

# VOICE PIPE

TINGIRA AUSTRALIA ASSOCIATION

VOLUME 4    Number 1    February 2014



**COLLINS '66** - Where are they now?

**SPECTACLE ISLAND** - Tingira's Treasure Island

**SYDNEY 2015** - Next JR Reunion?

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**CAPTAIN ELMSLIE** - Sobraon's best!



## TINGIRA AUSTRALIA

Committee  
2013 - 2014

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*All official communication and correspondence to be sent to the Association Secretary via email or mail, address above.*

*No other correspondence in any format will be recognised.*

## Friends & Mates ...

So where are they now?

That's the biggest question I get asked as the Tingira Association Secretary.

There are so many descendants of the original 'Tinny Boys' here in Sydney and I think they all know I'm combining the facts for a possible future book on all things Tingira!

Then there is our lot. The Leeuwin boys are just starting out in this history caper, we are now converting from pen and paper to keyboards and pads. Getting your head into the savvy mode to post, chat and research on the Facebook forums is where many of our former Junior Recruits today are discovering old friends and new mates.

Finding shipmates after 30 years is certainly a thrill as it seems like yesterday when you enjoyed the thrill of making such contacts with our Leeuwin buddies.

Congratulations to Ian Dunn over west who has got his hands on thousands of our original photos, informative website, link page 18. This is just the start for where we can go with technology now a major player in family history.

And that is what our association is all about. Trying to lay a base for the former navy men to re-unite with each other, friendships, past present and future! At the same time building an association that can continue the good work and mirror the achievements our original Tingira sailors when they set up their ship's association many decades past.

The year ahead offers many opportunities to put forward your hand of friendship to some old shipmates. There will be more commemorations and ceremonies in the next five years than ever before with many 100 centenaries from the great war. Our connection is the many Tinny Boys who served on Sydney, Australia and many other fleet utilities during first and second wars.

Our first Tingira committee has worked well over the past 11 months. We now go to AGM next month (*March 1st, followed by the Tingira dinner*) with a firm belief we can move on with delivering a great association with new boundaries for our history, past, present and future.



**MARK LEE**  
Editor - Voice Pipe

### FRONT COVER

*HMAS Leeuwin  
'Tinny Boys'  
from the 1966  
Collins intake.*



Voice Pipe is published on behalf of the Committee for the Tingira Australia Association Inc, for past members of HMAS Leeuwin Junior Recruit Training Scheme.

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# Big Plans in Progress ...

Tingira President Greg Read is in discussions with Wollahra Council proposing a major upgrade to Tingira Memorial, Rose Bay. Council advised they would take this opportunity to upgrade the surface and facilities of the Tingira Park and warmly welcomed the proposal.

This could be a grand occasion.

11th November 2015, 31 years to the day after the Hawk Labor government closed the gates on Junior Recruit Training Establishment HMAS Leeuwin is the target date to reunite JR's for another mass reunion, this time in Sydney at the birthplace of Tingira.

"2015 is the Centenary of ANZAC, with the Gallipoli commemorations commanding lots of attention, working towards Remembrance Day in November will be more suitable for all to have a reunion for our members and all former JR's" said Tingira President Greg Read.

A final decisions will be announced in the very near future and we will seek a few members to step up and form a subcommittee with a few members from the Tingira committee to make the memorial refurbishment happen and then another sub-committee to co-ordinate the re union.

"Stand by," is the message from the Tingira committee after last weeks quarterly meeting.

## ANZAC Day Sydney Melbourne & Perth Tingira Boys to march...

Tingira committee plan to one day have the Tingira flag and the association banner displayed in every capital city of Australia on ANZAC Day by our members For now, just in our third year we are confident we can add Melbourne and Perth to our successful Sydney contingent.

Final details are still in the planning with the new LJR's, so it's a case of watch the Tingira website, Facebook and your email box over the next six weeks for the final details from each state.



## New Tingira Website ...

[www.tingira.org.au](http://www.tingira.org.au)

Tingira President Greg Read SC, with his fellow committee members recently launched the new Tingira Association website.

After many months of deliberation it was decided that the 'PayPal' system was the most secure and modern format to bring a commercial aspect to the website to allow on line transactions. This is for membership, memorabilia and in future for function bookings.

"Already a few ex JR's have found our web site during our testing period over the past two months and did us a big favour by placing orders for membership and our new range of polo shirts and caps" said Greg Smith at the launch at ANZAC House in Sydney.

"Secretary Mark Lee is our major source of contact within our organisation and via the website email is the only method of contact. We believe if it is in writing and directed at one person with authority to make decisions and pass to relevant persons, we will have a prosperous communication trail to assist our present and future members" added Greg.

The site is always in continuous development - we are always seeking new story lines for JR's who have 'Done good' since their days of leaving those gates at Leeuwin. The direct link on front page to 'Navy News' takes you to all their past issues in their RAN library section and our own library of 'Voice Pipe' newsletters are tucked in behind our front page button for reference. If you have some news on JR's or an intake reunion activity, please contact the Secretary and we will publish and highlight as our numbers in Tingira continue to grow.



