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### EDITORIAL:

The policy on the distribution of In Depth is that Members with access to a computer will not receive hard copy.

Those requiring hard copy are requested to advise the secretary who will include you in our mailing list.

If you are on the net and receive hard copy, please let us know.

### Do we have YOUR current details?

The problem is usually created as a result of us having outdated contact information.

### DISCLAIMER:

The opinions expressed in "In Depth" are those of the contributors and not necessarily those of the Editor, the National and State Committees of SAA or the RAN.

### NEW SAA OFFICERS ELECTED AT SUBCON 2010

Nominations for President and Secretary were called from the floor at the AGM as no Branch had nominated members for these positions. No volunteers were forthcoming.

As there was no nomination for President it was proposed that Darren Thompson, who had been nominated for Vice President, be called upon to take on the role of President. He accepted and was voted in as SAA President 2010 - 2011.

David Sandquest was then nominated for Vice President and was voted in as SAA Vice President 2010 - 2011.

John Rana was the only nomination for Treasurer and was voted in as SAA Treasurer 2010 - 2011.

There were no nominations for Secretary, Norm Williams retiring for health reasons. Norm agreed to remain in the position for three months to give the Executive time to find a replacement. After the AGM David Sandquest agreed to take on the role of Secretary and was voted in as SAA Secretary 2010 - 2011 by a quorum of the National Committee.

### Biography - Chief Petty Officer Darren Thompson

Born in New Norfolk, Tasmania, in 1965, Darren grew up in Burnie, Tasmania. Prior to joining the Navy, Darren served with the Naval Reserve Cadets and with 44 Transport Squadron Army Reserve.



In 1983, Darren joined the RAN and was posted to HMAS Cerberus in Victoria to undergo Initial Entry Training (IET). On completion of IET he commenced training as a Radio Operator. He also volunteered for Submarine Service. After completion of his Radio Operator training in Victoria, Darren was posted to HMAS Platypus, Sydney, in 1984 for Submarine training. He was posted to his first Submarine, HMAS Oxley later the same year for his Part 3.

On the 15<sup>th</sup> December 1984, Darren was awarded his Submarine Qualification Badge, the coveted 'Dolphins'. In Feb 1985, Darren was posted to HMAS Orion as a fully qualified Radio Operator Submarines.

During the period 1985-1989 Darren served in HMAS Orion, Ovens, and Onslow. 1987 saw Darren awarded the Australian Service Medal (ASM) with clasp Special Ops. In December 1989, Darren was promoted to Leading Seaman.

During the period 1990 to 1996, Darren served in HMAS Platypus, HMAS Otway, Orion and Onslow. In August 1994 Darren was promoted to Petty Officer.

In Jan 1996, Darren was posted to the Submarine Training and Systems Centre (STSC) at HMAS Stirling. During this time he completed the shore phase of conversion training from to the new Collins Class and later posted to HMAS Collins to complete his conversion training. On completion of this training he returned to HMAS Collins in the role of Radio Supervisor.

Darren was awarded the Defence Force Service Medal (DFSM) and promoted to Chief Petty Officer in December 1998 and later joined HMAS Collins in the role of COB.

## ETERNAL PATROL

The following Members embarked on their final patrol in June - September 2010.

Ex CPOCOXNSM Norm 'Darkie' **Henwood**  
 LEUT Romeo **Carinci** RAN (Rtd)  
 Ex WOUCSM Ken 'Robbie' **Robinson**  
 Stoker Stanley **Moss**  
 ex CPOCOXNSM Lyle 'Bonnie' **Muir**  
 Ex LREMSM Gordon John 'Tid' **Currie**  
 ABRO Sean **Nicholls**

## VALE

It is with much sadness that I report the death of Annette Anderson, the beloved wife of Harry. Annette had fought a courageous fight against cancer but to no avail.

*When one submariner cries, we all cry.*

## WELCOME ABOARD

The following new members signed on with the SAA in May - September 2010

LCDR Luke Thomas **Dixon** RAN. Served on HMAS Collins and HMAS Waller 2005-2010.  
 Ex LSETSSM Barry 'Ted' **Affleck**. Served on HMS Alaric, HMAS Oxley and HMAS Ovens (Plankowner).  
 Ex POCD (MTPSM) Steve **Clegg**. Served on HMAS Oxley, HMAS Ovens, HMAS Otway, HMAS Orion and HMAS Onslow.  
 Ex LSMTPSM Gerry **Goodall**. Served on HMAS Otway and HMAS Otama.  
 ex LSMTPSM Phillip **Hoskin**. Served on HMAS Oxley, HMAS Ovens and HMAS Onslow.  
 ex CPOMTPSM Dennis **Jackson**. Served on HMS Odin, HMAS Oxley, HMAS Otway, HMAS Ovens and HMAS Otama.  
 ex POCOXNSM Don **Hickey**. Served on HMAS Oxley, HMAS Ovens, HMAS Onslow, and HMAS Otama.  
 A/SBLT Christopher **Deeley** RNR (Rtd). Served on HMS Seneschal, HMS Trenchant and HMS Sea Devil.  
 LEUT Max **Andrews** RAN (Rtd). Served on HMAS Oxley, HMAS Ovens, HMAS Onslow and HMAS Orion.  
 LEUT Peter **Walsh** RAN (Rtd). Served on HMAS Otway and HMAS Onslow  
 ex POETPSM Graeme **Stuart**. Served on HMAS Orion '80 and HMAS Otama '80-84  
 ex POETCSM Allan David 'Harry' **Harris**. Served on HMAS Onslow and HMAS Orion 1980-1991.  
 WOCISSM Jason 'Budge' **Minns**. Served on HMAS Onslow 01/95-01/99, HMAS Otama 01/99-decom, HMAS Sheean 01/02, HMAS Dechaineux 03, HMAS Farncomb 08/10  
 LCDR Graham **Winter** RAN. Served on HMAS Orion (exLSETSSM)  
 LCDR Luke Thomas **Dixon** RAN. Served on HMAS Collins and HMAS Waller 2005-2010.  
 LSCISSM Anita **Lawton**. Served on HMAS Farncomb, HMAS Rankin and HMAS Dechaineux.  
 ex CPOROESM David **Gilbert**. Served on HMAS Orion '84 & '85 and HMAS Otama '87

