THE LAST NAVY NATIONAL SERVICEMEN



BY ABLE SEAMAN ROBERT STEPHENSON RANR (NS) © 2015

THE LAST NAVY NATIONAL SERVICEMEN

A MEMOIR OF THE 7,000 EIGHTEEN YEAR OLD NAVY NATIONAL SERVICE CONSCRIPTS CALLED UP TO BOOST AUSTRALIA'S MILITARY PREPAREDNESS DURING THE COLD WAR PERIOD OF 1951/1957 AND IN MEMORY OF THOSE WHO HAVE PASSED ON.

THEY WILLINGLY AND HONOURABLY FULFILLED THEIR TRAINING OBLIGATION WITH THE ROYAL AUSTRALIAN NAVY RESERVE AND WERE THE SMALLEST PART OF THE LARGEST ARMED SERVICES CALL UP SINCE WWII.

BY; ABLE SEAMAN ROBERT STEPHENSON (*SG/Q*) RANR (NS) - 1957/1962.

FOR FIONA, PRUE, STEPHANIE, MADELEINE AND JAMES AND ALSO

FOR MY MUCH LOVED SISTER - MARY ELIZABETH (BETTY) - 1936/2015.

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Foreword

Robert Stephenson was one of nearly 7,000 young Australians aged 18 who were called up for service in the Navy.

It was the 1950s and world tensions were high and Communism was active close to Australia in Malaya, Vietnam, China and Korea.

The Navy patrolled our sea lanes and helped transport Service personnel and their equipment to war zones in south-east Asia.

The Menzies Government wanted to boost our three Services because of insufficient recruiting and National Service - named after the British scheme - was the result.

Of the three Services, the Navy was the one with the longest link to Australia, beginning with the Royal Navy from Cook in 1770 until Federation in 1901. Each colony had its own naval force and gunboats which were transferred to the Commonwealth. The King granted Royal status in 1911. Able Seaman Stephenson, like us all, was transformed from a young man to whom the Services were something remote to a competent, self-sufficient Serviceman.

His account of his training and his service makes good reading. Like all the 287,000 young men in the Navy, Army and Air Force he helped forge a new tradition that will stand Australia in good stead should National Service be needed again.

Earle Jennings AM RFD ED (Major Ret.d) National President - National Servicemen’s Association Australia.

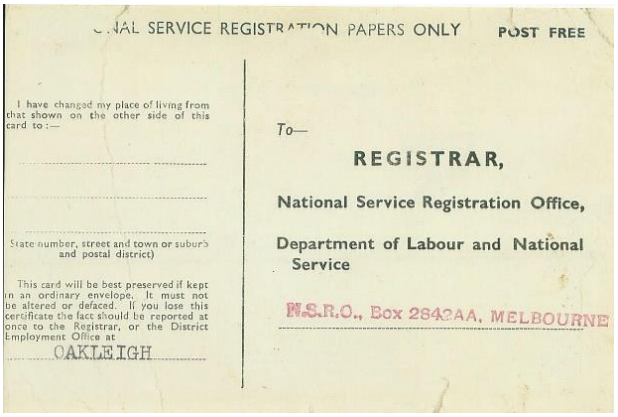
National Service (*Conscription*) Post WWII - Overview

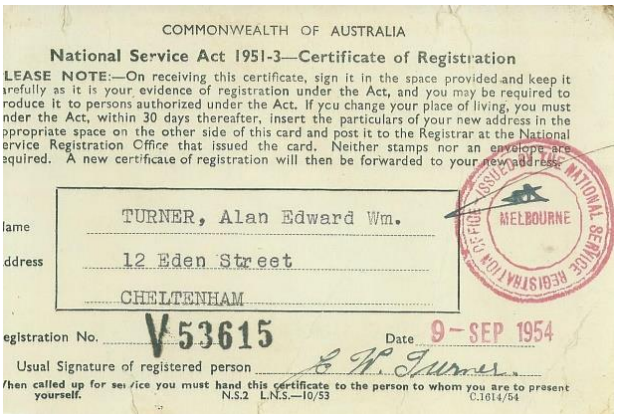
Acknowledgement; Many elements of this overview are the work of Allen Callaghan who holds copyright. Allen is a former Journalist and a National Servicemen's Association of Australia *(NSAA)* Executive who has kindly given permission for its inclusion. The full text of Allen's *"Brief History of National Service and Honour Rolls"* is available on line at the National Servicemen's Association of Australia's web site: www.nashoaustralia.org.au

The First Scheme - 1951 to 1959

Following on from WWII and the outbreak of the Korean War, during what became known as the Cold War period, a perceived threat from communist countries, the Soviet bloc and Asian states to our north, prompted the Menzies Government to enact a policy of conscription to boost Australia's military strength and preparedness.

The *"National Service Act - 1951"* required eligible young men from all States turning 18 on or after 01 November, 1950 to undertake military training over a period of 5 years in the Navy, Army and Air Force.





The majority were born from 1932 to 1940, before the start of WWII, and were from what is known as the *"Quiet Generation"*.

Their parents lived through WWI and had also grown up through the Great Depression of the 1930's. Many of their parents were involved in WWII either as servicemen and women who served in the armed forces or in other war effort capacities. Sadly some of their parents made the supreme sacrifice and many returned home suffering both physical and mental injuries. Therefore this quiet generation understood the austerity and struggles their parents endured during those earlier tough times and some were old enough to take in the seriousness of the European conflict and even more so the war with Japan. Others were already working with returned servicemen and had a fair understanding of their sacrifices and the hardships involved in times of war.

Corporal punishment was the norm for the quiet generation both at home and at school and they were generally quite used to discipline.

The first scheme covered the period 1951 to 1959 and of the 500,000 eligible 18 year old's who registered a total of about 227,000 were called up. Just under 7,000 were allocated to the Navy about 198,000 to the Army and approximately 22,000 for the Air Force.

Although applicants could nominate a preferred service those with family members of serving or former personnel and others who trained as Navy or Air Force Cadets were given preference by the Navy and Air Force. Overseas service was mandatory for both Navy and Air Force but voluntary for the Army.

This continued the limits imposed on Army conscripts in WWII who could only serve in Australia or its adjacent territories in the south-west Pacific. Most Army National Servicemen volunteered.

The Navy and Air Force discontinued their training early, in 1957, however the Army continued with the training after 1957 but on a much reduced and selective scale, calling up a further 2,000, until 1959. The Government discontinued the scheme altogether on the 24 November, 1959 and on 30 June, 1960 all National Servicemen were declared to have honourably discharged their obligation.

National Servicemen served in naval ships that operated in Korean waters during hostilities and were also present at the atomic bomb tests at the Monte Bello Islands off the coast of Western Australia in 1952. They were present at the Maralinga, South Australia atomic bomb tests in 1956 and National Servicemen worked on planes that had flown through atomic clouds. Some suffered from exposure to radiation contracting radiation sickness. National Servicemen were placed on alert as part of a standby force for active service during the Suez crisis in 1956 however the crisis passed without Australia's involvement.

The Second Scheme - 1965 to 1973

The second scheme came about following Australia's involvement in confrontation with Indonesia from 1962 to 1966 and the Vietnam War from 1962 to 1972. Under the *"National Service Act 1964"*, a total of about 60,000 eligible 20 year old men were selected by a birthday ballot for recruitment into the regular Army for 2 years. All were required to serve overseas if required. Being born after the end of WWII they were from what is known as the *"Baby Boomer"* generation. There were no Navy or Air Force conscripts in the second scheme.

Just under 2,000 completed officer training at Scheyville in Sydney and were commissioned as second lieutenants and another 600 who were teachers were promoted to sergeant and posted to Papua-New Guinea for 12 months to educate soldiers of the Pacific Islands Regiment at Port Moresby and other PNG locations.

They saw active service in Borneo and Vietnam; garrison duty in Malaya; educating soldiers of the Pacific Island Regiment in Papua-New Guinea and garrison duty in Australia. Of the 16,000 who served in Borneo and Vietnam two died in Borneo and 210 in Vietnam. Many others were wounded and many more returned home suffering severe Post Traumatic Stress Disorder, *"PTSD"*, as a result of their service.

Regrettably servicemen returning from Vietnam also suffered gross injustices as well as mental stress as a result of the activities of the anti-war movement and certain elements of the RSL who, at the time, claimed they hadn't participated in a real war.

Sadly it was some years before they were finally rewarded for their service and given a fitting welcoming home parade through the streets of Sydney on 03 October, 1987.

The Whitlam Government ended the second scheme with the *"National Service Termination Act - 1973"*. The *"Defence Legislation Amendment Act of 1992"* repealed the *National Service Act 1951* but the then Labor Government retained conscription, in a time of war, with prior Parliamentary approval.

National Servicemen from both schemes were drawn from the whole community and many went on to achieve high office in defence, education, the law, medicine, politics, and the public service as well as becoming leading businessmen, entrepreneurs and philanthropists. Others became sporting champions, entertainers and television personalities. There were two Governors General and five State Governors who were National Servicemen. Aboriginal and Torres Strait Islander and Pacific Islanders were also included in the ranks of National Servicemen.



ADM *ANSM*

In 2001, the Government recognised the contribution of National Servicemen to Australia's defence preparedness with the award of the *"Anniversary of National Service 1951-1972 Medal"*. In 2006 National Servicemen, along with all other servicemen and women, were also awarded the *"Australian Defence Medal"*. National Servicemen were commonly referred to as *"Nashos"* adding a new word to the Australian lexicon and the Oxford English Dictionary.

In 1987, the National Servicemen's Association of Australia was founded by the late Barry Vicary, a Second Scheme 1965 to 1973 *Nasho*, at Toowoomba, Queensland to seek a better deal for *"Vietnam-era"* National Servicemen, especially those who did not serve overseas, and a medal recognising National Service. When Barry learned of the earlier and much larger, 1951 to 1959, National Service Scheme, he immediately widened the organisation to include them. The Association now has branches Australia-wide and is the second largest ex-Service organisation after the RSL.



Governor-General Her Excellency Ms. Quentin Bryce AC lays a wreath during the Nasho Memorial Service at the AWM, Canberra on 08 September, 2010

On 08 September, 2010 the National Servicemen's Memorial was unveiled at the Australian War Memorial, Canberra by Her Excellency Ms. Quentin Bryce AC Governor-General of the Commonwealth of Australia. Thousands of *Nashos* proudly marched up Anzac Avenue past the dais saluting Lieutenant General Mark Evans AO DSC Chief of Joint Operations who was deputising for the Chief of the Defence Force, Air Chief Marshall Angus Houston AFC, along with General Peter Cosgrove MC who commanded troops in Vietnam including *Nashos*, and Major Earle Jennings AM RFD ED National President of the National Servicemen's Association of Australia, as they moved into position for the unveiling and dedication service to commemorate and remember those who made the supreme sacrifice.