# Tingira Annual Dinner ...

## Added glitz for our glammers

The annual Tingira Dinner will this year go over the Harbour Bridge once again to a new venue on Sydney's north side at the former North Head Army Barracks, Manly.

The evening will be one of style and glitz as we will be located in one of Sydney's most respected 'Art Deco' buildings, the former SGT's mess.

Tingira Vice President, David Ruckert, has been the catering manager in this establishment for many years as a member of the Federal Police Force, after his many years experience in the navy catering department..

The SGT's mess is now under private management with the Milestone events group and they have welcomed us to have an evening with a very different ambiance from our two previous dinners at



HMAS Penguin Wardroom and Club Rose Bay.

The Tingira Boys will be spic and span 'Gatsby style' with their swish black suits and Tingira ties, partners have been asked to display their most elegant evening attire with a 1930's art deco flare of fashion, to compete with the room. A great prize is on offer for the best dressed couple of course! A great night of fun and entertainment is assured with several surprises!

If you're planning a big night or a big weekend, the old Manly Quarantine Station is now a resort style hotel 'Q. Station'. Only a very short stroll from the SGT's mess front door.

Could not think of a better part of Sydney to escape for 48 hours!







Tingira Australia Association President Greg Read SC,  
with committee members and their partners  
of the  
Tingira Australia Association  
invite all members and friends of Tingira  
to their prestigious

# ANNUAL MESS DINNER Saturday 1st March 2014

OLD SGT'S MESS  
*(Former School of Artillery)*  
NORTH HEAD ARMY BARRACKS  
MANLY NSW AUSTRALIA  
One of Australia's premier 1937 art deco buildings

6.45 - Arrival refreshments  
7pm - Tingira - AGM  
7.30 - Mess dinner

## DRESS

Gents: Black suit Tingira Tie - Miniature Medals  
Women: Evening attire with 30's art deco flare

Prize for best dressed couple

## DONATION

\$90 per person

## RSVP

Wednesday 26 February 2014  
Bookings essential — only 70 seats available

Email Secretary - [tingirasec@gmail.com](mailto:tingirasec@gmail.com)  
MasterCard - Visa - Cheque

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[www.TINGIRA.ORG.AU](http://www.TINGIRA.ORG.AU)

# HMAS LEEUWIN

## Junior Recruit Training Establishment



### Where it all began ...

**HMAS** Leeuwin was a shore establishment of the Royal Australian Navy, located in Fremantle, Western Australia.

Commissioned in August 1940 as the naval depot for Fremantle, the base was adopted for use as a training facility after World War II: initially for reservists and national servicemen, then as the Junior Recruit Training Establishment from 1960 until 1984. Decommissioned from naval service in 1986, the base was later reopened under the control of the Australian Army as Leeuwin Barracks.

Leeuwin was commissioned into the RAN on 1 August 1940 as the naval depot for Fremantle. The base was named after the Dutch galleon Leeuwin (lioness), which accidentally discovered the south-east coast of Western Australia in 1622, while sailing to Batavia; this was later recorded on the Caert van't Landt van d'Eendracht, a 1627 map by Hessel Gerritsz and one of the earliest maps of Australia. The original facility was centred around a drill hall constructed in 1926 in East Fremantle, but Leeuwin was relocated in 1942 to Preston Point, on the other side of the Swan River.

After World War II, Leeuwin was tasked with training reservists and national servicemen. The base was reclassified as the Junior Recruit Training Establishment (JRTE) in 1960: boys who joined the RAN between the ages of fifteen years and six months and sixteen years

and six months, would attend the JRTE for a year of secondary education along with basic naval training, before they were sent to other bases for training in their speciality.

The first JRTE intake consisted of 155 recruits, and by the end of the decade, over 800 junior recruits and 100 officer candidates were in residence.

The JRTE was closed in 1984, after having educated 12,074 recruits: the improving quality of education in Australia meant that the RAN no longer felt the need to provide secondary education to those wishing to join the navy. Leeuwin was decommissioned on 11 November 1986: one of several RAN facilities closed during the late 1980s and early 1990s because of funding cuts and the rationalisation and consolidation of shore bases.

Control of the base was handed over to the Australian Army, which operated it as Leeuwin Barracks. The Army began using the base in 1987 for the Western Australia University Regiment, initially as temporary accommodation along with Irwin Barracks, then permanently by 2009. The Barracks provides support for personnel of all three branches of the Australian military in the Fremantle area. The RAN maintains control of the wharves and boat-sheds, and uses the base to host the Fremantle Port Division of the Royal Australian Navy Reserve.

# Captain Elmslie Sobraon's best ...



Tingira Secretary Mark Lee was recently contacted by a fellow RSL NSW member from the South Coast, Mr. Malcomb Elmslie.

Malcomb is the great grandson of the Clipper Ship Sobraon's long standing Commanding Officer, Captain J.A. Elmslie.