**Join the SAA—Deep down you know it makes sense**

## BUDDIES OF THE MONTH

Name: ex CPOMTPSM Ian **Taber**  
 Partner: Elizabeth  
 Lives at: Cootamundra, NSW. 02 6942 7241  
 Served on: HMS Ocelot, HMAS Otway and HMAS Orion  
 Comments: It was my privilege to serve with such a fine bunch.



Name: LCDR Chris **Hartcher** RAN (Rtd)  
 Partner: Rosalyn  
 Lives at: Fraser, ACT.  
 Served on: HMAS Otama, HMAS Ovens, HMAS Onslow and HMAS Otway  
 Comments: I did about 10 years in boats before going back to gens. It was always the best job and the most fun at sea.



## CONGRATULATIONS ON AWARD OF DOLPHINS

The following were awarded their Dolphins in May - September 2010

ABMTSM T. Hoyle - HMAS Dechaineux  
 SMNAWASM W. Hardie - HMAS Waller  
 SMNAWASM A. Bullock - HMAS Waller  
 ABMTSM J. Clarke - HMAS Dechaineux  
 SMNCTS B. Milton - HMAS Dechaineux  
 ABMTSM B Hunt - HMAS Waller  
 ABCISSM A Twigg - HMAS Collins  
 ABMTSM B Goldfinch - HMAS Dechaineux  
 SMNAWASM L Tripp - HMAS Dechaineux  
 ABMTSM M Niven - HMAS Collins  
 SMNCTS D Kay - HMAS Collins  
 POMTSM K Moir - HMAS Collins (RN Retread)  
 ABAWASM N Murphy HMAS Dechaineux  
 ABCKSM K Cox HMAS Collins  
 ABMTSM H Buluyut HMAS Dechaineux  
 ABETSM C Dolan HMAS Collins  
 ABAWASM T Williams HMAS Collins  
 POETSM I Davies (RN retread) HMAS Waller  
 ABCISSM C Lusins HMAS Waller  
 ABMTSM D Kocsan - HMAS Waller  
 ABMTSM B Maslin - HMAS Waller  
 ABMTSM S Childs - HMAS Waller  
 ABMTSM K Reiher HMAS Dechaineux  
 ABMTSM Z Pasterfield HMAS Dechaineux  
 LEUT M Carey HMAS Dechaineux  
 LEUT A Dixon HMAS Dechaineux  
 ABMTSM Y Kelly-Flanders HMAS Collins  
 ABCKSM M Farrelly HMAS Collins  
 LEUT M Seizovic HMAS Collins  
 LEUT D Worthington HMAS Collins  
 LEUT B Sweetenham HMAS Waller  
 ABAWASM D Laws HMAS Waller  
 ABSTDSM C Fleming HMAS Waller

The submarine community is proud to have new members of The Trade and wish them all the best in their endeavours. You have passed your board, now the hard work begins.

## Our departed shipmates.....

The sad news of losing an old shipmate always brings back memories to those that served with them..... These are a few:

**Darkie Henwood's** death prompted a former CO, Peter Horobin to write "In my view Darky was one of the finest coxswains with whom I had the good fortune to serve. He relieved a coxswain of different nature in Onslow in Singapore in 1972. Admiral MacDougall was the captain and I was the Jimmy. I regret to say that I manoeuvred myself into a loggerheads situation with Darky's predecessor in Onslow, the low point being when he (the previous Coxswain) explained to me that we could not give the forward and after messes fresh bread – "because they would eat it."

So a rather surprised Darky found his new Jimmy waiting to pick him up from Paya Leba (it was not Changi then) airport when he arrived in Singapore to join his new boat. The hand over between the two coxswains went well – it must have done – it only took 5 minutes and the departing coxswain headed south. This was a Friday.

On the Saturday I was duty officer and very expensive chauffer driven car arrived at the head of the gangway. Its owner was a very rich "lady" from Bugis Street who wished to "purchase" one of the more junior stokers whom "she" had taken a liking to. Fortunately Darky was onboard, and explained to the "lady" that the stoker's leave had been stopped for a very long time, and he would have to serve his punishment before the purchase could be made. That seemed to be an honourable solution, and a very frightened after endy was never more pleased to have his leave stopped.

The ship's company had experienced some of the same frustration that I had and as the new coxswain seemed to be a human being, they started to test the limits. That was interesting until Darky explained that he personally had experienced all of the punishments available under the Naval Discipline Act (other than hanging), and he was quite happy to administer them. That seemed to straighten things out.

I really enjoyed working with Darky. He was one of the most professional and effective coxswains that I ever worked with."

**Romeo Carinci** was one of the Squadron's 'Three Amigos'. Romeo was involved in a motor cycle accident.

Ian Doig was just one of many that expressed their shock and sadness to hear of Romeo's death. He wrote "What very sad news about Romeo. Mate, just thinking of him now and I can see that big shit grin of his. Don't know if you ever saw him on one of Rex Hunt's (fishing) programme, they were sitting on the casing of Otama alongside Plats'. Remember how Rex used to slap a liplock on the fish before throwing 'em back? Well Mrs Carinci's little boy lent over with that grin on and went give Rex a peck on the cheek, he only just dodged out of the way, funny as.