WE WILL REMEMBER THEM

Despite the compulsion National Servicemen of both schemes did their training, active and reserve duties well and honourably and most regarded it as a very rewarding part of their lives. Others also suggest it was a life changing experience, turning them from boys into men, becoming responsible citizens. Many believe it should be reintroduced to give the youth of today skills and experiences that could change their lives and last them a lifetime. *"National Service Day"*, 14 February, marks the day the last *Nasho* completed his Army obligation.

THEY SERVED AUSTRALIA

Australia's Defence Strategy during the 1950s

The 1950s became known as the *"Era of Forward Defence"* and by the mid-1950s the nations of the Western alliance were in no doubt that they had entered a prolonged politico-economic struggle against the Eastern bloc.

Communist expansion remained a serious threat to international security therefore as its part of Australia's forward defence strategy the RAN under First Naval Member and Chief of the Naval Staff, Vice-Admiral Sir Roy R Dowling KBE CB DSO RAN, adopted the following plan;

Provide a contribution to Allied naval forces in our areas of strategic interest.

Escort Australian Military convoys to operational areas.

Protect in conjunction with the RAAF, within Australian area, shipping carrying essential imports and exports.

Co-operate with sister services in general operations, including the defence of the Australian mainland and territories.

Carry out offensive operations against the enemy.

This plan remained in place until 1972 and building up numbers available for the *RANR* should the moth-balled fleet need to be re-commissioned at some future time formed an important part of this strategy.

Navy National Service - 1951 to 1957

By: Robert Stephenson *RANR (NS)* 7662 *(NS)* - 1957/62 with contributions from: Ian Shepherd 7656 *(NS)* - 1957/62, Clifton Swift 7661 *(NS)* - 1957/62 and Alan Turner 6129 *(NS)* - 1955/60.

In July 1951, following the proclamation of the *National Service Act - 1951,* a new arm of the Navy's Reserve Forces - *RANR* was instituted. Those called up for service were enlisted as recruits in the Royal Australian Navy Reserve *(National Service) - RANR (NS).* The Navy Reserve - *RANR* was constituted under the *"Naval Defence Act 1910 - 1949"* as a section of the Citizens' Naval Forces.

Those called up for service with the Navy under the *National Service Act - 1951* were required to serve for a period of five years, during which they were to carry out 176 days continuous training.

Initially National Servicemen were required to complete 124 days of that training during their first year of enlistment, the first 82 days of which were undertaken in a regional shore establishment, plus 42 days in sea-going ships of the fleet. The remaining 52 days were completed over the next 5 years with the Royal Australian Navy Reserve *(RANR).* This was later changed to 154 days continuous training including sea-going service followed by attachment to the *RANR* for the remaining 5 years. In the event of war, or an emergency, National Servicemen were liable to be called up to serve in accordance with the provisions of the *Naval Defence Act 1910 - 1949.*

Over the life of its involvement with the National Service Scheme the Navy trained approximately 7,000 eligible eighteen-year-olds commencing from 30 July, 1951 and terminating on 07 June, 1957.

In total there were 12 intakes each being identified by a name of either an Australian pioneer or explorer, viz. *Blaxland, Burke, Eyre, Forrest, Hargraves, Hume, Macquarie, Oxley, Sturt and Wills.* The last two intakes were August 1956 - *Blaxland II* and January 1957 - *Burke II.* The Navy ceased its involvement with National Service training on 07 June, 1957.

Navy National Servicemen received a service number commencing at 1001 followed by the letters *(NS).* They trained at HMAS *Torrens* in Adelaide, South Australia - HMAS *Huon* in Hobart, Tasmania - HMAS *Leeuwin* at Fremantle near Perth, WA - HMAS *Lonsdale* in Melbourne, Victoria, - HMAS *Cerberus* at Crib Point, Westernport, Victoria and HMAS *Penguin* in Sydney, NSW and HMAS *Albatross* near Nowra, NSW.

Each intake consisted of about 500 recruits and training commenced in July, 1951 followed by January/February and July/August each year with the last intake in January, 1957. The majority completed their recruit training at the Navy's main training base HMAS *Cerberus* which is also known as Flinders Naval Depot. Numbers 1001 *(NS)* to 1100 *(NS)* ratings trained at HMAS *Leeuwin* only and numbers 1101 *(NS)* to 1496 *(NS*) trained in other States - Adelaide - HMAS *Torrens,* Hobart - HMAS *Huon,* Melbourne - HMAS *Lonsdale,* Sydney - HMAS *Penguin* and HMAS *Albatross* NSW. The first recruit with number 1001 *(NS)* was Robert Arthur Armstrong and the last with number 7941 *(NS)* Barry St. Clare Coxhell.

HMAS *Cerberus*

The site for a naval base was recommended by Admiral Sir Reginald Henderson KCB RN after an extensive search of the Australian Coastline for suitable locations for major naval bases. The site was purchased by the Commonwealth Government in 1911 and named Flinders Naval Base and a Post Office opened in 1912. The establishment covers 1,517 hectares and is located on Victoria's picturesque Mornington Peninsular 70kms south east from Melbourne near Crib Point, at the head of Hann's Inlet, between Sandy Point and Stony Point, Westernport.



Historic gate and sentry box at FND east entrance



Historic Gangway at HMAS Cerberus east entrance

Originally the base was to include a Torpedo School, a Destroyer Base and a Submarine Base, and be capable of accommodating up to 2000 personnel. The first sod was turned in 1913, and the old wharf and hospital were erected first, followed by A, B and C blocks. The Wardroom, Warrant Officers' Mess, Captain's and Officers' residences were built between 1915 and 1917.

The Drill Hall, Gunnery School *(now part of the Technical Training Centre)* were established in 1917 at the height of building activity. The Power House and other residences were built between 1918 and 1920. There are many other buildings of historical interest located around the site.



Historic Administration building HMAS Cerberus 2014

The base officially opened on 21 September, 1920 under the command of Commander F C Darley RN however the idea of using it as a Fleet Base was soon abandoned and in 1921 it was renamed Flinders Naval Depot. The Depot was commissioned HMAS *Cerberus* on 01 April, 1921.

Named after the Victorian Naval Forces HMVS *Cerberus*, a 3340 ton displacement breastwork monitor and one of seven *"Cyclops Class"* ships, commonly referred to as the *"Monster Class"*, constructed for coastal defence around the British Empire. *Cerberus* was purchased by the fledgling, but booming, Colony of Victoria for Port protection.

Her motto *"Forever Vigilant"*.

Cerberus was a forerunner to HMS *Dreadnought* and one of the first Royal Navy iron-clad war ships with twin screws to be powered entirely by steam with two Maudslay Son and Field horizontal twin-cylinder, double acting, simple 1369 horse power coal fired steam engines capable of achieving 9 knots.

Built by Palmers Ship Building and Iron Works Company at Jarrow-on-Tyne near Newcastle, England and launched in 1867 she was completed in 1870 and arrived in Port Phillip Bay, Victoria in 1871. Based at Williamstown she never left Port Phillip Bay nor fired her massive guns in anger.

She was equipped with a main armament of four 18 ton 10 inch *(250mm)* rifled mussel loading guns in two turrets, one fore, one aft, which were rotated and retracted inside the turret for re-loading by steam powered winches and could fire a 400-pound *(180kg)* shell up to 4000 yards *(3700m).*

In 1901 at Federation HMVS *Cerberus* was transferred to the Commonwealth Naval Forces, which became the Royal Australian Navy in 1911, and later re-named HMAS *Cerberus.*

The ship was re-named HMAS *Platypus* in 1921 and in 1924 de-commissioned and disposed of and sunk as a breakwater in Port Phillip Bay off Half Moon Bay in the Melbourne bayside suburb of Black Rock where she remains to this day.

The name *Cerberus* comes from Greek Mythology where *Cerberus* is described as the *"hound of Hades"* a savage three headed dog that guards the gates of Hell.

From 1930 until 1958 HMAS *Cerberus* was the home of the Royal Australian Naval College until it was clear that the base was becoming overcrowded and the College moved back to HMAS *Creswell* at Jervis Bay, NSW.

The outbreak of WWII found the facilities inadequate to deal with the needs of wartime recruits who were passing through *Cerberus* at a rate of 400 a month and temporary buildings were erected to facilitate training of this sudden influx. These same buildings housed National Servicemen from 1951 to 1957.

The first WRANs arrived at *Cerberus* in 1942 and, apart from a short post-war break, have been part of the RAN ever since. 1942 also saw the introduction of an Officers' Training School to train selected recruits as officers for war service. The school trained 1000 sailors during the war and closed in 1945.

In 1945 the de-commissioned HMAS *Castlemaine* was re-located to *Cerberus* and used as a training hulk for Engine Room Artificers including National Servicemen who ran the boilers, in part providing steam heating throughout the base and also for damage control training. *Castlemaine* was a WWII *"Bathurst-Class"* Minesweeper of 680 tons displacement with a proud WWII record including three battle honours; Darwin 1942-43, the Pacific 1942-43 and New Guinea 1942-44.



HMAS Castlemaine

Named after the City of Castlemaine, Victoria, HMAS *Castlemaine* was one of 60 Australian Minesweepers, commonly referred to as *"Corvettes",* built in Australian shipyards during the war and usually manned by a crew of 85. Twenty were built for the Royal Navy and manned by Australian crews, four for the Indian Navy and thirty six for the RAN and they were mainly used for escort duty. Powered by twin *"Yarrow"*, Admiralty pattern, 1000 shaft horse power oil fired triple expansion steam engines she was capable of achieving 15.5 knots. Her main armament included a QF 4 inch *(105mm)* gun, three 20mm *"Oerlikon"* anti-aircraft guns and two 0.5inch *(12mm)* machine guns plus asdic, and able to be fitted with either depth charges or minesweeping capability.

Her motto *"Watch and Pray".*

In 1973 *Castlemaine* was presented as a gift to the Maritime Trust of Australia from the Australian Government to be restored as a museum ship and is now beautifully restored, berthed and open to the public for viewing at Gem Pier Williamstown, Victoria. *Castlemaine* and her sister ship, HMAS *Whyalla*, named after the City of Whyalla on the Eyre Peninsular, South Australia, which is also a museum exhibit located land-locked near the entrance to the city, are the only two examples of the *"Corvettes"* left in Australia.