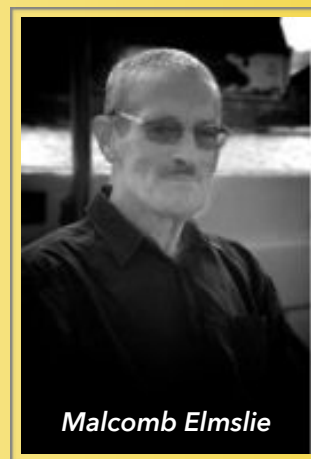
Clipper Ship Sobraon went on to become the Navy's first training ship HMAS Tingira in 1912.

Planning a trip to Sydney to visit the 'Tingira collection' at the RAN Spectacle Island holding sheds, Malcomb invited Mark to join him on a private tour, compliments of the navy's historical Officer and inspect up close all things 'Tingira' in this famous naval collection.

Page 14 & 15 provides pictures and words to tell the story of that wonderful afternoon in Sydney when two persons with the same passion meet for a first time. Combined here with a reprint of the famous resume - Captain J.A. Elmslie.



*Captain J.A. Elmslie*



*Malcomb Elmslie*

## Clipper Ship Sobraon

Detail history the  
Clipper Ship  
SOBRAON and her  
Commanding Officer,  
a very creditable  
Captain Elmslie ...



**The Sobraon was built by Messrs. Hall, of Aberdeen, to the order of Lowther, Maxton & Co., the tea clipper owners, and launched in November, 1866. She was the largest composite ship ever built, being constructed of solid teak with iron beams and frames; she was copper fastened and classed 16 years A1. Her lower masts were of wrought iron, and her topmasts and lower yards on each mast of steel.**

On her first two voyages she carried skysails, but these were found to make her rather crank and so were done away with. In the eighties she followed the fashion and was fitted with double topgallant yards on her fore and main masts. With all sail set, she had a spread of just 2 acres of canvas.

Mr. A. G. Elmslie, who served on her for 11 years under his father, from apprentice to chief officer, gave me the following account of her sailing qualities:

A glance at the perfect lines of the ship in dry dock would be quite sufficient to show there was nothing to stop her from going through the water, and I can honestly say that during my 11 years I never saw any other sailing ship pass her in a breeze with on a wind or before it. The fact of the Sobraon being first

intended for an auxiliary steamer and having the two stern posts, the space between which was filled up with solid timber, gave her a perfect run, and her bows were as fine as any yacht's. Runs of over 300 knots when running down the easting were frequent. On one occasion over 1000 knots were covered in three days and over 2000 in a week. Three hundred and forty knots in the 24 hours was the best run made. I have seen over 16 knots reeled off by the log. This was with the wind some 2 or 3 points on the quarter, which was her best sailing point. On a wind and sailing within 5 ½ points, she could do her 7 to 8 knots goods.

On her first five voyages from 1866 to 1871, the Sobraon sailed to Sydney, and after that, from 1872 to 1891, to Melbourne, always returning via the Cape of Good Hope instead of the Horn.

Her fastest trip to Sydney was 73 days and to Melbourne 68 days. On the latter passage she sighted Cape Otway on the morning of the 60<sup>th</sup> day out, but then had light variable winds, which spoiled what promised to be a 61 day passage.

Most of her outward passages were between 70 and 80 days, but it must be remembered that she was never driven hard out of consideration for her passengers, or there is little doubt that she would have gone to lowering the golden cock at Thermopylae's masthead. On her first voyage to Sydney in 1866-7, she went out in 75 days and came home in 78.

Lowther & Maxton only owned her for a few years, and from the first she loaded as one of Devitt & Moore's monthly line of packets to Australia, the latter firm buying her outright about 1870.

On her maiden voyage, the Sobraon was commanded by Captain Kyle. In 1867 he was succeeded by Lieut. J.A.Elmslie, RNR, who had her for the rest of her active career, from 1867 to 1891, a period of 24 years.

Captain Elmslie commenced his career in 1842 and for several years traded out to India and China and later to Australia in the well known London ships La Hogue and Parramatta. Prior to taking the Sobraon, he commanded the ill-fated Cospatrick, from 1863 to 1867. His brother, who was afterwards lost in her in 1873, succeeded him in command of that ship.

Captain Elmslie's name was so closely and for so long associated with that of the Sobraon, that passengers were no doubt as much attracted by the one as by the other. In fact there were many instances in which they booked their passages solely on account of the name of the commander. While being a strict disciplinarian and respected by all who sailed under him, he was, at the same time, kindness itself and laid himself out on every occasion to study the interests of his passengers. The fact that the Sobraon never had anything approaching a serious loss of spars or sails may be safely put down to his never ceasing attention to the ship and the weather. He was always about, and his keen sense of watchfulness and duty readily imparted itself to his officers and crew.

Captain Elmslie was elected a Younger Brother of the Trinity House on the 1<sup>st</sup> of September, 1868,, and he would have been elected and Elder Brother many years before his death had he been eligible, but the fact of his never having served in steam barred his.