He was one of a new generation of officers, sorely needed in boats, the "Mob" and the ADF generally. Blimey he couldn't have been that old either.

Another was CMDR Sandy Coulson RANR "I was so sorry to read your e-mail. I remember Romeo from my time as XO of PLATYPUS 1998-2000 inclusive - usually in his overalls, great sense of humour and very well liked by all. Although not my area of expertise - my observation was he seemed to be a very good engineering officer and a caring DO; not above the odd bit of mischief himself but he was a typical young officer in those days so fair enough."

As I am an Ovens Plankowner **Lyle 'Bonnie' Muir's** death had hit me hard. I had the privilege of serving with Bonnie and he once said that he was amazed how one so small could manage to get in so much shit! I used to enjoy a drink or two back then. The last time I met Bonnie was at SUBCON 2002 in Fremantle but I phoned him a few times after that. A real gentleman (as were all of the Ovens' Commissioning crew, or most of us anyway) and one who will always be remembered by me.

Lyle, better known to his peers as 'Bonnie' volunteered for submarines in early 1965. He was sent to the UK where he undertook the initial part one, the tank and specialist's courses at HMS *Dolphin*. On completion he was drafted to HMS/m *Token* to undertake his Part Three training during the months of July to October 1965. On obtaining his pass into the world of qualified submariners, Bonnie was posted in late October to serve in HMS/m *Olympus* until May 1967.

During the year until May 1968, Bonnie had undertaken various courses and promoted to CPO Coxswain, he was then sent to Greenock in Scotland to standby the building of HMAS *Ovens* as its CPO Coxswain. As plank owner, Bonnie oversaw the commissioning of the boat under the command of LCDR Barry Nobes RAN on 15 April 1969. He returned to Australia in *Ovens* on its delivery voyage. He remained in the boat until January 1971 when he paid off from the Navy.

Bruce Patch wrote "I share your sadness with the passing on Bonnie Muir. He was one of a kind and the nicest bloke I have ever served with. I recall a few stories that you may wish to re-tell."

1) The blokes from after mess on the Ovens were mostly a clean lot (except for one that I banished to the tube racks fore-ends, but that is another story) and they would pick up, wash and stow cups, plates and fighting irons left laying around the boat. By the time we were at sea for a couple of weeks, the after mess had about 90% of the eating gear cleaned and stowed. Bonnie came back and saw me to negotiate for the return or redistribution of the eating gear. We traded tin duff and other victuals for sufficient gear to get the dibbies fed.

2) I developed a cyst on the side of my neck and it stood out like a ping-pong ball. It finally was cut out in Plats. When I showed Bonnie and asked his opinion, he said that it looked as if he was feeding me so good that I was growing another head. What could you say.

David 'Pee Wee' Petherick wrote "I was saddened by the news of Bonnie's passing. I have to agree with you, that Bonnie one of the best and nicest Coxswains, and I can still remember the time I told him just as a joke, that the train that ran along the

dock behind the group at Scotts Shipyard (Scotland), had run into his Jaguar !!!! That was on a Friday, and when he finally found me at Sorensen's pub, he gave me the good news that I had to do the weekend duty at the group!! What goes around comes around. It's all good. Also, the sad news about Tid leaving us, brought a tear to the eye and a lump in my throat. All these great men moving on to a new life hereafter. One day we'll all be together again, and boy, won't there be a few ships sunk, and a few tots drunk. All I can say is, great blokes go in boats.

The death of Life Member **Gordon 'Tid' Currie** died from complications of cancer after a short illness. Despite his ill health, Tid attended SUBCON in Coffs harbour.

Tid volunteered in the second group of RAN sailors for submarines and embarked for the UK in December 1963. Having undertaken Part One and completed the specialist Part 2 and training in the tank, Tid was sent to the 2<sup>nd</sup> Squadron to join HMS/m *Alaric* in May 1964. Tid was to stay with the boat until early 1966 when the boat was decommissioned before going into refit.

In August 1966 was drafted to the USA to attend radio courses in Rochester, NY and later the Naval Radio School in San Diego. On completion of the courses Tid flew back to Australia to join the Royal Navy Fourth Division as spare crew for the 'T' boats based out of Sydney. Tid had said "I was the first qualified Australian submariner to be drafted back to Australia and boy did the general service staff of HMAS *Penguin* make a right balls up of that, at one stage I was almost thrown in cells as a deserter." Tid was the first submarine rating in Australia to be awarded the new RAN Dolphins.

Tid was witness to the commissioning of HMAS *Platypus* in August 1967 and the arrival of HMAS *Oxley*. Later that year Tid joined *Oxley*.

With the arrival of HMAS *Otway* in 1968, Tid found himself drafted to the boat until he retired from the Navy in 1969.

Tid joined the SAA in September 1989 and undertook the founding of the South Australian Branch, where he was elected as the inaugural President of the Branch, a position he was to serve in for over 15 years. At the 2005 National AGM Tid's dedication to his Branch was recognized by the Association by awarding him with Life Membership.

Col Ware writes "I was very lucky to be in the second intake of Australian Submariners with Tid and I know the Submarine community is all the better for knowing him and so very sad to hear he has passed away. He was always a joy to be associated with and I will miss him even though like most of the scattered submarine community we only caught up occasionally. He was always a link to the past and we are getting thinner on the ground.

Jim Dennis added "To the best of my recollection, some forty three years later, I first met Tid in late June 1967 when he joined *Oxley* in ( I think) Kingston, Jamaica to fill the gap left by Minnie Maisie after he, like many others fell off one of

those motorised bicycles, broke a collar bone or something and had to be left behind in Bermuda and flown home.