Royal Colours were first presented to HMAS *Cerberus*, on behalf of His Majesty King George V, by then Governor General the Right Honourable John Lawrence Baird, 1st Baron Stonehaven GCMG DSO PC JP DL, in 1927. They were the first Royal Colours to be presented to an Australian Naval Unit.

The Queen's Royal Colours were presented in 1954 by His Royal Highness the Duke of Edinburgh. Royal Colours incorporating the Southern Cross were later presented by Governor General Lord Casey in 1968. The present Royal Colours were presented by Her Majesty Queen Elizabeth II in 1986. The old colours now rest and can be viewed in the HMAS *Cerberus* Memorial Chapel of St. Mark.



The old Royal Colours in the Chapel of St. Mark

The primary role of HMAS *Cerberus* has always been Navy personnel training and continues to operate to this day as the RAN's main recruit training base and also as a Tri-Service training base.

HMAS *Cerberus* Museum



HMAS Cerberus Museum

The Museum was first established by Commander L G Wilson MBE RAN in the early 1980s and is located in a heritage listed building within the *Cerberus* heritage precinct. The building was built in 1925 as the New Entry's study block. From 1930 it became the RAN College Cadets' academic block.

The Museum exhibits some of the oldest and most significant artefacts held by the Naval Heritage Collection most of which relate to the Victorian Colonial Navy and the history of HMAS *Cerberus*. Recently upgraded the Museum now contains a section looking at the RAN's role in the Vietnam War.



The Memorial Chapel of St. Mark



The Roman Catholic Chapel - Our Lady Star of the Sea

Both the Memorial Chapel of St. Mark and the Roman Catholic Chapel, Our Lady Star of the Sea, are adjacent to the Museum and there are extensive manicured gardens opposite.

All visitors must pre-book to view the Museum and photo ID is required to gain entry the base.

National Service Recruit Training

The first intake of 500 *Nasho* recruits, *Blaxland I*, commenced training on July 30, 1951 400 at *Cerberus* and 100 at HMAS *Leeuwin.* All of the first intake were trained as seamen and their first training period of 124 days included six weeks at sea. Having completed the initial training they left their respective bases and returned home on 30 November.

They could decide whether they would do the rest of their training at the rate of 13 days a year over the next four years or whether they would join the *RANR* in which they would do 13 days annual sea-going training and 15 days home training for three years.

It was expected that about fifty percent of those who left Flinders Naval Depot on November 30 would choose the latter course. At the end of the three years they would be invited to re-engage in the *RANR*.

The first annual sea-going training of 13 days for New South Wales *Nasho* recruits commenced on 29 June and 20 July, 1952 on board the frigate HMAS *Murchison*. Queensland recruits joined the same ship in Sydney on 10 August, 1952 for their initial sea training.

The frigate HMAS *Culgoa* sailed from Port Adelaide on 26 July, 1952 with South Australian *Nashos* and naval reservists. Tasmanian *Nashos* left Hobart with reservists on the same ship on 11 August, 1952.

Victorian *Nashos* embarked on the minesweepers HMAS *Colac* and *Cowra* on 07 and 21 July, 1952. Those from WA left Fremantle aboard the minesweeper HMAS *Mildura* on 14 and 28 July, and 04 August, 1952.

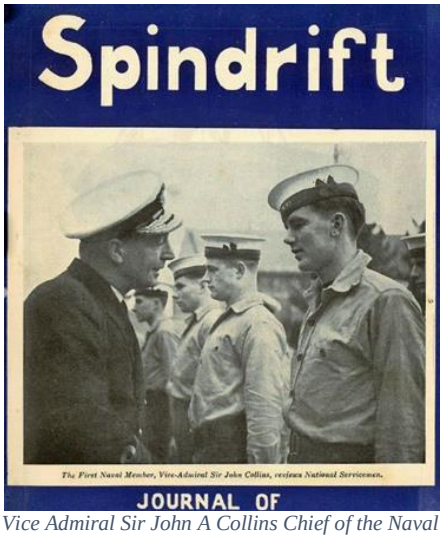
Minister for the Navy, the Honourable William McMahon MP, commented favourably to the press about the quality of the first National Service recruits:

"While these young men have been under-going training their conduct has been exemplary and they have accepted the responsibility of learning to defend their country in the right spirit. They have obviously enjoyed their experience and have benefitted both morally and physically from it. They were encouraged by the fact that some of them were selected to take part in the spectacular Trafalgar Day ceremony at Como Park, South Yarra, on Sunday, October 21.

They have held their own with ratings of the permanent Royal Australian Navy in all competitive games and team work at the depot and have created a very favourable impression among the officers under whom they have trained. A number of them have already indicated that they are considering joining the RAN".

On August 07, 1951 the First Naval Member, Chief of the Naval Staff, Vice-Admiral Sir John A Collins KBE CB RAN visited Flinders Naval Depot and reviewed the National Service trainees.

He spent a long time talking to them individually and collectively, and the occasion was a high-spot in the trainees' career.


Spindrift
The First Naval Member, Vice-Admiral Sir John Collins, reviews National Servicemen.
JOURNAL OF
Vice Admiral Sir John A Collins Chief of the Naval Staff at FND in 1951 with Blaxland 1 intake Nashos

Another high-spot was when the Commodore Superintendent of Training, Commodore H J Buchanan DSO RAN, addressed them on 15 August, 1951 and explained to them their place in the nation's defence. He commented:

"Many of the lads are already enamoured of service life, and there have been many enquiries from them for conditions of joining the permanent naval forces. In a very fair manner the RAN will not entertain applications for transfer to the permanent forces until the lads have been in the service long enough to judge whether the life would really suit them. If after this period these chaps are still determined on a Navy life, then they will surely be welcomed.

Even in the short time they have been here, they have left their mark on the Depot's life on parade, in the class room and in sport - and if the next batch of National Service trainees are half as good a lot as these lads are - then the Navy will have no grumbles."

The second intake *Burke 1* numbering 414 entered Flinders Naval Depot on 04 February, 1952 and these trainees were allocated to all branches of the service. After initially completing 124 days at their respective bases 13 days of continuous service at sea was to be undertaken each year over the next 4 years.

Each State was represented by trainees from both city and country areas and after settling down the first 160 proceeded to sea after 3 weeks in HMAS *Culgoa*, *Colac* and *Cowra* to NSW ports. The second 160 to South Australia 3 weeks later.

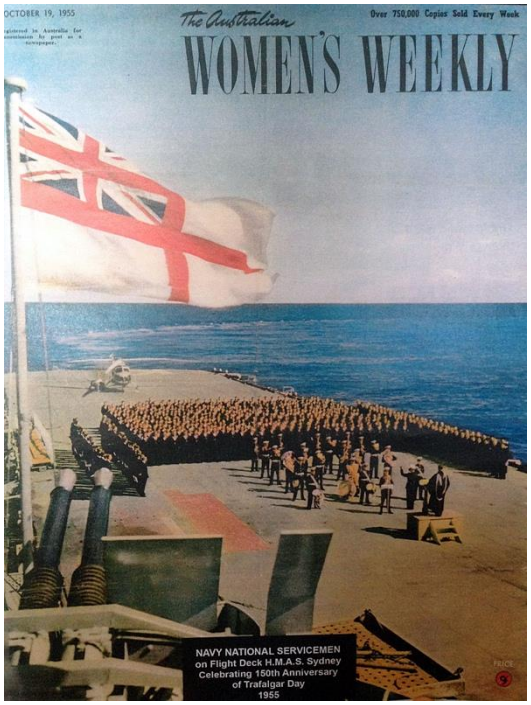
In April the three training ships took 140 regular recruit seamen and *Nashos* on a month's trip to New Zealand visiting Auckland, Russell in Bay of Islands, Napier, Lyttelton, Christchurch, Dunedin, St. George Sound and Norfolk Sound. A busy social programme kept the ship's companies fully occupied during their spare moments between training. A march of combined ships' companies and trainees took place through Napier and on Anzac Day a guard was mounted at Christchurch, and an unarmed platoon at Lyttelton. A number of complimentary remarks were received on the high standard of drill and appearance. In view of the fact that few RAN ships had visited some of the smaller places in recent years, great enthusiasm was found amongst the locals and the hospitality was overwhelming.

The visit to New Zealand was a wonderful experience for all on board and a trip that stunned all on board *Culgoa* was the trip right up Milford Sound a deep water inlet with magnificent scenery and snow-capped mountains. *Culgoa* had almost 5,000 visitors at Napier in one afternoon.

The return from New Zealand caught all ships in a deep depression and, on arrival at Flinders Naval Depot, all trainees were justified in shooting a line about the weather they had experienced. *Culgoa* lost her whaler and had many guard-rail stanchions bent and torn from the deck. Soup and stew was available for those who required it but for two days there was little demand.

The stokers when at sea for the second time visited Sydney and were shown around the naval establishments and ships. There was great interest shown in Garden Island, HMAS *Sydney,* and HMAS *Tobruk.* Other cruises included Tasmania and all trainees were most enthusiastic about the *"Apple Isle"*.

Similar training in sea-going Ships of the Fleet was experienced by intakes that followed until the RAN used the aircraft carrier on loan from the Royal Navy, HMS *Vengeance* re-named HMAS *Vengeance,* as a training ship from July 1954. HMAS *Sydney III* superseded *Vengeance's* role after it was re-commissioned as the training ship in 1955.



The Nasho parade on HMAS Sydney III's flight deck made the cover of The Australian Women's Weekly on 19 October, 1955.

The Last Navy National Servicemen

The last intake *Burke II* recruits reported for duty on 07 January, 1957 at HMAS *Lonsdale,* Port Melbourne then marched to the Port Melbourne railway station to embark on a train for re-location to the training base HMAS *Cerberus*. After disembarking at a siding inside the base we were quickly formed up by Petty Officers under a large covered parade area for an address by the *Cerberus* Commanding Officer and Commodore Superintendent of Training, Commodore John Plunkett-Cole RAN, and the National Service Training Officer, Lieutenant Alan Beaumont RAN.

On arrival we were subjected to the usual taunts by the regular sailors such as; *"you'll be sorry"* and *"your mothers can't help you now"* and etc., however, at a later stage we managed to adequately extract revenge on most of these perpetrators.