No greater proof of the popularity of the Sobraon and her captain can be given than the length of time both officers and men stayed in her. James Cameron, who was foreman shipwright at the building of the Sobraon, served as carpenter on her during the whole time that the ship was afloat-service 1866 - 1891.

James Farrance serviced 16 years as Able Seaman and boatswain. Thomas Routledge served 10 years as sail maker. This length of service on the part of her petty officers is easily a record.

And amongst well-known seamen who learnt their craft in the Sobraon were: Captain R. Hoare, apprentice to chief officer, 1872 - 1882 (a commander in the Orient Line and Elder Brother of Trinity House). Captain F. Northey, apprentice to chief officer, 1867 - 1869 & 1874 - 1882 (afterwards commanded the John Rennie). Captain A. E. Baker, apprentice to chief officer, 1887, (afterwards commander in the P&O.

Captain Elmslie also had his first and second sons with him. C. T. Elmslie, the eldest, as apprentice before going into the P&O and Captain A.G.Elmslie from apprentice to chief officer, 11 years from 1880-1891.





The Sobraon's crew usually consisted of captain, four officers, eight apprentices, carpenter, sail maker, boatswain, engineer, two boatswain's mates, 26 AB's, four O.S.'s, two boys, 16 stewards and two stewardesses, total 69.

Only one voyage was made in each year, the sailing date from London always being the latter end of September and from Australia early in February.

From her immense carry capacity, the cargo was invariably a good source of revenue. Owing to her regular sailing there was never any difficulty in getting a full hold, and this applied especially to the homeward run, when her cargo consisted chiefly of wool and wheat. It was, however, as a crack passenger ship to Australia that the Sobraon was most celebrated as she never formed one of the fleet which raced home to be in time for the February wool sales. Indeed, on the homeward run she usually touched at Capetown and always at St. Helena, these breaks in the passage being very popular with passengers.

At St. Helena the ship made a regular stay of about 3 days, and this visit was as much looked forward to by the inhabitants of the island as by the Sobraon's passengers. As a rule about 100 tons of cargo, consisting of flour,

corn, preserved meat, etc., were landed there and occasionally a few bullocks were taken there from Capetown. While the Sobraon lay at St. Helena, the passengers roamed the Island, climbed the 699 steps to the barracks, visited Longwood and Napoleon's tomb and generally enjoyed themselves. Captain Elmslie also made a habit of giving a fancy dress ball on board before leaving, to which all the elite of the Island were asked.

Sobraon's passenger accommodation was unequalled for a sailing ship. She only had a short poop, but her first class saloon reached from right aft to within 20 feet of the foremast, and was 200 feet in length. The second class saloon took up the remaining space in the 'tween decks, with the exception of 20 feet in the eyes of the ship, which was bulkheaded off as a store room and sail locker.

The number of first class passengers on the outward trip averaged close on 90, with 40 in the second saloon. There were generally a few less coming home. Owing to the good accommodation and to the fact that the voyages were timed for the finest climatic conditions, there were always a fair number of invalids booked and a good many of them made the round voyage. And there were instances, also, of marvellous cures aboard the Sobraon.

In her early days she took many notable people out to Australia. Lord and Lady Belmore and their suite went out in her, the former to take up the Governorship of New South Wales. It was on this voyage that the Duke of Edinburgh was in Sydney while the Sobraon lay there; and it was at his request that she was made the flagship at the Sydney Regatta. Captain Elmslie had the honour of entertaining and being entertained by the Duke on several occasions, and on his return passage brought home numerous cases of curios collected by the Duke while in the East.

On the next voyage the Sobraon took out Mr. Ducane, the new Governor of Tasmania, and his suite.

Fresh food was obviously a necessity for the class of passenger carried, and the following live stock were carried on each passage three bullocks, 90 sheep, 50 pigs, and ducks. Fresh water and plenty of it was always procurable - a large condenser running every alternate day; there was an ice chamber, also, in which several tons of ice were stored.

The Sobraon came through her 25 years' active service with significantly little damage at the hands of the elements.

On making the African coast on the homeward run, she had the usual narrow shaves from being dismasted, which experienced by all west-bound ships in that locality. The wind shifts from NW to SW in squalls accompanied by the most terrific thunder and lightning at this dreaded spot, and it is almost impossible for a close-hauled ship to avoid getting caught aback.

The most serious storm experienced by the Sobraon was in 1889, when running her easting down. She was a little to the north of the Crozets, and it began to breeze up on a Sunday morning. The glass gave every indication of a real snorter, and by 4 pm had tumbled down to 27. By that time the Sobraon had been shortened down to foresail, lower fore topsail, upper fore topsail reefed, main lower topsail and fore topmast staysail. The shift from NW to SW came at 5 o'clock, and the yards were hardly round before the foresail went and in a few moments there was nothing left of it. The sea was running in mountainous ridges, and with the foresail gone, threatened every moment to poop her badly. It was too late to heave to and the ship was kept away before it. After four hours' battling and over 30 men aloft a brand new foresail was bent and set reefed. This was hardly done before the fore upper topsail blew away. However, with the foresail reefed and two lower topsails the Sobraon fled before the blast like a startled deer. The squalls every few minutes were terrific and in spite of such short canvas the Sobraon was making over 14 knots an hour.