These bicycles when combined with strong booze (mainly rum based) took a heavy toll - we left a few behind and embarked a few walking wounded under the care of Dr. Death (Jim Redwood) for the next leg to Jamaica. Mind you Australia House had not helped when they paid everyone for the whole trip out - a lot of pockets were running on "empty" by the time we left Bermuda which was far from cheap.

Tid proved a very worthy replacement for Minnie and I was delighted to meet him periodically over the years since, the last time in Coffs Harbour in June when he was clearly unwell but still retained a hint of the old sparkle.

### **Gone but not forgotten.....**

#### **FROM THE PENSIONS & WELFARE COORDINATOR**

##### **Qualifying Service - What it means**

I have had many queries on what it all means and have tried to explain it in simple terms.

Those members who served on special submarine ops are entitled to Qualifying service (the same as war service but in this case no actual combat with the enemy). The Qualifying service MUST be recognised by the DVA to obtain any benefits. Go to the DVA Web site under Forms select form D2673 (the answer to Q14 and 15 is Submarines Special Operations) this completed form Must be sent to DVA in their state.

On receipt of the Acknowledgement letter the benefits are: Service pension at age 60 (Means tested, this is the same as the old age pension but paid 5 years earlier in recognition of service).

In addition at age 70, irrespective of any other disability or income support benefits the Gold Treatment card is available on application.

Dependant on the income and asset test that applied to the service pension, the Gold Card may be available if the recipient does not reach the minimum income and asset threshold (just because they have a service pension).

*Max Hardy*

H: 02 4774 0542 W: 02 9264 8188

Email: [welfare@submarinesaustralia.com](mailto:welfare@submarinesaustralia.com)

A full list of the Association's Pensions and Welfare Officers is online at [http://submarinesaustralia.com/contact\\_dva.htm](http://submarinesaustralia.com/contact_dva.htm) or call Max for details.

#### **PROCEDURE FOR CLAIMING THE SERVICE PENSION - QUALIFYING SERVICE 1978/1992-SPECOPS**

There is still some confusion about the recognition of ASM Special Ops as Qualifying Service. This is NOT an upgrade of the ASM to AASM, but this recognition means that you are assessed under the same terms as the AASM.

Before you even start you had to HAVE been awarded the ASM (Specops) for service in RAN submarines between 1978

and 1992. There is a list of people that have not claimed their Medal on the SAA website, this is NOT complete, but worth checking.

There are two pieces of paper you may have and if they are attached to any paperwork you submit it will make the processing of your submission easier, but their inclusion is not essential. .

- Your Discharge Certificate
- Statement of Service

If you are already on a Disability Pension for this service fill in the Standard DVA Form and submit as detailed below

#### If you are over 60

Contact your nearest DVA Office and request a Form 0503; or, If you are computer literate search, DVA website, which will give you the DVA homepage [www.dva.gov.au](http://www.dva.gov.au)

1. On the right side of page under quick links click, Forms
2. With DVA FORMS page up, on left side under Find your Form by click and then scroll to the for number 0503
3. Click, Form Number 0503 open and print.

When you receive notification back from DVA that you are eligible for the Service Pension then follow the procedure detailed above. To questions such as:

- a. *R20: Did you serve outside the country of your enlistment?* Tick the YES box and use the dates noted below for your trips and Country or area where you served.- insert 'NOT DISCLOSED SUBMARINE SPECIAL OPERATIONS'
- b. *Area or location of Enemy Action.* Tick the YES box insert 'NOT DISCLOSED SUBMARINE SPECIAL OPERATIONS'

Some questions are obviously Not Applicable. When the form is completed either take to your nearest DVA Office.

### New Medal - The Australian General Service Medal Korea

On 6 April 2009 it was announced that Her Majesty The Queen had given her in-principle approval to the award of the Australian General Service Medal for Korea. The establishment of the Australian General Service Medal for Korea was recommended by the Post-Armistice Korean Service Review which reported in December 2005. The Australian General Service Medal for Korea recognises the service of those former Defence Force personnel who completed 30 days in South Korea during the post-Armistice period from 28 July 1953 to 19 April 1956.

The medal is awarded for participation in Australian naval, military or air force operations in South Korea, including any location within 161 kilometres seaward from the coast of South Korea, in the period starting on 28 July 1953 and ending at the end of 19 April 1956.

Applications should be made to:  
Directorate of Honours and Awards  
T-1-49 Department of Defence  
CANBERRA ACT 2600

### CONGRATULATIONS

CDRE Bronko Stanley **Ogrizek** RAN on being awarded an AM for exceptional service in the field of naval engineering and safety.

Warrant Officer Martin Grant Holzberger on being awarded a CSC for outstanding achievement as the Ship's Warrant Officer, HMAS Warramunga.

CMDR Stephen Mark O'Hearn RAN on being awarded a CSC for outstanding achievement as the Project Manager for the Collins Class Submarines Replacement Combat System.

LCDR Tim Everard RAN (Rtd) for being awarded Life Membership of the Submarines Association Australia, a just reward for the long and devoted service which you have given to the administration and management of the SAA's Welfare Fund.

Dr. Calvin Rickson, a scientist from Ohio State University, has invented a bra that keeps women's breasts from jiggling and prevents the nipples from pushing through the fabric when cold weather sets in. At a news conference, after announcing the invention, a large group of men took Dr. Rickson outside and kicked the shit out of him.

### Vecihi Basarin Awarded 2010 ANZAC Peace Prize

The RSL ANZAC Awards Committee has awarded the 2010 ANZAC Peace Prize to Vecihi Basarin in recognition of his sustained and enthusiastic commitment to promote relationships between Australia and other communities around the world, particularly in Turkey, with a significant emphasis on his commitment to Rotary Youth Exchange Programs and building understanding of the Gallipoli campaign.