Petty Officer Percy Perfect

We swore the oath of allegiance to Queen and Country and from that point were officially enlisted to become new recruits in *"Pussers"* the Royal Australian Navy Reserve *RANR (NS).* From a roll call small groups *"*C*lasses"* of about 12/15 recruits were formed and my group was allocated to Class SN1 and introduced to training Petty Officer, Percy Perfect, who took charge for the duration of our training.

PO Perfect was ex-Royal Navy and a rugged, no-nonsense, disciplinarian specialising in seamanship and gunnery. Being one of the old school with many years' service including service at sea during WWII his challenge was to knock Class SN1 into shape so that at the conclusion of our training we became competent Ordinary Seaman trained and rated Seamen Gunners Quarters *SG(Q).*

The *Burke II* intake's recruits were not only training to become seaman gunners *SG(Q),* many others, especially those with trade skills, were trained in separate classes for other branches of the service, i.e. mechanical engineers were known as stokers *(M/E),* electricians, electricians mates *(E/M),* radio engineers, signals *(Sig),* and cooks *(C).* Some clerks were writers *(W)* and/or supply ratings *(S),* others were trained as officers' stewards *(O/S),* and so on.



HMAS Cerberus Seamanship School



Nasho Gunnery Rate SG/Q

Petty Officer Perfect commenced by outlining the rest of the day's activities and the basic rules of the base and nominated Greg Keays as our class leader to which we all agreed. Rules included classes moving around the base must form up and march at the double *(jog)* and caps were to be worn at all times when outdoors.

He also taught us the Navy's traditional terminology and unique slang, and became our surrogate father, mother and confessor as well as our teacher but at the same time was always very strict but fair.

Any class member who didn't conform to the Navy's hair code was ordered to the base barber for the obligatory short back and sides.

We learned the Navy salute and were told to salute officers when moving around the base as individuals or give an eyes right or left on the command of the class leader when marching at the double in smaller groups.

After a cafeteria style meal *"scran"* in the dining area *"mess"* we doubled to the stores and were issued with our Navy uniforms and cap and various items of clothing *"slops"*, a seaman's jumper, shoes and socks, and a heavy canvas sea bag with a long shanked security padlock for stowage of the clothes and kit, plus hammocks for sleeping.



HMAS Cerberus dining mess

We were also issued with a personal sewing kit *"housewife"* a small kit containing needles and thread and spare buttons and etc., for mending clothing plus, a clothes brush and a canvas waist belt with money pouch, a Seaman's Pocketbook and a combination knife and *"Marlin"* spike. The knife had a white lanyard attached and was intended for cutting ropes *"sheets or lines"* in an emergency situation and was to be worn around the neck at all times.



R/Sm Alan Turner's kit and Stoker's rate badges

PO Perfect later instructed us how to secure the lanyard around the neck so that it couldn't be used as a strangulation weapon against us in case we were ever involved in a fight. He also taught us the art of tying knots and splicing ropes.



Temporary WWII and Nasho mess huts

We then doubled to our allocated Living and Recreation Huts *"mess"* for instructions on how to assemble, rig and stow the hammocks.

It was here we met and got to know our fellow class mates who were from South Australia and Tasmania with the majority from Victoria.

We came from very diverse backgrounds and civilian occupations but had a keen interest in all things Navy and soon became great shipmates.

Class SN 1 Names, Nicknames and State of Origin

William Aitken *(Tubby)* South Australia, James Baker *(Doughy)* South Australia, John Barnes *(Skeeta)* South Australia, Russell Belyea Victoria, David Brown Tasmania, James Goudie Victoria, Gregory Keays Victoria, Steven Ludham Tasmania, Barrie Pearson *(Pancho)* Victoria, Robert Stephenson *(Slippy)* Victoria, Clifton Swift Victoria, Gayne Watson *(Barney)* Tasmania.

Nicknames are traditional in the Navy and derive from the RAN's close links with the Royal Navy. Certain names such as Baker automatically attract the tag *"Doughy Baker"*, Clarke becomes *"Nobby Clarke"* and Miller becomes *"Dusty Miller"* and so on. However others already had nicknames that were given to them by friends and/or family and these continued.



Nashos learn to sling their hammocks

Initially, for many of us, getting the hang of slinging a hammock was quite challenging as was being able to swing up on to it and settle down and not roll over and fall off landing on the unforgiving deck some 3 to 4 feet below however, after a number of falls and a few bruises, it became second nature and later it was difficult to go back to sleeping in a bed.

Every morning the hammocks were neatly lashed up, resembling a cocoon, and stowed in a wire bin in a corner and the *mess* then become our recreation room.

We learned to stow our kit and iron our uniforms and tie the *"tally band"* around our caps secured with a neat bow and the satin dress collar *"silk"* around the neck. The *tally band* signified we were National Servicemen with the gold letters *RANR (NS).* The bell bottom trousers of our blue number one uniform *"square rig"* were ironed with 7 horizontal creases *"representing the 7 seas"* in each leg and the *"T"* shirts *(white front or flannel)* and jackets were ironed inside out with creases inwards. We quickly learned that creases stayed in place when clothes were carefully folded and placed under the thin *"paillasse type"* mattress in the hammock pressed by our body heat.



Nasho cap telly band

Washing clothes *"dhobying"* was done in a bucket and hammocks were washed and scrubbed every week. This was done on Sunday afternoons *"make and mend day"* after church parade.

The first few weeks involved an intense training regime from sunup to sundown, learning the way things were done in the Navy and the Navy's special terminology, and the various bugle calls and piped signals that signified reveille, lights out and, etc. This involved a lot of exercise, especially moving everywhere at the double, with little or no spare time.

We had to learn *"for some of us the hard way"* that the Navy way was to respond immediately to orders and signals and jump out of our hammocks at reveille, stow the hammock and get to the toilets *"heads"* and showers before all the hot water was used up, shave, get dressed in our daily work clothes, then move on to the dining *mess* for breakfast.

However some slow learners were placed on charges by Petty Officers to go before the Training Officer for disciplinary action. Discipline usually involved a kit muster in our precious spare time and we soon learned to conform to the Navy way.

Keeping the *mess* clean and tidy was paramount as was hygiene and everyone's responsibility and random inspections were performed by Officers wearing white gloves. A Petty Officer would enter the *mess* and call us to attention *"Ho!"* and the Officer would then carry out the inspection by running his white gloved hand across various surfaces. If the glove became soiled the whole class would be placed on a charge. The penalties could either be a kit muster for all or additional time marching at the double around the parade ground.

At times, without warning, we were woken in the middle of the night and told to get dressed and be formed up outside the *mess* in 3 minutes and taken on a lengthy double march up the road leading to the west gate exit from the Base.

This was, undoubtedly, to keep us alert and improve our physical fitness. It became second nature to expect this to happen at any time so we were in our hammocks partly dressed and always ready.

Having enlisted for overseas service we received a number of disease prevention immunisations, including; *Cholera, Smallpox, Tetanus, Typhoid and Yellow Fever* injections, suffering the after effects including sore arms for days after and weeping pustules on the upper arm from the *Smallpox* vaccination. Despite the discomfort the intense training regime continued with no leave nor visitors allowed for the first few weeks after which visitors were welcome on Sundays after church parade.

Generally the meals *scran* we received were good and there was always plenty of it but the powdered eggs were a big No! No! The Navy's slang for food includes *"RAN Steak"* lambs fry and bacon, *"Pope Steak"* battered fish on Friday, *"Duff"* any pudding or sweet. However there was always the base canteen *"Millionaires Club"* where an alternative meal could be purchased.

Communicating with the outside world was a big problem with long queues at the pay phones which were only accessible in our spare time or by writing letters. Receiving mail was always a treat and many couldn't wait to receive news from home or love letters from their girlfriends.

Nasho Ceremonial Guard



Nasho Ceremonial Guard

We had plenty of marching practice on the base's large parade ground. Having experience with the Army Cadets at High School, along with a number of others, I was selected as a member of the *Nasho* Ceremonial Guard and daily flag *"White Ensign"* raising party. This involved dressing in the uniform of the day plus white belt with bayonet scabbard, and gaiters and being issued with a rifle and bayonet from the armoury to provide the guard at the morning *White Ensign* raising ceremonies and other important events.



Royal Navy's White Ensign

The Royal Navy's *White Ensign* was adopted by Australia from the RAN's inception and can only legally be flown by the Navy's Commissioned Ships. Most Naval Bases fly the *White Ensign* as they are commissioned also.



Australian White Ensign

On 01 March, 1967 the RAN adopted a new Australian *"White Ensign"* dispensing with the Royal Navy's red cross of St George replacing it with the Southern Cross and Federation Star in blue on the white background but retaining the Union Jack. This change came about due to the RAN's integration with the United States Forces. The lack of British involvement in the Vietnam conflict added impetus to the need to ensure the RAN was distinctly identifiable as Australian.

We were all delegated to various watches, *tasks*, commonly referred to as *"tricks"*, such as security, i.e. checking the doors and locks on the many warehouses and buildings around the base during the night and key punching Bundy clocks at various points logging the time of inspection.

The training regime included lectures by specialist Navy personnel and instructors where we learned the theory and were given hands on practical demonstrations of seamanship and gunnery plus safety instructions before our time at sea arrived.

Gunnery Training

We experienced live firing a number of different weapons at the firing range including; rifles, automatic small arms, i.e. Owen and Bren guns



Owen Gun



Bren gun



Nashos get ready for tear gas demonstration

We endured a demonstration of the effects of tear gas in an enclosed area causing nausea and eye irritation and loss of vision which resulted in a mass exodus until the gas cleared.

We also witnessed the awesome rapid fire power of anti-aircraft bofors and their incredible noise and shock waves.

At the West Head firing range we donned flash protection clothing and, in one session along with other classes, fired off 90 rounds of 4.5 inch *(115mm)* shells receiving hands on experience at each of the various tasks involved in preparing and firing these big guns, i.e. range finding, elevation, sight laying, etc. Loading the gun involved handling the heavy 4.5 inch shells very carefully across both arms, then locating and pushing them home into the breech with the closed fist protected using a canvas fist pad, then closing the breech, firing on the command of the Gunnery Officer *"Guns"* being sure to stand clear of the white hot shell casings as they were ejected from the breech. Any exposed facial or body hair was lost from the flash and heat generated from the breech.