The sea was all the time running higher and higher and breaking aboard in the most alarming fashion. During the night the greater portion of the bulwarks on the port side was carried away; a boat in davits, hanging 22 feet above the water, was filled by a sea and disappeared, the davits breaking short off - the main skylight over the saloon was washed away and tons of water found its way below before the open space could be covered over. The amount of water in the saloon at this time can be imagined when passengers were actually being washed off their feet. On deck there were many narrow escapes of men being washed overboard, the broken bulwarks being a great source of danger. The mate and

three of the men were washed from the main fife rail to the break of the poop, and, after being dashed up against the heavy boarding which had been put up to protect the fore end of the poop, managed to save themselves by the life-lines which had been stretched across. The forward deck house which held the galley and engine room was almost demolished and everything moveable in it was washed over the side.

The storm continued at its height from the Sunday afternoon until Wednesday morning. The passengers, who had been battened down for three days, were in a sorry plight owing to the quantities of water that had got below and the catering for them under such conditions proved very difficult. As is usually the case after such a storm, the wind subsided very much quicker than the sea, and for a few hours on the Wednesday night, the wind having dropped completely and the ship losing way, the rolling was terrific. Fortunately everything held aloft in spite of the great strain on the masts during these few hours.

On two occasions the Sobraon had narrow escapes of getting ashore when making the channel in thick weather. One her first voyages, after several days without sights and when it was calculated that the ship was in the chops of the channel, several fishing boats were met, and, on asking his position, the captain found that he was heading up the Bristol channel. Several of the passengers availed themselves of the opportunity of going ashore in the fishing boats, and, landing on the Devonshire coast, reached London several days before the ship.

On the homeward passage in 1888 it came on very thick after Land's End had been sighted. The Sobraon stood on for some 24 hours and then suddenly the fog lifted and disclosed the land inside Portland bill dead ahead and under a mile distant. The wind was easterly and light, and the Sobraon close-hauled on the starboard tack; however, she came round in time and stood off, thus escaping destruction by the narrowest margin.

The Sobraon had two escapes from being burnt at sea. The first was on the outward passage in 1884. A little water had been making in the vicinity of the main hatch and the carpenter went below one morning to try to discover where it was coming in. Amongst the cargo in the square of the hatch and around it were several crates of bottles packed in straw. In climbing over these the carpenter dropped the light was carrying and inside of a minute the straw was alight and flames darting out in every direction. Luckily the ship carried a quantity of fire extinguishers, and with these and the hoses, the fire was got under control in about 20 minutes. Had there been the slightest delay the fire might have spread to the other cargo, and there being no means of getting at it nothing could have saved the ship.

The second instance occurred in the tropics when outward bound in 1888. A quantity of oil and some 90 tons of coal were down in the fore peak, which was only separated from the cargo in the fore hold by a wooden bulkhead. By spontaneous combustion apparently the coal caught alight, and one morning smoke were at once started getting the coal up, but as the hatch was only four feet by three feet this proved an extremely slow job. After 20 tons had been on deck, the smoke had become so thick and the heat so intense that the hose had to be resorted to. This conquered the fire in about half an hour. Luckily the burning part of the coal had been well away from the bulkhead or the consequences might have been more serious.

There was only one person lost overboard off the Sobraon in her whole career, but this was a particularly distressing case. The following account of it was given to me by Captain A. G. Elmslie:

"In about latitude 35 degrees s. and longitude 5 degrees W., one Sunday evening early in November, 1883, we were bowling along at a good 13 knots with the wind on the starboard quarter and royals set, being outward bound to Australia. I was third mate and keeping the first watch. Four bells had just been struck when I noticed a lady passenger come up on the poop and walk aft, sitting down on the weather side of the wheel box and



close to the man at the wheel. About five minutes later the quartermaster cried out: - 'My God! She's overboard!'

"I rushed aft, and with the quartermaster tried to get hold of the girl, who was then hanging on to the lower rail outside, but before we could get her she let go and dropped into the water. Although only a few seconds had elapsed since the quartermaster had let the wheel go, the ship was up in the wind and nearly aback.

"After telling the midshipman to throw some life-buoys over and the fourth officer to get the boat ready, I sang out: "Man overboard! Let go your royal topgallant halliards!"

"Fortunately the men were handy and the yards came down before we were flat aback. By this time the captain and other officers and all hands were on deck. Owing to the pace the ship was still going through the water, together with the strong wind blowing, it was necessary to let the topsails come down also.