Vecihi Basarin is co-author of the book on AE2 "Beneath the Dardanelles" (available now from the Slops Van for \$25.) AE2's mission to 'run amuck' ended after five days in the Sea of Marmara when it was caught by the Turkish Sultanhisar torpedo boat. After being holed, AE2's captain Stoker scuttled the submarine and its crew were saved by Sultanhisar's captain, Ali Riza. This book is based on the memoirs of the captains of AE2 and Sultanhisar.

### SLOPS VAN

The following are just some of the items that are available from the Slops Van. Items can be ordered online, by calling 0419 863 558 or send an order to: PO Box 63, Bauple 4650.

Beret with SAA Logo \$25 - Cap \$15 - SM Squadron tie only \$27.50 - Pin on SAA blazer badge only \$30.



Paddy tells Mick he's thinking of buying a Labrador. "Piss off" says Mick, "Have you seen how many of their owners go blind?"

Lloyd Blake sent this little piece of history that dates back to a time BEFORE the WA Branch of the SAA was formed, adding "George Marriotto and Robby Burns donated this banner." Last time I saw George he still had that '80s moustache!



### Wartime submarine commander turns 100

June 25, 2010. The oldest living submarine commander from World War II turned 100 years on Wednesday and enjoyed festivities that are expected to continue for days. Up to 100 people attended Commander Bill King's birthday party on Wednesday night held in his family home, Oranmore Castle, where he lives with his daughter Leonie and son-in-law, Alec Finn. The Commander lasted a good few hours at his party according to Leonie who said "it appeared to have perked him Bill King first settled in Galway in 1946 when he and his wife, Anita Leslie bought Oranmore Castle for £200. The couple immediately set about renovating the Norman keep to make it into a family home by the sea. Today, it is open to the public from Wednesday to Sunday between 2pm and 6pm until the end of August.

In 1967, Commander King set out to sail the world in a purpose-built boat he constructed himself, but was not successful. At 58, he became the oldest participant in the Sunday Times Golden Globe Race in 1968. He eventually achieved his goal of sailing singlehandedly around the world three years later.

He has been the only surviving World War II submarine commander for many years and recently had interaction with the son of a Japanese Chief Engineer of a submarine which was sunk by Commander King. There were birthday messages sent from the Japanese family and, indeed, one of them was due to travel to the celebrations but had to pull out at the last minute.

### AROUND THE TRAPS

Bernard and Shirley Watts have moved from the Emerald Isle and now live in Wolumla, NSW. Bernie said "We have only been here a few weeks, but would appreciate knowing if there are any SAA Members in the south eastern corner of NSW, as we would really like to get to know some of the local guys if there are any." I only have one member in the 2250 post code, if there are any more of you please let me know.

Another on the move is Scarpa Broomfield who wrote "I am now a Tasmanian native and already have the makings of 2 heads and 6 fingers. We moved in last Saturday (12/6) and ab-

olutely love it and soon I will push the good wife out the door to employment - I of course now have a double garage to play in!!! If anyone is contemplating a seachange this way they will need at least \$400k to get a decent place although there are reasonably cheaper (around \$250k) if one wants to go inland. Anyhow we are ecstatic about the change although one would say that this is not the best time of the year to move south!!!! yes it's bloody cold!"

NSW branch member Ken Williams represents the SAA NSW Branch and the SAA as a member of the CAC for Platypus. He has done so since the beginning of 2010. The Report that he prepared for the NSW AGM is provided online for Members information, worth a read.

The Association applied for and achieved a position on the CAC when they came up for review at the end of last year. This has involved attending community information evenings and bi monthly meetings working mainly towards the repatriation of the Platypus site. The site is contaminated from its days supplying town gas.

Ex WOETCSM Dave Luck is still stranded in the UK with medical problems. He reports "I am heading off to hospital again next week to get my other aneurism sorted, so hopefully I'll be fully mobile in a couple of months unless they find any more. Anyway mate, take care, hope to see you in Melbourne."

Col Deller has been jet setting and sends this account of his visit to Canada. "I went over to stay with my son and daughter-in-law (she's Canadian) for just over a month and they live in the most beautiful and picturesque city of Victoria on Vancouver Island. My son wanted to take me away for a couple of weeks on his yacht (40ft), it's summer over here, it's very warm (30\*) and just perfect for sailing. and so we decided to head north, up the mainland coast, to a place called Desolation Sound, just far enough south of any icebergs that may be still floating around.

I contacted the SAOCWEST here on arrival, and their President, Bob Emery, told me that they were having their annual get together as we were heading north and asked me to call in on our way. Bob told me that they always get a bunch of Ex-Submariners up from the States and this year was no different and that they (Yanks) were determined to win the coveted trophy. An upside down horseshoe sitting atop a dolphin.

So off we go on the yacht, ARABESQUE, for the next 2 days to get to Cowichan Bay. The morning of the event turned ugly. Strong unfavourable winds and it's pissing down with icy cold rain.....BUMMER !!!!!!!!!!!!!!! Then 10miles from our destination, the wind died altogether (another bummer) so we had to motor that last distance. Upon arriving in a marina, I thought, I'd better go and have a dhobi and not turn up smelling like some old salt, but the memories of submarine days at sea lingered there for a while.....Nah, get smicked up for this occasion !!!!!!!!!!!!!!!