Wearing flash protection





Gunnery 0fficer (Guns) in command of Nashos loading and firing the 4.5 inch (115mm) guns

We also suffered temporary hearing loss from the incredible noise and bone jarring shock waves. We weren't issued with hearing protection. The smell of cordite and smoke emitted from barrel and the breech lingered on our clothing for the rest of the day.

Despite our best efforts we didn't hit the target nevertheless it was a fantastic experience especially listening to the shells rocketing through the sound barrier as they sped on their way to the target - a large mooring buoy located a few nautical miles out to sea.

Physical Training

Physical training classes conducted by the PT Instructors *"PTI's"* were held on a regular daily basis and these vigorous workouts were designed to improve our physical fitness and no one could be exempted.



HMAS Cerberus indoor pool

There were also two swimming pools at the base one indoor pool and another open air pool which was shark proofed and fenced off in the water near the wharf on the foreshore of Hann's Inlet. Those who were poor swimmers were given swimming lessons and instruction in their own time by the *PTI's* to bring them up to the required standard.

As a survival exercise we were instructed to jump into the indoor pool fully clothed with our shoes and socks on and whilst treading water remove our shoes, socks and trousers, and tie the bottom of the legs of the trousers tightly and holding the waist band throw them in the air to fill with air on the way down forming a crude buoyancy aid. The outdoor pool was used at a later stage when we had sporting events.

Weekend Leave *(Liberty)*

After about 6 weeks our first weekend leave *"liberty"* at last arrived and we paraded in full uniform, blue number one *"square rig",* under the covered parade area adjacent to the siding where we first arrived. Before boarding the train we were addressed by the training officer on our expected behaviour whilst at *liberty* and carefully inspected.

Those that passed muster were soon on the train which stopped only at Caulfield Station and Flinders Street Station in the heart of Melbourne arriving at approximately 1730.

Although *Nashos* were forbidden to drink at the *Cerberus* wet canteen the famous, circa 1861, Young and Jackson's Hotel is directly opposite Flinders Street Station and civilians aged 18 were legally allowed to drink therefore some of us made a dash to the pub to order drinks before it closed at 1800.

Young and Jackson's is also the home of the famous painting of *"Chloe"* the priceless, National Trust *"Heritage Listed",* 1875 life size nude painting of a beautiful young lady by French artist, Jules Joseph Lefebvre. *Chloe* has been very popular with servicemen for decades especially during the first and second world wars and is currently the mascot of HMAS *Melbourne III.* The painting, which is held under tight security, can be viewed in the Hotel's main dining area, *"Chloe's Restaurant",* on the first floor.

Our *Burke II* group of fit young *Nasho* recruits, who had been without female company for some weeks, at a time of extremely conservative attitudes to nudity and sex, found it quite fascinating.

HMAS *Sydney III*

After the initial recruit training at HMAS *Cerberus* we were ordered to pack up our kit and hammocks and parade outside the *mess* dressed in the blue number one uniform *"square rig"* then marched sea bags over the right shoulder and hammocks under the left arm in our class groups to the siding to embark the train bound for Williamstown to join the Ship's Company of HMAS *Sydney III* for our sea-going training.



HMAS Sydney III prior to re-commissioning as a training ship in 1955

HMAS *Sydney III* was one of six *"Majestic class"* light aircraft carriers of about 16,000 tons displacement built in the UK from 1945 for the Royal Navy and powered by twin 40,000 shaft horse power oil fired Curtis Brown Turbines.

In 1948 the ship was commissioned for the Royal Navy as HMS *Terrible* before being acquired by the Commonwealth Government for the RAN in 1949 and re-named HMAS *Sydney III.*

The first RAN ship to be named *Sydney* was a *"Chatham"* class light cruiser. HMAS *Sydney I* was laid down in 1911 and commissioned into the RAN in 1913. During the early stages of WWI *Sydney* was involved in escorting the Australian Naval and Military Expeditionary Force and escorting the first ANZAC convoy.

On 09 November, 1914 she defeated the German cruiser SMS *Emden* at the Battle of Cocos. She gained further distinctions during WWI and after the war she spent a year in reserve before being re-activated as Flagship of the RAN.



HMAS Sydney I's Tri- pod Mast with HMAS Sydney IV in the background

Sydney I was de-commissioned in 1928 and broken up for scrap. *Sydney's* tri-pod foremast was removed and in 1934 installed as a permanent Memorial at Bradley's Head on Sydney's north shore harbour side suburb of Mosman.

The second ship to be named *Sydney* was a *"Leander"* class light cruiser commissioned for the Royal Navy as HMS *Phaeton.* Prior to her 1934 launch the cruiser was purchased by the Australian Government and re-named HMAS *Sydney II*.

In May 1940 she joined the British Mediterranean Fleet with Captain John Collins RAN in command for an eight month deployment during which she sank two Italian warships. On her return to Australia in 1941 she resumed convoy escort and patrol duties in home waters.

On 19 November, 1941 *Sydney,* with Captain Joseph Burnett RAN in command, was involved in a mutually destructive engagement with the German merchant raider HSK *Kormoran,* commanded by Captain Theodor Detmers. *Sydney* was lost with, tragically, all 645 aboard.

The locations of the wrecks of both ships were unknown until 2008; *Sydney* was found on 17 March, five days after her adversary.

A magnificent Memorial commemorating the tragic loss of HMAS *Sydney II* and her entire 645 crew was erected in 2001 on Mount Scott at Geraldton, WA. The people of Geraldton hold a Commemoration Service at the Memorial on the anniversary of her loss each year.



The magnificent Memorial commemorating the tragic loss of HMAS Sydney II and her entire 645 crew on Mount Scott, Geraldton, WA

Following the tragic loss of HMAS *Sydney II* Australia's war time Prime Minister, the Honourable John Curtin MP, vowed that there would always be a *Sydney* and at the end of the war the Australian Government purchased our first aircraft carrier and the RAN commissioned her HMAS *Sydney III.*

To date there have been four RAN ships commissioned *Sydney.* HMAS *Sydney IV* an "*Adelaide class"* guided missile frigate of 4100 tonnes displacement was the third and one of six of which four were built in the United States the other two in Australia.

Commissioned into the RAN in 1983 *Sydney's* deployments included; the 1987 Fijian *"coups d'état"* and the 1990 Bougainville uprising. She received battle honours for her service in Kuwait in 1991 during the Gulf War, and was also deployed to the War in Afghanistan and the 2003 invasion of Iraq.

Other operational deployments include; the 1997 *"Sandline"* affair in Papua-New Guinea and as part of the Australian led *"INTERFET"* peacekeeping taskforce to East Timor in 1999. HMAS *Sydney IV* was de-commissioned after 32 years of meritorious service on 07 November, 2015.

In 1952, after the acquisition of HMAS *Sydney III,* the Royal Navy loaned the RAN HMS *Vengeance,* re-commissioned as HMAS *Vengeance* for a period whilst *Sydney's* sister ship, HMAS *Melbourne,* was being completed. *Vengeance* was one of sixteen *"Colossus class"* light aircraft carriers of about 16,000 tons displacement built in the UK between 1942 and 1943.

From July 1954 the RAN used HMAS *Vengeance* for sea-going training for both *Nashos* and regular recruits until *Sydney* was re-commissioned as a training ship and took over the role. *Vengeance* visited Japan and Singapore during her training cruises but returned to the UK in 1955 with a 1,000 man crew to take delivery of Australia's second aircraft carrier HMAS *Melbourne.*

HMS *Vengeance* was de-commissioned and in 1956 on-sold to the Brazilian Navy and re-named *"Minas Gerdis"*. *Minas Gerdis* remained in service with the Brazilian Navy until 2001 holding the world record for length of service for an aircraft carrier. She was de-commissioned in 2002 and sent to the breaker's yard in India.

HMAS *Melbourne* was a sister ship to *Sydney*, the second last of the *Majestic* class, which became the Fleet's Flagship and continued to operate as the RAN's Aircraft Carrier. However HMAS *Sydney III* was Australia's first aircraft carrier becoming the Fleet's Flag Ship and her service included receiving Battle Honours in the Korean conflict in 1951-1952, Malaysia in 1964 and Vietnam in 1965-1972.



Her motto *"Thorough and Ready"*.

In 1951 *Sydney*, with Captain David H Harries RAN in command, held the record for a light fleet carrier for the number of sorties, *147*, with her complement of Hawker *"Sea Furies"* and Fairey *"Fireflies"* over two days combat in the Korean waters and went on to achieve further distinctions during this conflict and throughout her outstanding service.

In 1955, after being converted to a training ship, *Sydney* sailed for New Zealand on her first training cruise with regular recruits and *Nashos* and remained in this training role until 1958.

In 1962 *Sydney* was again re-commissioned as a fast transport and later became affectionately known as the *"Vung Tau Ferry"* ferrying regular and National Service troops, their ammunition, equipment and stores to the Vietnam conflict on 25 separate occasions from 1965 until Australia ended its involvement with the conflict in 1972.

In 1973 HMAS *Sydney* was de-commissioned after steaming 711,549 nautical miles during her 25 years of magnificent service with the RAN and paid off. In 1975 she was sold for scrap and taken under tow to the breaker's yard at Seoul, South Korea.

Boarding *Sydney*

On arrival at Williamstown Station we formed up and marched to the nearby Williamstown Naval Dockyard where *Sydney*, with Captain Jack *"Mes"* Mesley RAN in command, was berthed alongside the wharf and were overawed by its sheer size especially the height of the flight deck above the water line.



HMAS Sydney III's gangway

Marching smartly up the gangway we turned and saluted the Quarterdeck and turning again saluted the Officer of the Watch and reported for duty.

We were then taken to our allocated *mess* deck to stow our hammocks and sea bags and given instructions on the rules of the *mess* and shown the location of the dining *mess* the *heads* and showers. The *mess* deck was located below the hanger deck towards the bow of the ship with forms provided as seating and a few collapsible tables that were moved to the sides when we rigged our hammocks. Our hammocks were stowed in a fixed wire pen at one side of the *mess*.

The *heads* were closer to the foc'sle *"forecastle"* at the bow of the ship next to the anchors and anchor chain lockers. The cubicles were waist high and open at the top with little or no privacy and the showers next to the *mess*, just through a water tight door, were also open with no privacy.

The important rule when showering was to ensure towels weren't dropped and left in the showers blocking the drains risking flooding.

When our hammocks were rigged there was very little room left to squeeze in-between when moving about and the atmosphere of the *mess* was always hot. The only ventilation throughout the ship being fan forced air which also produced constant noise.