"With the corse and lower topsails along set, she soon lost way sufficiently to allow the boat being lowered, which by that time had been manned. Only four minutes elapsed between the girl going over the side and the boat being in the water, but in this short space of time the ship had traveled a good half mile and quite far enough to make the search a most difficult one, especially since the night was

intensely dark and a heavy sea running. The search was kept up for some four hours and only abandoned then through the danger of keeping the boat in the water, for she was several times nearly swamped. Needless to say, on such a night, the possibilities being that the girl was drowned at once, no sign of her was seen. Two of the life-buoys were afterwards picked up by another ship. The reason of the suicide, for such it undoubtedly was, remained a mystery. The girl had no relations with her and no one on board could throw any light on the matter."

On another occasion the ship was going some 5 knots in the tropics when an apprentice fell overboard during the forenoon watch. It was quite 20 minutes before the boat reached him, but he was found swimming along quite composed, having unlaced and taken his heavy boots off and slung them around his neck, as their weight was less felt there and he did not want to lose them.

Another of Sobraon's apprentices was even still more cool-headed. This one fell off the foot rope of the main yard, being one of 30 hands aloft stowing the mainsail. Luckily her was well in to the quarter of the yard and so fell on the deck. If he had gone overboard there would have been little chance of picking him up. The fall was one of 58 feet and he fell within 3 feet of the second mate. The latter naturally expected to find him dead, but he recovered consciousness within an hour, and was about again a month

later quite recovered. He declared that as soon as he felt himself falling he made himself as rigid as possible, brought his head and legs together and protected the former with his arms; and he landed in that position on his side. He was a big fellow, being over six feet in height and weighing 14 stone.

Another marvellous escape from aloft was that of a man who was helping to stow the main upper topsail. This man suddenly lost his hold and came down spread-eagle fashion. He dropped on to the main rigging and carried away 7 ratlins of 27 thread stuff, then landed on the rail without breaking a bone. This was in 1886, and the Sobraon was just making Plymouth. The man was taken to the hospital and recovered in a few days. As soon as he came out of the hospital, he claimed damages from the ship, declaring that a grummet on the jackstay had given way, but it was easily proved that nothing went and the man had simply lost his hold.

But all falls from aloft on the Sobraon were not so fortunate as these two. A young ordinary seaman once fell from the mizen topgallant rigging with fatal consequences. The cross jack had just been hauled up and the mizen top gallan sail clewed up, and the hands were sent aloft to make the sails fast. This man, with three others, being first aloft, went up to stow the topgallant sail. Suddenly the men on the cross jack foot ropes heard an agonising cry and a form whizzed past them, struck the spanker gaff and then fell on the

spanker gaff and then fell on the deckhouse. The poor fellow broke his spine amongst other injuries and died almost immediately.

On still another occasion, when the Sobraon was again coming into Plymouth, a man working in the main futtock rigging lost his hold and fell on deck right in the midst of a crowd of passengers. There were close on to 100 people standing about the time and it was extraordinary that he fell on no one; he just touched a lady on the shoulder and bruised her a little but was of course horribly smashed up himself and killed instantly. The shock to the crowd of passengers standing around would have been easily been imagined.

There were two curious cases of somnambulism amongst the passengers of the Sobraon. The first was a Church Of England clergyman and he was most methodical in his movements. He invariably appeared on deck about midnight and would first of all go up on the poop and peer into the compass; and then, after strolling the deck for a few minutes, would go below to the small saloon after where prayers were held by him on

the voyage. Here he would go over the service to an imaginary congregation, after which he would return to his berth and turn in. In the early days of the voyage he was spoken to about his sleep walking, and, at his own request, was locked into his cabin one night. The result was that when he found that he could not get out for his sleep walking, he worked himself into a fury of rage and began smashing things in his cabin. At last the door had to be opened for fear that he would do himself some damage and after a great deal of coaxing he got back into bed. For some days after this, however, he was in a pretty bad way and no further attempt was made to stop him walking in his sleep.

The second case was of a young a who generally appeared on deck for about an hour each night. On one occasion the officer of the watch, thinking that he was too close to the side of the ship and fearing that he might get on the rail or fall overboard, touched him with a view to get him away. The somnambulist at once grappled with the mate and only mastered after over a quarter of an hour's desperate struggle. As on an ordinary occasion the mate in

question could probably have accounted for three men of the somnambulist's build and physique, the incident goes to prove that sleep walker, if interfered with, are possessed temporarily with extraordinary strength.

One her last trip the Sobraon arrived at Melbourne about mid-December, 1891, and after discharging took in sufficient ballast to take her round to Sydney. Here she was sold to the New South Wales Government, who turned her into a reformatory ship, and for the next twenty years she lay moored in Sydney Harbour. In 1911 she was handed over to the Federal Government to be converted into a training ship for boys entering the Australian Navy and became HMAS Tingira. On being put into dry dock for survey, it was found that, in spite of her age, she was as sound as a bell.

In Sobraon, Messrs. Devitt & Moore undoubtedly had possessed one of the finest passenger sailing ships ever launched. This firm, indeed, possessed a very keen eye where ships were concerned.



Life after a Clipper Ship, 'School Nautical Ship Sobraon' for wayward boys, anchored off Cockatoo Island, Sydney for many years before she then becomes HMAS Tingira in 1912.





