs into Tobruk harbour was a record when her commanding officer, then Lieut.-Commander Rodney Rhoades, D.S.C., R.A.N., was relieved. This record was never beaten, as far as is known, by any other destroyer.

It was *Vendetta* who saved the ship's company, and the lives of many soldiers, when H.M.S. *Defender* bought a near miss which broke her back. The determined but unsuccessful attempts to tow her sister back to harbour won her the commendation of the Commander-in-Chief, Admiral Sir Andrew Cunningham.

At the latter end of 1941 the old ship was transferred to the 7th Flotilla, and H.M.S. *Decoy*, the only other ship of the original 10th Flotilla once under the inspiring leadership of Captain H. M. L. Waller, D.S.O., R.A.N., was transferred to the 2nd Flotilla.

The story of the dogged persistence of Lieut. G. Whitting, D.S.C., R.A.N.R. (S), *Vendetta's* navigator, who was left in command while she refitted in Singapore—in getting her towed to Melbourne, is a story in itself.

*Vendetta* has always done well, and is doing well now somewhere up north.

Long may she keep above the waves.

R. R., COMMANDER, R.A.N.



## ON A REEF, ARAFURA SEA

### REFLECTIONS FROM *CHINAMPA'S* LOG

**S**TOOD away from Croker Island towards Bowen Strait, with bright memories and a dull sky. Sounded up the strait with two leadsmen in the chains, finding a least depth of nearly five fathoms where the chart shows two.

Cleared the strait and skirted the mainland before heading west round Danger Point. Drizzling rain and low, heavy clouds, a grey world.

On the starboard quarter the dim shape of Croker Island, King Billy's domain, receded into the murk. Farewell, King Billy, kind, thoughtful monarch. I will see that our witch doctors go forth to destroy your debil debil, the Nipponese mine washed up on your beach. Lots of baccy and good wishes and a murrain upon meddling whites. God save the king.

An able seaman was at the masthead on the lookout for shoals, a good sailor, reared in South Australian ketches and wise in the way of the sea. But grey waters and grey squalls cloaked its dangers. On the bridge one hearkened rather to the monotonous song of the leadsmen. Suddenly the lookout shouted, "Reefs ahead," and the leadsmen cried in warning, "Deep two, shoaling fast."

Hard a-starboard; full astern!

Too late! With a crunch of coral and a horrible shudder she was aground.

So that was that. Falling tide and an eight hours' anxious wait for high water. Fortunately speed had been dead slow. It is now calm, and *Chinampa* is a stout ship. She is making no water, so we have perforce to await high tide and hope for the best. Beyond streaming an anchor and sounding adjacent water, for the present little can be done. *Chinampa* is in the hands of Thalassa and my little silver charm, Peter Penguin. Meanwhile, from the bilges, comes an ugly crunch, crunch, as the ship rocks gently on her inhospitable bed.

The moment of grounding yields a sicken-

ing, catastrophic sensation. At that instant the bottom may be torn out of the ship, or she may break up in a pounding sea, or remain stranded until time and tide destroy her. That feeling of utter dismay is mostly for the ship, which, to a seaman, is a live thing. She is part of him and he of her. She has her vagaries and her tantrums, her capabilities and her limitations, her good days and her bad. She is a shining genius or a prosaic plodder, a beauty or a beast, but always to a true seaman, from bridge to fo'c'sle, she is "My Ship" and let no man play her false.

It could not be otherwise. For down the ages ships have played a high share in the shaping of man's destiny. It was a red-letter day in human story when man discovered that a floating log would bear his weight. Then in his first canoes and coracles he found new hunting grounds and strange new peoples. He came to understand the pulse of the ocean and the power of the wind. His coracles grew to caravels, his clippers to Cunarders, and the spread of their sails and the form of their hulls reflected the art and the skill of the breed which built them. Phoenician galley and Greek trireme, Arab dhow and the high-prowed craft of Vikings, Chinese junk and the argosies of Spain, all mirrored the questing spirit, the valiant spirit, of the race. Striding the seaways or at rest in their havens, ships, most of all man's handiwork, have inspired literature and song. From Homer and Virgil to Shakespeare and Masefield, from countless writers of all lands and ages, their triumphs and their tragedies have become legend. So have they become part of the mind, part of the heart, part of the soul of man.

Apparently undamaged, *Chinampa* came off the reef at nightfall. Peter Penguin has come good.

LIEUT. N. K. W.



## AWARDS TO AUSTRALIAN NAVAL PERSONNEL

THE following Awards to personnel of the Royal Australian Navy have been promulgated, between the 30th September, 1943, and the 30th September, 1944.

The rank or rating of each recipient is shown as at the date covered by the award.

### GEORGE CROSS

For great gallantry and undaunted devotion to duty: Lieutenant L. V. Goldsworthy, G.M., R.A.N.V.R.

C.B.

New Year Honours List: Vice-Admiral T. B. Drew, O.B.E.