However to quench our thirst we were able to buy a soft drink *"green goffers - goff"* at the ship's canteen as an alternative to drinking water.

Watch Keeping

Whilst at sea we were allocated rotating watches *tricks* which involved being on duty for two hours with two hours off throughout the night and many of us suffered sleep deprivation and this routine took its toll. Coming off watch with the *mess* lit by dim red lights it was easy to drop off to sleep only to be woken up in two hours for the next *trick*. During the day we could fall asleep anywhere including on the seating forms and the hard steel deck regardless of surrounding activity and noise.

In daylight hours we continued to receive instruction in various seamanship activities and lectures and instruction from *Sydney's* Gunnery Officer, Lieutenant Commander L M Ponton RAN, who explained the ship's defences and we witnessed the awesome fire power of her anti-aircraft guns.

Nasho stokers were trained and worked in the boiler/engine room of HMAS *Sydney*. They worked in a pressurised and extremely hot and dangerous closed environment controlled by an air-lock and were made aware of the serious risk of back flash. If both air-lock doors were opened at the same time releasing the pressure very serious burns, if not death, could occur to persons in close proximity of the furnace.

We learned how to man and launch life boats and later we were part of the crew launching a *"Whaler"* life boat in a huge ocean swell in the middle of Bass Strait which gave us all an adrenalin rush that's not been forgotten. Life boats are swung out from their housings clear of the ship and hang from two cables attached to davits and lowered just above the swell and launched by striking a central releasing pin *"Robinson's disengaging gear"*.

The boats hit the water with an almighty bone rattling thump and splash enabling the coxswain to, at the right moment, smoothly steer away from and without striking the side of the ship.

Maintaining the ship was a constant job and any down time during the day was filled chipping paint and applying a new coat. As the saying goes *"if it moves salute it if not paint it"*. During other limited down time playing the card game *"Pontoon"* for matches was the *Nasho* entertainment whereas the regular crew, especially on pay day, played the traditional Navy *"Crown and Anchor"* board game.

Watch keeping involved learning to take the helm under the supervision of the Coxswain and hold the ship on its compass course in accordance with orders from the officer of the watch on the bridge and also how to respond when he gave an order to alter course.

There were telegraphs and gauges and a large compass in front of us that mimicked the orders to ensure nothing was misunderstood. The bridge was a number of decks above the small room in which the wheelhouse was located and the wheelhouse room being fully enclosed left us with no idea where the ship was headed.

The coxswain's job was to immediately respond to orders and keep the ship on course. The officer's order might be, for example *"port 10"*, the coxswain's response *"port 10 Sir"*, then another response when the order was completed *"port 10 on Sir"*, followed by the officer's response *"very good"*.

The next order might be *"amidships"*, and the coxswain's response *"amidships Sir"*, followed by *"amidships on Sir"* when the ship's rudder was back on a straight course and another *"very good"* from the bridge.

All this might seem overdone but there can be no margin for error when manoeuvring a very large ship to keep it on course and therefore orders must be understood loud and clear. A big ship that's underway changes course very slowly and can take several miles to stop or go astern.

We were also given a watch as lookouts on the outer wings of the bridge and could be in this unenviable position for up to two hours, in all types of weather, even when it was very cold, wet and windy. On taking up the post we first had to report the lights we could see on the horizon in positions within our field of vision, an arc slightly wider than 180 degrees, to the officer of the watch and their compass bearings, i.e. *"light bearing green (starboard) 40 degrees Sir"* and officer's reply *"very good"*.



View of Sydney III's Bridge wings

Failure to report the lights when taking over the watch could result in being charged with neglect of duty.

The officer of the watch was obviously aware of the lights and their bearings and had the advantage of a radar screen plus there were other navigation officers and petty officers and leading seamen working and observing on the bridge.

The lookout was just another pair of eyes on the outside to ensure nothing was missed.

Refuelling and Mail Transfers

We witnessed refuelling and mail transfers at sea when *Sydney* refuelled HMAS *Melbourne's* escort HMAS *Warramunga* a *"Tribal"* class destroyer whilst underway.



HMAS Warramunga manouvres alongside Sydney III for refuelling

Warramunga came broadside on maintaining the same course and speed at about 100 yards distance when a line was shot over and a cable *"jack stay"* supported by a boom on both ships to keep the refuelling hose out of the water which was then hauled across and the refuelling commenced.

This exercise took quite some time after which the hose was retrieved and mail transferred using the same set up.

Ceremonial Guard Duty



Pre-1967 White Ensign flies proudly at the stern of HMAS Sydney III

As part of the *Nasho* Ceremonial Guard we assembled every morning on the hanger deck for the *White Ensign* raising ceremony and were lifted up to the flight deck and marched, accompanied by the Ship's Band, with rifles in the slope arms position to the stern flag pole where the *Ensign* was raised.

Then following orders from the officer of the guard performed the ceremony presenting arms for the Royal Salute with *Sydney's* band playing the National Anthem *"God Save the Queen"* as the *Ensign* was raised to the masthead.

It could be quite dangerous at times performing this task, depending on weather conditions, especially in strong winds when the ship was underway and we felt we were at risk of being blown off the deck.

We were instructed to never run if the ship was rolling in a heavy swell and told to just sit down to avoid running over the side. There are no railings on flight decks.

Depending on prevailing wind conditions getting the occasional lung full of terrible fumes emitted from the funnels during a downdraft was also one of the hazards of being part of the ceremonial guard.

Later, at the Garden Island Dockyard, the *Nasho* Ceremonial Guard was given the honour of mounting the guard on *Sydney's* flight deck for the arrival of Flag Officer, East Australia Command, Rear-Admiral Wilfred "*Arch"* Hastings-Harrington CBE CB DSO RAN during his fleet review.

With a fearsome reputation he had previously commanded *Sydney* and wore distinctive *"mutton-chop"* facial hair and despite his reputation the *Nasho* Ceremonial Guard, under the command of Lieutenant Alan Beaumont, passed with flying colours.



Rear-Admiral Wilfred Hasting-Harrington inspecting the Nasho Ceremonial Guard under the command of Lieutenant Alan Beaumont on Sydney III's flight deck

In 1962 Rear-Admiral Hastings-Harrington was Knighted, KBE becoming Sir Wilfred and promoted to Vice-Admiral and First Naval Member, Chief of the Naval Staff.

During his time as Chief of the Naval Staff he had to deal with the consequences of the collision that occurred off the NSW's coast on the evening of 10 February, 1964 between HMAS *Melbourne* and HMAS *Voyager* and the terrible aftermath. *Voyager* sank with the tragic loss of 82 crew.

The Vice-Admiral died in 1965, aged 59.

Lieutenant Alan Beaumont was born at Newcastle, NSW in 1934 and joined the Royal Australian Naval College in 1948 graduating in 1951. He was promoted to Lieutenant in 1954 and during the early 1960's became a Torpedo Anti-Submarine Specialist.

Quickly advancing through the ranks he held several important commands including; HMAS *Ibis (1962)*, HMAS *Yarra (1972-73)* and HMAS *Vampire (1978-79)* and was promoted to Commander whilst Executive Officer of HMAS *Brisbane* during the ship's period of service in the Vietnam Conflict.

During his outstanding career he also held a number of high ranking positions at various Bases within Australia and with the ADF as well as overseas postings with both the Royal Navy and the United States Navy. In 1993 he was promoted to Admiral and became Chief of the Defence Force in April 1993.

Admiral Alan Lee Beaumont AC RAN died in 2004, aged 70.

Training Cruises and Ports of Call

Sydney was soon smoothly underway from the Williamstown Naval Dock Yard wharf and we headed down the calm waters of Port Phillip Bay out through Port Phillip Heads entering Bass Strait. For many of us it was our first voyage and we noticed the marked difference between the relative calm of the bay and the giant ocean swells of Bass Strait.

With the ship constantly rolling and occasionally pitching it was some time before we gained our sea-legs. A small number were sea-sick but this never became an ongoing problem.

Crossing Bass Strait we performed life boat drills and changing course 90 degrees to *starboard* headed to Three Hummock Island off the North West Coast of Tasmania.

Turning 180 degrees we headed east across the top of Tasmania and entered and anchored in the Tamar River estuary. Here we met up with Fleet's Flag Ship HMAS *Melbourne* and both *Sydney* and *Melbourne's* boat crews competed in a rowing regatta. Raising the anchor next day and leaving *Melbourne* we headed down the east coast of Tasmania and observed a large number of bush fires along the coast.

Before we crossed Storm Bay we observed the rugged Tasmanian coastline and Cape Pillar, a spectacular rock formation that had been used by the Navy for target practice during WWII, and headed for Port Arthur. We anchored off shore at Port Arthur for a few days in very deep water and were given overnight *liberty* and ferried ashore. Taking a tour of the convict ruins we learned the sad history of Australia's early penal settlement and convict heritage.

Sydney was headed for Hobart the next day and a number of us decided to hitch hike to Hobart and meet up with her again at the wharf near the picturesque Constitution Dock. We had no trouble getting a lift with an older Tasmanian gentleman who readily agreed to take us all the way to Hobart.

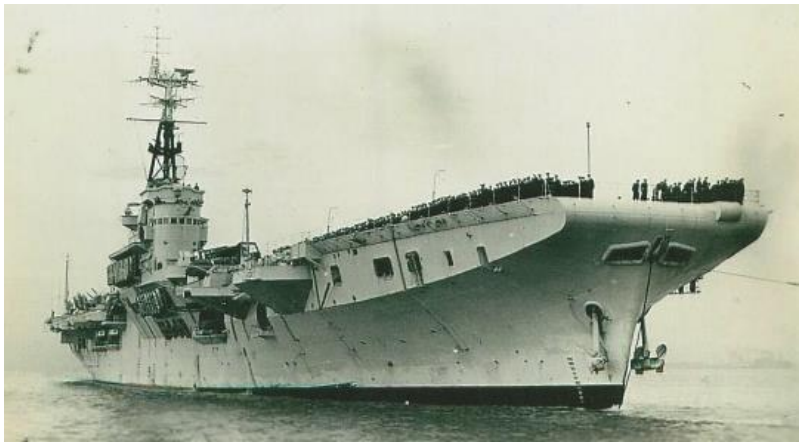
I think it must have been a novelty for him to have the company of a few young sailors for an hour or two.

We found Hobart a very small but quaint city with its spectacular Mt. Wellington backdrop and many beautiful old buildings and trolley buses plus its convict heritage very interesting, and we spent the day walking around the City taking in the sights.