I was picked up from the marina and delivered to a most warm and hospitable welcome at the house. The men's handshakes were fierce and the hugs from the women were never ending. Just as well I showered. I was treated like Royalty, and as the

(Continued from page 6)

introductions continued, the Yanks got busy with a math formulae and some scientific assumptions apparently trying to figure out wind velocity, the trajectory for the distance of tossing a horseshoe for those conditions..... Hmmmmmmmm.....Something wasn't right here.

Some of the Canadian guys were having a bit of a laugh and were waiting for some underhanded tactics from the Yanks, but just laughed it off.

So after the BBQ with some testing of the local rum, (just a few, yeah, right) there were the usual speeches to 48 guests, and again I was introduced... (didn't know that I'd gone anywhere), then president Bob announced that because it was still raining and cold, the Horseshoe Tourney wouldn't go ahead as planned. Another bummer and groans from the Americans, so then it was back to the beer, more rum and the serious yarns before it was all packed up very late in the evening.

My son, Simon and I continued the next day on our Canadian sailing adventure, with back to perfect weather and on our way north, we stayed in some of the most beautiful bays, amongst the hundreds and hundreds of "Gulf Islands". Everyday we encountered dozens of sailing yachts and huge motor yachts (fit for Royalty and movie stars) seals, orca whales and eagles on wing and it almost seemed that not only was this place a photographers dream, but I could have also been in heaven.

We made sure that we had our daily tot(s) during our voyage and upon returning to Victoria, I was again contacted by Pres Bob and was invited to a luncheon at their League base for some more entertaining and was I prepared to listen to some more yarns with members that I hadn't met, and to participate in a few more ale's & rum.....O'h, OK. Gee these Canuks are smooth talkers.

I will always remember the genuine warm hospitality and I would ask any of our members to reciprocate, as I know they would, should they ever get the chance, if any of these Canadian guys get to visit Australia; For those going to Canada, Vancouver & Vancouver Island area, the web site there is [www.saocwest.ca](http://www.saocwest.ca)

Graham Atkinson, on reading a story about the trap overflow in The Log sent details of two similar ones that he recalls....

1) Day one as a Part 3 on HMS Otus. The RS came to the wardroom at lunchtime seeking the EO. RS said Haslar Hospital had sent a signal requesting details regarding an injury sustained by a stoker earlier that morning. The CO (Barry Carr) interjected with "What happened to Able Seaman Jones?" EO replied that Jones had gone to the heads and, when attempting to extricate himself from the confined space, had slipped a disc. CO grabbed the message pad from the RS and wrote

FM: HMS OTUS.

TO: RNH HASLAR.

TEXT: Able Seaman Jones had a spine shattering shit. BT (and he made sure the RS Sent it as written!!). Haslar had no further questions.

2) HMAS Onslow in Singapore Straits with ASL Smith RN as CO. Fleet Commander, Admiral Neil McDonald on board for the day. We were about to commence an underwater look on HMAS Stuart with merchant ships everywhere when sonar picked up a submerged contact transiting the Straits. CO told XO (me) to do the UWL and he would concentrate on the submerged contact – possible Soviet.

Just as we got under Stuart, the shit tank overflowed (a blockage) and 3 inches of sewerage took up residence in the control room. For the next 30 minutes the Admiral was in it up to his ankles but didn't bat an eyelid! Fortunately the coxswain (Max Hardy) on the OMC was able to keep us level and the effluent did not stray too far. I have often wondered whether it was this incident that the Admiral remembered when he awarded the Gloucester Cup to ONSLOW a few months later.

Lindsay Frost writes "I've just been reading the Log and was intrigued by the item about the USN female potential submariner. The article breathlessly says "On a good day, she can do 90 push-ups and 120 sit-ups." All I can say is that if that had been in my part 3 book I'd still be on stoppage for lack of progress. I would have thought being able to get someone else do the press ups and sit ups while you sat in the mess, drank brews and spun warries would be a more useful skill for a budding submariner to develop.

#### HOLBROOK SM MUSEUM NEWS

Roger Cooper reports that they are forging ahead at the Holbrook Submarine Museum. "We received a grant and are in the process of lining and fitting out a large artefacts storage/ Curators office rooms at Mezzanine Level.



So, so with the help from ex Chief Scribe Morrie Jepperson some will know from Plat's, Rod Peters, and an ex Army small ships soldier Gordon Coulter, we will be able to properly collate and archive the collection. Being only have way through my part 3 as Curator it's a learning curve which the ultimate reward is more cobwebs to go!

Thanks to all our blokes out there for their continued support with donations of artefacts which keep coming in, I should pass the Submariners visitors book on to recruiting I think we could put together at least 4 crews maybe lacking in the wardroom department.

We now also have for sale in our souvenirs shop perfect hand made models of both Oberon and Collins class submarines mounted on a Mahogany base their name plate can be personalised for your name crew time and Boat these would enhance anyone's desk or a special space to fly the flag. I will get some photos up to you these are the best examples of these boats by a long shot. They are great value at \$291.00.

(Continued from page 7)

If your planning a holly and come through Holbrook make sure you call in and see our exhibits you will be surprised, we are still missing the trim gauges from the one man control if you have one, there is a nice reward waiting for you!"

In a recent class of submarine volunteers attending the Enhanced Selection Process (ESP) an ABMT and an ABET were seated together for a written test. When the results were in, both had scored 19 out of 20. The Instructor congratulated them both for scoring so high then went to the ABET and said, "Thank you for coming to the ESP, but we've decided not to accept you."

The ABET was disappointed and said, "We both got 19 questions correct, surely I should get selected." The Instructor responded "We have made our decision not on the correct answers, but on the question you got wrong."

The ABET replied "And just how would one incorrect answer be better than another?"

"Simple. On question number 7 the ABMT wrote down, 'I don't know.' You put down, 'Neither do I'." said the Instructor.