C.B.E. (Military)

New Year Honours List: Captain (Commodore 2nd Class) G. D. Moore, R.A.N.

D.S.O.

For gallantry, skill and devotion to duty in a hazardous enterprise: Lieutenant D. M. N. Davidson, R.N.V.R. (Sp.).  
For great skill and determination in a most hazardous enterprise: Lieutenant M. H. Shean, R.A.N.V.R.

O.B.E. (Military)

For leadership and enterprise: Commander (E) R. G. Parker, R.A.N.

For gallantry and devotion to duty: Acting Lieutenant-Commander G. J. Cliff, M.B.E., G.M. and Bar, R.A.N.V.R.

New Year Honours List: Lieutenant-Commander E. A. Feldt, R.A.N.

King's Birthday Honours List: Acting Commander R. B. M. Long, R.A.N.

### BAR TO D.S.C.

For bravery and skill in actions in the Mediterranean, while serving in light coastal craft: Lieutenant H. F. Wadds, D.S.C., R.A.N.V.R.

For gallantry and devotion to duty in a hazardous operation: Lieutenant K. R. Hudspeth, D.S.C., R.A.N.V.R.

D.S.C.

For gallantry and devotion to duty in a determined and successful attack on E-boats while serving on convoy duty in one of H.M. ships: Lieutenant C. P. Dickeson, R.A.N.V.R.

For bravery and skill in a successful patrol in one of His Majesty's submarines: Lieutenant W. E. I. Littlejohn, R.A.N.V.R.

For outstanding courage and devotion to duty: Lieutenant K. R. Hudspeth, R.A.N.V.R.

For gallant and distinguished service in face of heavy opposition from the enemy: Lieutenant K. M. Brennan, R.A.N.V.R.

For gallant and distinguished service in light coastal craft in successful engagement with the enemy: Lieutenant W. L. Fesq, R.A.N.V.R.

For outstanding skill, resolution, and devotion to duty in successful landing at Anzio: Lieutenant I. A. Harris, R.A.N.V.R.

For outstanding skill and determination in H.M.S. *Wildgoose* when six enemy submarines were destroyed by escort group of which his ship formed part in the course of operations covering the passage of convoys in the North Atlantic: Lieutenant A. V. Atkins, R.A.N.V.R.

For undaunted courage in hazardous operations: Lieutenant L. R. Greentree, R.A.N.R.(S).

For great daring and enterprise: Lieutenant (Sp. Br.) D. C. Horton, R.A.N.V.R.; Lieutenant (Sp. Br.) H. A. Josselyn, R.A.N.V.R.; Lieutenant (Sp. Br.) J. R. Keenan, R.A.N.V.R.; Lieutenant (Sp. Br.) A. N. A. Waddell, R.A.N.V.R.; Lieutenant (Sp. Br.) M. H. Wright, R.A.N.V.R.

For outstanding courage, skill and devotion to duty in one of His Majesty's submarines: Lieutenant D. R. Wilson, R.A.N.V.R.

For leadership and skill on convoy escort duty in H.M.A.S. *Ipswich*: Lieutenant R. H. Creasey, R.A.N.R.(S).

For leadership, skill and devotion to duty in H.M.A.S. *Arunta* in a successful attack on an enemy submarine: Commander J. C. Morrow, D.S.O., R.A.N.; Lieutenant K. B. Myer, R.A.N.V.R.

For gallantry and distinguished service in special operations: Lieutenant K. M. Uhr-Henry, R.A.N.V.R.

King's Birthday Honours List: Acting/Temporary Lieutenant-Commander R. McKauge, R.A.N.V.R.; Lieutenant C. T. Ball, R.A.N.V.R.; Lieutenant W. M. Marley, R.A.N.V.R.

# General Tips

for searching and getting more from Archive CD Books products

- update to version 6 or later of Adobe Reader at [www.adobe.com](http://www.adobe.com) for the best searching capability.
- enter the MINIMUM number of characters needed to bring up the search results required
- use Adobe Reader to do some trial searches to try to identify the characters that may be misread. These can show up in the extra text in the search results list. A few minutes trial will help you to avoid using characters that are more prone to being misread, e.g. try entering "rederi" if you want "Frederick", but find that the letters "F" "c" and "k" are sometimes misread.
- use the "Match whole word" option to eliminate unnecessary items in your results list, e.g. to eliminate all the blacksmiths and tinsmiths etc when you only want the name Smith
- use the "Match case" option when you want to eliminate all the occupations "smith" if you only want the name "Smith"
- Don't just search for names. Search the book for other names, places and subjects of interest:
  - look for others of the same name
  - look for others who lived in the same place or street
  - who was the postmaster or police officer in the town?
  - how often and at what time did the coach arrive in town?
  - what churches were there and what time were services held?
  - what other activities were there in the community?
  - look for others who had the same occupation or other interests

All of this and more may be available in a seemingly mundane book such as a directory. Learn much of the background of life at the time, even if your ancestor is not listed there.