Re-boarding *Sydney* next day we sailed out from Sullivan's Cove down the Derwent and out through Storm Bay to the Tasman Sea, then changing course 90 degrees to *port* headed north on our way to Sydney. We passed the Furneaux Group, Flinders and Cape Barren Islands etc., crossed Bass Strait and on past Gabo Island and Cape Hicks.

Entering into Two Fold Bay we anchored overnight without going ashore but we were able to view from a distance the ruins of the early settlement of Boyd Town and the relics of the now disused whaling station.

Up-anchoring from Two Fold Bay the next morning we again headed north and watch keepers on the bridge *port* side wing were ordered to observe and report the important lights along the coast of New South Wales i.e. Green Cape, Montague Island, Point Perpendicular, Kiama and Macquarie, just to name a few. *Sydney* performed a number of overnight speed trials as she moved up the east coast reportedly reaching 27 knots at one stage which is a great turn of speed for such a large ship. Watch keepers on the outer wings of the bridge endured biting cold winds and sea spray coming up over the flight deck as the ship surged powerfully ahead.



Sydney III ship's company and Nashos dress ship on entry to Sydney Harbour

Entering Sydney Harbour the ship's company dressed ship and wearing their blue number one uniforms *Nashos* lined the perimeter of the flight deck standing at ease facing out and took in the spectacular foreshore as we progressed down Harbour to berth at Garden Island Naval Dockyard.

It was very moving when the magnificent Sydney Harbour Bridge came into view and indeed a very proud moment for many of us especially those on their first visit to Sydney.



The magnificent Sydney Harbour Bridge comes into view as we round Bradley's Head

I couldn't help thinking how the *"Diggers"* must have felt as they too saw this wonderful sight when returning home from WWII.

We spent a few days *liberty* in Sydney taking in the sights of the city and the night life of Kings Cross and attended a dance and generally had a great time.

However before we were given *liberty* we had the usual inspection process and the obligatory lecture on expected behaviour and, unexpectedly, given advice regarding the consequences of becoming involved with Sydney's notorious prostitutes.

Without going into too much detail this lecture left most of us with no thoughts of ever becoming mixed up with "*ladies of the night"* however those who may be tempted were given the option of taking a Navy *"blue light outfit"*.

At night we bedded down at *"Johnnies"*, aka the *"Snake Pit"*, which was an establishment for Navy personnel when on leave in Sydney providing dormitory style beds, meals *scran* and a wet canteen. Melbourne had a similar establishment next to the Exhibition Building in Carlton, just north of the city, called the *"White Ensign Club"*, aka *"Screamers"*.

Whilst at *liberty* in Sydney, following a heavy night out, I managed to get myself into terrible strife. Two of us *liberty* men got separated from the group and were walking down Castlereagh Street *"skylarking"* when we were picked up by the NSW Police *"Civil Power"* and taken to Central Police Station and locked up overnight at the watch house with a number of civilians who were also the worse for wear.

During the night a fight broke out and we became involved in the thick of it and by morning our clean white number six uniforms were in quite a mess and covered with blood and dirt.

Next morning we were escorted into the Magistrates Court by Police and received a thorough dressing down by the Magistrate. A *Sydney* Sub-lieutenant represented us in court and we were released without charge into the custody of Naval Police *"Crushers"* and escorted back to the ship.

Back on board *Sydney* we were paraded as *"Captain's Defaulters"* in front of the ship's company and given another very serious dressing down by Captain Mesley receiving the penalty of loss of leave for two weeks and also docked a day's pay.

The Captain's dressing down is seared into my memory never to be forgotten but fortunately this is the only blemish that appears in my otherwise good record of service.

Leaving Sydney we headed out of the Harbour and back down the east coast on our way to Melbourne during which *Sydney* performed a number of exercises in conjunction with other ships of the fleet i.e. refuelling and mail transfers.

On one occasion HMAS *Anzac II* a *"Battle"* class destroyer performed a number of manoeuvres in tandem with *Sydney* including personnel exchanges. Coming broadside on a line was shot over and a cable hauled across supporting a boson's chair similar to the refuelling exercise to enable the transfer. Completing the exercise *Anzac* powered away like a speed boat performing a tight 180 degree turn to *starboard* leaving *Sydney* in her wake.

Arriving back in Melbourne we berthed at Station Pier, Port Melbourne disembarked and boarded a train back to *Cerberus* and resumed training.

Sporting Events



Presentations of Staff Officers' and Instructors' Shield for inter-class competween each entry of National Servicemen.

As an initiative, the 1951 National Service Training Officer, Commander R T Power RAN, instigated inter-class sports competitions between classes for each intake. The perpetual trophy named the *"Staff Officers and Instructors Shield"* which had a smaller shield added with each intakes winning class' number and rating and the shield was then presented to the winning team. This generated very keen competition and the shield remains on display at the comprehensive and historic HMAS *Cerberus* Museum. The first competition was won by *Blaxland I's* Class 20.

It was football season when we returned to *Cerberus* after our service at sea and the training staff organised *"Aussie Rules"* and *"Rugby"* teams made up of *Nashos* to compete between themselves and local teams as well as the base's regulars which provided a welcome break from the daily training routine. This was where we extracted revenge on the perpetrators of the taunts received when we first arrived at the Depot.

A number of *Burke II* intake's recruits were talented *Aussie Rules* footballers who later became champion players in the Victorian Football League *(VFL)* therefore we had no trouble in delivering a no holds barred, sound thrashing, especially to the regulars.

There were also relay race competitions and teams of swimmers and cross country runners were selected to compete in organised events swimming in the cold water of the outdoor pool and running across and around the base.

Being involved with both *Aussie Rules* football and athletics I managed to be selected and competed in both events.

Major Parades at *Cerberus* and the Final Passing-out Parade

There were several major parades apart from Friday Divisions, Sunday Church parades and payday parades during our time at *Cerberus* including inspections by the base Commander Commodore John Plunkett-Cole.



Nashos on parade at HMAS Cerberus

The whole base turned out in blue number one uniforms and marched across the parade ground to the accompaniment of the *Cerberus* band playing the Royal Navy's *"Hearts of Oak"* and our Australian favourite *"Waltzing Matilda"*.

Pay day parades involved forming up in classes and marching smartly forward when our names were called, saluting the Paymaster Officer, removing and upturning our caps to receive our pay then, stepping back, turn and march back to our classes.

One special parade was held for the visit by acting Minister for the Navy, the Honourable Senator John Grey Gorton MP, representing the Minister the Honourable Charles Davidson MP.

A very large contingent of Navy personnel and *Nashos* participated and the *Nasho* Ceremonial Guard formed part of the welcoming ceremony.

John Gorton was a fighter pilot during WWII with a distinguished flying record and became a very popular Politician. In 1958 he became Minister for the Navy and held this portfolio until 1963.

In 1968, after he moved from the Senate to the House of Representatives, he became Australia's 19th Prime Minister.

Sir John Grey Gorton GCMG AC CH died in 2002, aged 90.

Our Final Day and Class Farewell Dinner

When it became known that we were the very last intake of Navy *Nashos* a lot of undercover planning got underway regarding the sort of *"shenanigans"* we could get up to as a fitting finale to our time with *"Her Majesty's Senior Service"*.

The night before we were to be shipped back to civilian life to resume our former mundane lives and occupations we got up to a number of relatively harmless pranks;

Two small but very heavy antique cannons that stood guard at the entrance to the administration block were hauled away and placed prominently outside *"J Block"* guarding the *Nasho* mess and I have to admit to being part of this prank.

Although I wasn't personally involved there were also reports that:

A heavy *"Whaler"* lifeboat was manhandled across the parade ground and launched into the indoor swimming pool and dining mess *scran* trays were also thrown into the pool.

The Commodore's pennant was hauled down from outside the administration block and replaced with a make shift *"Jolly Roger"*.

Inexplicably a skeleton escaped from the sick bay and was said to be found sitting in training officer Lieutenant Alan Beaumont's office chair with an obituary tied around its neck *"In memory of our training officer who worked himself to the bone for us Nashos"*.

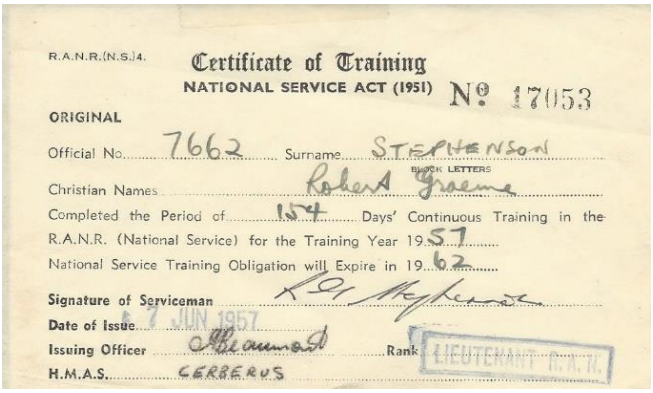
It would be naive to think that past intakes hadn't got up to similar *shenanigans* and that the Navy were unaware we would be up to pranks therefore before we could depart we were ordered to restore our handy work back to its former state. Fortunately there was no damage.

Boarding the train after a final inspection in our blue number one uniforms *square rig* we headed for home and class SN1 and some of the training personnel met later that evening for a farewell dinner at a Melbourne hotel.



Class SN1 enjoying their farewell dinner

On discharge the only requirement we were obliged to meet, apart from being available for call up for overseas service if required for the next four and a half years, was to send the Navy an annual report card advising our state of fitness to serve and any change of address.

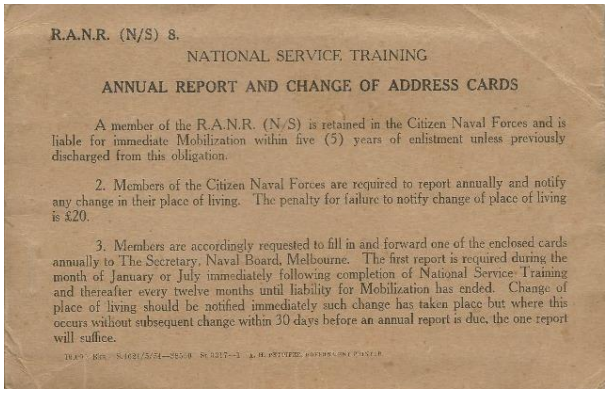


R.A.N.R.(N.S.)4.