## Holbrook - Australian Centenary of Submarines

Friday 25, Saturday 26 and Sunday 27 April 2014

**HOLBROOK SUBMARINE MUSEUM COMMITTEE WELCOMES YOU TO THE  
100 YEARS OF AUSTRALIAN SUBMARINES CELEBRATION.**

### PROGRAM OF EVENTS

#### Friday 25 April 2014 ANZAC Day

5.45am Dawn Service  
7.00am Breakfast for everyone at Holbrook RS Club (Cost \$ 5.00 p/p)  
10.45am Street March (Albury Street)  
11.00am Service at the Cenotaph  
12.00nn Welcome by Mayor, Greater Hume Shire Council  
12.30pm Lunch and drinks for all Military personnel (Cost \$ 13.00 p/p)



#### Saturday 26 April 2014

10.00am Commemoration for Australian Submarines with recognition of Commander Norman Holbrook's Victoria Cross (Dec 1914, Dardanelles). (Mayor, Greater Hume Shire Council and Dr Michael White, QC to preside)  
11.00am Opening of the AE1-AE2 exhibition including book launch by Dr K Spurling, 'The Crew of AE1', at Submarine Museum, Holbrook.  
7.00pm All Submariners Reunion Dinner Dance (includes a photographic powerpoint display of 100 years of Australian Submarines places and crews). (Cost \$ 120.00 p/p)

#### Sunday 27 April 2014

10.30pm A sayonara brunch in Submarine Park forward of the Submarine Museum. (Cost \$ 5.00 p/p)

**Please note: Bookings are essential for all costed events. The All Submariners Reunion Dinner Dance is restricted to 350 attendees. Upon registration, a map will be forwarded to you of the event locations.**

#### Contacts:

Roger Cooper, Chairperson  
Submarine Museum, Holbrook  
e rcoop47@gmail.com  
p museum 02 6036 2422

m 0411 207 244

Kerrie Wise, Tourism and Promotions Officer  
Greater Hume Shire Council  
e kwise@greaterhume.nsw.gov.au  
p 02 6036 0186



[www.aussubs100.com](http://www.aussubs100.com)

# JR Russell...

## Returning to Homeport

Tingira members who may not be aware: one of our Tingira members Mr. Colin Russell, was recently taken prisoner by the Russian government as a member of a Greenpeace protest group. It was recently announced that he has secured a passage back to Australia and due home in the near future.

Colin was a RAN radio operator, member of the 32nd JRTS intake at HMAS Leeuwin as a member of the Walton division and now resides in Tasmania.

Whilst Colin now enjoys his freedom from Russia, we wish him safe travel and best regards in his future endeavours.

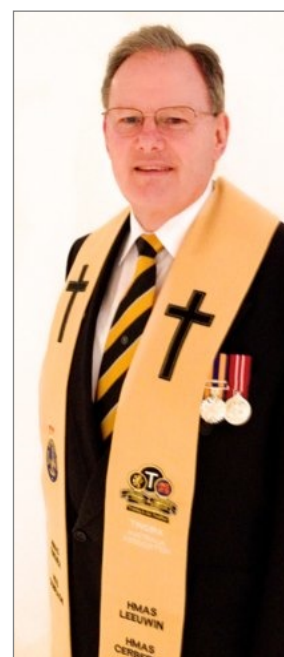
**Greg Read SC**  
President  
Tingira Australia Association

# Pastor Bob ... Stole' the Show

Although he was a 'mobbi', Pastor Bob Durbin has had a close affinity with the Tingira boys. For many decades several of his class mates and later shipmates were Junior Recruits from HMAS Leeuwin and he was very much in a similar training regime at Nirimba in his early navy days as a young electrician trainee.

Today Bob Durbin is the resident Pastor at RSL LifeCare War Vets Village, Narrabeen, on Sydney's northern beaches. Recently Pastor Durbin offered his services to become the official Tingira Association Pastor and to contribute to a chaplains column on our website.

At the recent Tingira Tribute held at ANZAC memorial, former navy chaplain Monsignor Brian Rayner performed a blessing of the new 'Tingira Stole' and presented it to Paster Durbin. Using an old army soldiers helmet and a branch of gum leaves Monsignor Rayner gave that great military feeling to his blessing of the Tingira Stole. Pastor Durbin then introduced the Tingira members at the Memorial with a new 'Tingira prayer' he had written for this very special occasion.



# Spectacle Island

## Tingira's hidden treasure ...



### MARK LEE - Day on the harbour ...

1300 hours - a warm Wednesday winter afternoon, I'm sitting on the dock at Dept of Defence wharf Drummoyne Point.