### What's in a name.....

Tim Everard commented on my mention of Coxswains and their victualling (in)capabilities last month and reports that he is on the move. "Everyone refers to poor old "Malnutrition" Meakin as the base mark for victuallers. How he got that name is/was all my fault. It happened in HMS Grampus when he was a part 3 and I was XO. If its of any interest to you I will tell all on request. By the way we are moving to Bananaland (Peregrin Springs) to be nearer my son who has moved there, this will happen on 01 Oct 10."

After checking with my legal advisor (a Coxswain who refuses to be named as he was trained by the defamed) I feel safe to reproduce the following on how a Coxswain earned his nickname. Tim Everard said "It really was all my fault, happened like this:"

I was XO of HMS Grampus we had just completed one year as FOSM's mystery boat and after a de equip were re complemented with a lot of Part 3s and came under new command, Sandy Woodward. I had a super Cox'n CPO Atherton an ex FOSM chauffeur who was very experienced and got on with everyday details including running the victualling account admirably, let me get on with preparing for "Perisher".

You may remember in the RN the victualling account was run over the year so plenty of room to manoeuvre to suit running etc. also plenty of room for errors if one got into debt. We had about 9 months to go to refit and the previous two boats to pay off (Porpoise and Rorqual) had both paid off with the victualling account well in debt. The base SO at Dolphin said the next boat to pay off in debt the XO will be court martialled. It took no Einstein to work out that as we were the next boat to pay off I was in the gun if anything went wrong.

But no worry I had a super Cox'n who would see me right. Among our Part 3s, now we were back to normal running, was a mix of RAN/RCN and I think an Indian Navy sailor these we had to qualify for their navies. One was an RAN CPO ex GI - Len Meakin who knew nothing of Victualling and was (then) not much of use in a SM except for swinging a rifle around. All went well until one Monday ready to go to sea I could not find the Cox'n. He had been drafted into the Tank to meet a drama, he was also a qualified tank instructor. Inboard told me I had a Cox'n, albeit Part 3 and that was it. I got hold of Meakin and told him that is was:

- a. easy to get into debt and
- b. we were not going to.

So I made him cost daily and stick to bare essentials. His tanky (forget his name) was Maltese and would have made a Scottish Jew look generous, so I briefed him not to let the Cox'n have anything valuable. The boat went on a miserable diet one thing I remember was that a good cheap brekky was Elephant Tool fritters and Arigonis (spam & tinned tomatoes), also carrots were cheap and babies heads came under SM Comforts and were not costed.

After about six months I had a fractious and mutinous crew, was massively in credit in the victualling account and felt that we could live it up a bit. So we went over the top with fillet steak, turkey, smoked salmon etc. Then we were quoted in the FOSM Supply Officers newsletter as showing how well one could live on the SMs daily victualling allowance - (how to win friends!!). The Senior Sailors and WR farewell parties were paid for out of the victualling account and we paid off 3 Pounds 14 shillings and 3 pence in debt. I thought that was pretty good, even so I got rude letter from the base SO. No matter the CO had long gone and I was the boss in refit so ditched it.

I had a deep and meaningful with Len before he left me to go to Sealion in refit and re-commission her. I spent a lot of time going over victualling, I was pretty good at it by now, and said be firm at the start and you should be OK. Needless to say Sealion was heavily in to debt within 3 months of commissioning. So I imagine they went on a starvation diet and he re-earned his nickname - MALNUTRITION.

Note: This article was written in the September issue of The Log. It is with much regret that I report that WONPCSM Len Meakin passed away in November 2010. Obituary will be in November edition.

Derek Lilliman (shown here rowing HMS Repulse, wrote "I was amused by your story from Tim Everard as he was the 'Jimmy' on the Tabard when I was Cox'n in Malta way back in 1958. I can't ever remember if I was ever in credit whilst doing the victualling but I know that Tim was a bit of a worrier and especially him being concerned that I fed the boat with three (3) things for



(Continued from page 8)

breakfast.( i.e Eggs & bacon plus a sausage etc!) His mention of a super Coxswain named Atherton also brought back memories for me as I relieved him as Escape Cox'n for the old 4th S/ M division in HMAS Penguin in 1964 apart from being Vice Pres of the CPO's Mess and Bar Manager. When I joined the Naval Police in 1969 Len Meakins joined soon afterwards and we both rose to the dizzy heights of WO. Len was not called 'malnutrition' then but 'Captain Scratch'.. All happy memories Bungy."

The curse has struck again, I was upset when I received the following email from Stephen 'Slinga' Woods with a note asking if I could post it both as a wake up call and a thank you to all that have been in touch expressing their concern. He wrote:

"At the beginning of this year I had some symptoms that drove me down the direction of getting a Colonoscopy. My symptoms were two years of bad bowel control with occasional blood showing. For a while I put this down to some personal stress in was suffering but eventually I was convinced it may not be stress related. Many scans were conducted and by end August it was confirmed that secondary cancers were now found in the liver."



"I have just completed six weeks of radiation and chemo treatments and am currently sitting in hospital post bowel and liver surgery with news from doctors that all is good, they got it all is what they tell me. Another couple of days in here and the shortly to start chemo again for six months and all will be over."

"It's been a bit tough but with support from Buster for DVA paperwork and of course DVA support itself. Friends and family support, my employer support etc, has made it less stressful than what it could have been."

Paddy was driving home, drunk as a skunk, suddenly he has to swerve to avoid a tree, then another, then another. A cop car pulls him over as he veers about all over the road. Paddy tells the cop about all the trees in the road. The cop says "For gods sake Paddy, that's your air freshener swinging about!"

I received the following email recently. "My name is Chris Dainer and I am writing regarding the history of the RAN's submarine badge ("our dolphins") that appears on your website.