Certificate of Training
NATIONAL SERVICE ACT (1951) No. 17053

ORIGINAL

Official No. 7662 Surname STEPHENSON
BLOCK LETTERS
Christian Names Robert Graeme
Completed the Period of 154 Days' Continuous Training in the R.A.N.R. (National Service) for the Training Year 19 57
National Service Training Obligation will Expire in 19 62
Signature of Serviceman R G Stephenson
Date of Issue 17 JUN 1957
Issuing Officer [illegible] Rank LIEUTENANT R.A.N.
H.M.A.S. CERBERUS



R.A.N.R. (N/S) 8.

NATIONAL SERVICE TRAINING

ANNUAL REPORT AND CHANGE OF ADDRESS CARDS

A member of the R.A.N.R. (N/S) is retained in the Citizen Naval Forces and is liable for immediate Mobilization within five (5) years of enlistment unless previously discharged from this obligation.

2. Members of the Citizen Naval Forces are required to report annually and notify any change in their place of living. The penalty for failure to notify change of place of living is £20.

3. Members are accordingly requested to fill in and forward one of the enclosed cards annually to The Secretary, Naval Board, Melbourne. The first report is required during the month of January or July immediately following completion of National Service Training and thereafter every twelve months until liability for Mobilization has ended. Change of place of living should be notified immediately such change has taken place but where this occurs without subsequent change within 30 days before an annual report is due, the one report will suffice.

Navy National Servicemen's Memorial



Nasho Memorial Service HMAS Cerberus 2014

In 2005, as a result of an initiative by the Victorian NSAA in conjunction with its Mornington Peninsular sub-branch and the RAN, a special Memorial to Navy *Nashos* was installed in a rose garden opposite the Memorial Chapel of St Mark at HMAS *Cerberus*.



Memorial Service 2014

The Memorial was unveiled on 11 September, by Victorian NSAA President Douglas W Black and *Cerberus* Commanding Officer Captain R W Richards RAN. It was a very special day for Navy National Servicemen and several hundred *Nashos* and their families attended and, following a march, a commemoration service was held in the Memorial Chapel of St. Mark to celebrate our service. The service was conducted by Victorian NSAA Chaplain, Gordon Hoskins, and Navy Chaplain, Andrew Constance. The guest speaker was the Honourable Greg Hunt MP, Federal Member for Flinders.

The Mornington Peninsular sub-branch in conjunction with the Navy hold an annual march and service at the Memorial in September each year.





The HMAS Cerberus Band leads Nashos on Parade on 28 September, 2014



HMAS Cerberus Commanding Officer Captain Steve Bowater RAN takes the Nasho salute on 28 September, 2014



The Australian White Ensign flies proudly at the Annual Nasho March and Memorial Service at HMAS Cerberus on 28 September, 2014

Author's Notes and Acknowledgements



R/Sm Robert Stephenson 1957

This project started out as a memoir of my Navy National Service for handing on to our children and grandchildren. However after extensive enquiries I found, to the best of my knowledge, that the history of Navy *Nashos* has never been fully documented. I decided therefore to expand it to add further interest and include details of Post WWII Conscription (*National Service)* - a brief history of the main *Nasho* training base HMAS *Cerberus* - plus the Ships of the Fleet that were used for sea-going training. Receiving encouragement and support from the former Navy *Nashos* mentioned later in the acknowledgements, and many others, this is the result.

I trust the document will not only prove to be of interest to Navy *Nashos* and their families and bring back many great memories but also be of interest to many other *Nashos* who served with both the Army and Air Force.

Obtaining acceptance for National Service with the Navy, *Her Majesty's Senior Service*, was almost impossible unless the applicant had either a serving or former family member in the Navy or was a Naval Cadet and I have empathy with those who nominated a preference for the Navy at their initial *Nasho* interview but were given no choice but the *"Pongos"* - Army.

Fortunately I had the advantage of having a close relative, E W (*Jake)* Linton, who joined the Navy as a recruit seaman in 1952 and became a Navy Clearance Diver, and I'm much indebted to *Jake* for providing my entry into the Navy and for his valuable assistance and advice with this project.



Commander E W (Jake) Linton BEM MCD RAN

Although I was unaware at the time of joining *Sydney* for my sea service I was surprised to find that *Jake* was also aboard as part of the Ship's Clearance Diving team. *Jake* went on to have a long and outstanding career as a clearance diver serving on HMAS *Sydney* as well as many other Ships of the Fleet and commanded Clearance Diving Team 3, 8th Vietnam deployment, destroying enemy ammunition dumps and unexploded ordinance.

Highlights of his career include overseas postings with both the Royal Navy and the United States Navy and he commanded the *"Ton Class"* Minesweeper HMAS *Curlew* in 1975 and again in 1979. He received a number awards including the BEM in the Queen's birthday honours in 1961 for his skilful and heroic diving as a member of the RAN's Clearance Diving Team clearing blockages at Lake Eucumbene for the Snowy Mountains Authority. *Jake* was highly regarded by the navy progressing through the ranks and was appointed Officer in Charge of the RAN's Clearance Diving School in 1982. Commander E W *(Jake)* Linton BEM MCD RAN retired in 1986 and is currently Co-Patron of the RAN Clearance Diving Association.

Additional sources of information were obtained from *"The Sea Power Centre"* in Canberra and I thank senior Navy Historian, Lieutenant John Perryman CSM RANR, for his assistance and advice.

Special thanks also to Mrs. Toni Munday, curator of the HMAS *Cerberus* Museum, for providing archival copies of the Flinders Naval Depot's journal *"Spindrift"* which feature stories on *Nasho* activities, plus copies of information and photos held in the Museum, and for her much valued ongoing support of Navy National Servicemen.

Thanks also to the staff at the AWM Canberra's Research and Art Departments for their helpful advice and the Executive Office for approval to include the photo of the painting of HMAS *Sydney III*.

Research staff at the Museum of Democracy - Old Parliament House, Canberra, were also very helpful checking the 1957 Hansard of both the Senate and House of Representatives for the movements of Navy Minister, Charles Davidson, and Senator John Gorton.

The National Archives of Australia also proved to be a valuable resource and I thank Senior Reference Officer, William Edwards, for his assistance with navigating the Navy's voluminous archived files enabling me to view my original *Nasho* records and service history.

I must again thank those who contributed and managed to jog my fading memory and especially those whom provided copies of the many wonderful photographs they managed to keep all these years:



R/Sm Ian Shepherd 1957

Ian Shepherd 7656 *(NS)* an electrical engineer from Sydney joined the *RANR* in 1956. He trained at HMAS *Rushcutter* prior to being called up for *National Service* in the 1957 *Burke II* intake and was allocated to class E22 as an electricians mate *(E/M2).* After completing his *Nasho* service in 1957 Ian continued serving with the *RANR* until 1960.



R/Sm Clifton Swift 1957

Clifton Swift 7661 *(NS)* worked for the Postmaster General's Department *(PMG)* in Bendigo, Victoria and joined the Naval Cadets in 1953 prior to being called up in the 1957 *Burke II* intake. He was allocated to class SNI and trained as a seaman gunner *(SG/Q)* and was one of my class mates.



R/Sm Alan Turner 1955

Alan Turner 6129 *(NS)* a mechanical engineer from Melbourne had two older brothers who served with the Navy during WWII one of whom served on HMAS *Australia II.* In March and April, 1942 *Australia,* one of two of the RAN's "*Kent Class"* heavy cruisers, was deployed with the US South West Pacific Fleet's ANZAC squadron as Flag Ship of Task Force 17 and he was a member of *Australia's* crew on 07 May, 1942, during the "*Battle of the Coral Sea".* Alan was called up in the 1955 *Sturt* intake and allocated to class 5-EN22 and trained as a stoker *(M/E2).* As an active member of the Victorian NSAA Mornington Peninsula sub-branch he is involved with organising the annual *Nasho* march and memorial service at *Cerberus.*

Much of the detail of the 1957 *Burke II* intake's recruit training and sea-going activities is however based on my own experiences and fading recollections which are now fifty eight years old and whilst there are sure to be some errors I take full responsibility for all of them.

On reflection I quite vividly remember how lost I seemed to be for some time after being discharged and for a while contemplated signing on again missing the Navy lifestyle and the camaraderie of my former shipmates.

However this slowly diminished and I finally managed to settle back to my old job and went on to have a long, rewarding and successful career working around Australia mainly in project management in the specialised field of major glass installations in high-rise building construction.

After completing their National Service obligation many continued serving with the *RANR* and I have no doubt the RAN, given another opportunity, would again welcome training National Servicemen with a similar variety of skills, enthusiasm and dedication the 1951/1957 *Nashos* brought with them to boost the numbers of reservists and enhance the *RANR*.

Recommended Reading

- The Australian Centenary of Defence Volume III, *"The Royal Australian Navy"* edited by David Stevens - Oxford University Press - 2001.
- Kit Muster, *"Uniforms, Badges and Categories of the Australian Navy 1865-1953"* - John Perryman - 2012.
- Royal Australian Navy Operations 1965-1972, *"Australia's Navy in Vietnam"* second edition by John Perryman and Brett Mitchell - Sea Power Centre, Australia - 2012.
- The Search for HMAS *Sydney* - *"An Australian Story"* - edited by Ted Graham, Bob King, Bob Trotter and Kim Kirsner - 2014
- United and Undaunted -*"The First 100 Years"* - E W Linton and H J Donohue - 2015.

Also by Robert Stephenson

"Nasho News" articles published in Queensland's NSAA Newsletters;

- HMAS *Sydney II* - *"Gone but never to be forgotten"* - issue 115 March, 2014
- HMAS *Cerberus* -*"Navy Nasho Memorial"* - issue 119 February, 2015
- February 19th, 1942 - *"WWII came to Australia"* - issue 122 November, 2015



HMAS *Sydney III,* the RAN's Flag Ship, under the command of Captain David H Harries RAN on deployment in Korean waters in 1951 launching a Hawker *Sea Fury* fighter as a storm approaches. Fairey *Fireflies* are lined up on deck. HMAS *Sydney* is flanked on either side by her destroyer escorts - HMAS *Tobruk* and HMCS *Sioux.* A rescue helicopter is hovering above. *Sydney's* role with the United Nations taskforce during the Korean conflict consisted predominately of direct attacks on ground targets to assist ground operations.

The aircraft are from RAN Squadrons - 805 and 808.

Painting by: Ray Honisett - 1975 - oil on canvas. From the Australian War Memorial Gallery.

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