My father in law was Captain Alan McIntosh, the designer of the submarine badge. Alan died in 2006. He was a fine man, who joined the RAN when it was establishing the Fleet Air Arm. He was a (flying) navigator by training, having served as such in the RAAF during the 2nd World War. He had a distinguished war record, having been honoured by the Polish Government with their highest honour for his involvement in the resupply by air of Warsaw. Almost all those who flew in that operation were killed. He was shot down himself in an earlier operation in the Middle East, by a German fighter. His obituary

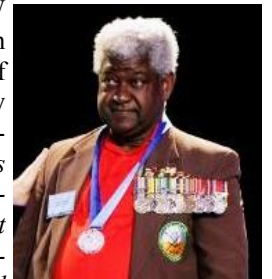
appeared in the Canberra Times a few months after he died in 2006.

Alan was not a submariner and he told me he relied heavily on his offsider, Henry Cook, when he was the Project Director for the re-introduction of submarines (the Oberons) into the RAN. He also told me that he was given an order by (then) Rear Admiral VAT Smith one afternoon, to have a design for a submarine badge ready for first thing the next morning (which he delivered on time). Alan retired from the RAN with the rank of Captain and undertook (probably uniquely) resettlement training at the National Art School in Sydney. He then spent his years in retirement producing paintings, mostly portraits."



Blame Garry Bax for this!!! "I went down Friday morning to sign up my Dog for welfare. At first the lady said, "Dogs are not eligible to draw welfare". So I explained to her that my Dog is black, unemployed, lazy, can't speak English and has no bloody clue who his father is. So she looked in her policy book to see what it takes to qualify. My Dog gets his first cheque Friday... Damn, this is a great country."

Earlier this year we congratulated NSW Member David (DAGS) Williams on reaching the Finalists of the Pride of Australia Medal 2010. The Sunday Telegraph listed Dags for Serving Australia. "David Williams. After 29 years in the Navy, David has worked extensively with Aboriginal and Torres Strait Islander veterans and war widows, ensuring they receive entitlements and medical care. He also assists with an indigenous pre-recruit course."



An ex CMDR that contributes regularly to the Log writes "Navy has cut back on Reserve days and my current employer has failed to gain extra days. I have 17 days left and only working half days until the tender replies are to be reviewed. Looking at negative cash flow so dusting out the CV and about to hawk it about the bazaars." Now I don't want to be unkind but half days seem a perfect solution, he has never worked a full day in his life..... Gee I can be nasty!!!

An email from a Kim Gannon from Queensland left me confused. She asked "My husband has always had a dream of flying a submarine. Do you know of any place in Australia, or even the world where you can pay to dive in a proper naval submarine and be by the controls etc.?" At first I thought it may have been (RO) Rocky Gannon's missus, but I recall that he did go to sea once or twice, so it obviously wasn't. Come fly with me.....

A friend of mine just started his own business, manufacturing landmines that look like prayer mats. Apparently Prophets are going through the roof

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**From the Secretary**

With my resignation for health reasons earlier this year, and turbulence with the secretaries position, the July and September issues of In Depth never surfaced. I am on the recovery trail and have once again taken on (until a replacement secretary can be found) the role of Secretary and editor of In Depth.

This edition of In Depth has been produced from articles taken from the June-September online Log entries as a result of letters from members asking about it. I hope I can do better with the November edition which I am working on now and it will be mailed out in December.

Regards

Norm Williams

**Eternal Patrol**

The following died in October and November, more information will be provided in the November issue of In Depth.

CPORSSM Peter Ronald 'Possum' Adams  
WORSSM Brian Coultas BEM  
CMDR Roy Christie RAN (Rtd)  
WONPCSM Len Meakin  
CMDR John Foster OAM, RAN (Rtd)  
CPOMTP3\*SM Ken Warden  
POUWSM Ernest Robert "Dutchy" Holland  
ABUCSM Brian Arthur Cooper

**SUBCON 2011**

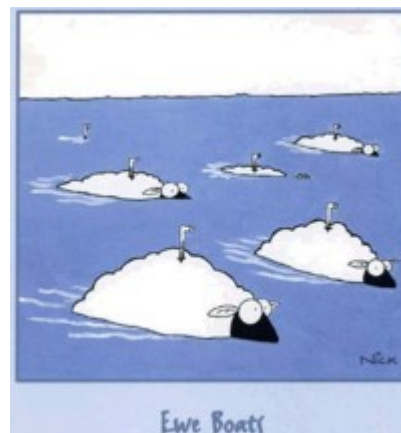
Victoria is the host Branch for SUBCON 2011 and it will be held in Melbourne. Each SUBCON has its own distinctive logo, and 2011 is no exception.

2011 is the Centenary of the RAN, the name 'Royal Australian Navy' being given Royal Assent in 1911. Given the special significance of the year, and the fact that the Royal Australian Navy White Ensign was identical to the Royal Navy White Ensign (the current Royal Australian Ensign being introduced in 1967) it was decided to produce this SUBCON Logo to recognise and celebrate that historical fact.



**Events**

Date & Time	State	Event
28 <sup>th</sup> November 1200 for 1230	SA	Christmas Lunch
5 <sup>th</sup> December 1200	VIC	Christmas Lunch
6 <sup>th</sup> December	ACT	General Meeting
12 <sup>th</sup> December 1130 for 1200	WA	General Meeting & Christmas Lunch
12 <sup>th</sup> December 1100	ACT	General Meeting & Christmas Lunch



SUBCON is the one gathering of submariners that should not be missed and is growing in popularity, with more new faces turning up each year.

This year Melbourne is the host and in the next edition of In Depth will contain a registration form with more details.