A lonely figure in the distance approaches. It's my new acquaintance, Malcolm Elmslie, who has travelled from the South Coast for this special day. Malcolm invited me to join him on a special tour of Spectacle Island to see all things 'Tingira'. We sit and chat exchanging pleasantries as two RSL mates do when they first meet. A chugging noise

approaches the wharf and we see the old grey navy workboat. A young tattooed Petty Officer was at the helm, we are in good hands. Instantly I think back to the many trips I have taken up Sydney Harbour from my days at Kuttabul Photography Section on these old work horse boats. 100's of ships defects were photographed at Cockatoo Island. These memories seemed like yesterday but it was some 35 years in my past

As we slowly powered across the crystal waterways to the old wharf on Spectacle Island, in all my years this was to be a first time for me to step onto this historic naval site.

We climbed up a rusty loose gangway to step ashore like a couple of young sea scouts. I was greeted with that crisp smell of salt and rust in the air. The crusty old ropes, armoury shells and small boat ruins lay amongst the most solid crop of sandstone and tin buildings one has seen, that's since I visited Cockatoo Island about two years ago! This was Spectacle Island.

It was just a very special welcome, very navy. I had a tear in my eye as I take a moment in time to think of where my eldest son Mitchell is. On board HMAS Melbourne off Jervis Bay, he is preparing for a work up tour for 'Operation Slipper' off the waters of the Middle East.

On Spectacle Island the navy stores everything of any importance and with a possible historical value. We are met by a big burly bearded Chief, his name escapes me, however after intros he is one of the last Leeuwin boys, just amazing where we Tingira lads turn up!

Malcolm and I are then escorted towards another attendant, a lady who has been in this work place for well over half her life and she knows where every little item is stashed. Her memory is better than any modern bar code reading computer system to locate items in this treasure trove. The tour starts inside this huge main shed. Directing us towards these large and colourful planks (1.5 meters long) on a table that were part of the original Tingira gangway. I think sort of an identity board before the invention of ceremonial life buoys! In mint condition, I could not get my iPhone clicking quick enough. No real hurry though, you can sense these treasures are going no where fast!

When you see these large array of sheds they are water tight and I say the collection of memorabilia is in the same vein, water tight. The naval museum on Garden Island is solid with exhibits from this collection and when you see the display of everything except the grey paintwork of every ship ever commissioned into the RAN, extensive is the best word one can use as a description and then I'm sure there is more!

The polished wooden draws with the word TINGIRA are suddenly thrown open before us. Out rolls tingira coins (front cover pic), spoons, cups, lamps and bosuns pipes just to warm our hungry appetite. Then paperwork, maps, photographs and several framed iconic pictures, even a brilliant picture of School Ship Sobraon has turned up here! I just had to put my eyes back in my head, I was dizzy.

Malcolm had to sit down, he was overwhelmed as he was studying the Sobraon side of this famous ship. He was well pleased with the images he saw and the Tingira artefacts. We still had another two hours before the workboat would



take us back across the harbour, so onward I went, I was in history heaven, I was not really into this type of stuff in my navy days. I used to detest copying old ship photographs but we did plenty of them and now I knew why, memories fade and ships chattels become someones next trophy.

There was a large cabin, what the? I'm sitting in my old skippers day cabin of HMAS Yarra. I went to Canada and US in 1981 on this River Class Destroyer, spent many hours in that cabin preparing press release's on the Captains typewriter. I'm sure I could smell the wardroom coffee (yes it had a certain aroma one never forgets) and the Arnott's cream biscuits Commander Knife would offer me, it was like they were still on the sideboard!

To the rear of the building there are many large cupboards overflowing. "What's in there I ask?" Just the rate and rank badges for the past 100 years. "Wow, do you have the Photographers right arm rate?" I ask. "Fleet Air Arm section" was the swift reply. In less than 30 seconds I had 100 old and original camera rate badges in my hands. That camera rate badge it still alive today. Many rates have changed names over the decades but not the photographers rate. With the old view camera bellows still the rate of naval imagery.

Time was on our side, we are guided around the island covered by mini railway tracks, tunnels, sandstone buildings and tin sheds, it was just magnificent and all in very good

condition.

What's the chance of ever seeing this collection again? As long as we have an association with the name Tingira, we have some firm association with this great collection of naval heritage. That alone is enough reason for us to document our history and pass onto our next generation of Tingira sailors what was and what is our history.

\*

**One week later, phone call from navy son Mitchell.**

"Hi dad, guess where I am?"

**Go on ...**

"Spectacle Island!"

**"What?"**

"Selecting as much small HMAS Melbourne stuff that we can carry to decorate the Wardroom tables whilst on deployment."

"Dad you should see this place, it even has Tingira stuff!"

**"Small world son, I was there last week!"**

"What?"

\*

- HMAS Melbourne returns mid March 2014.
- Mark Lee will endeavour to release his book 'Sobraon - Tingira - Leeuwin' November 2015.





### TINGIRA AUSTRALIA

**GREG READ SC**

President  
Tingira Australia Association



Welcome to 2014 and the next phase of all things Tingira. After my first 11 months with the Committee, it's been nothing short of a whirlwind tour behind from the helm of our good ship Tingira!

I met recently with the Parks manager of Woolahra Council to discuss the possibility of upgrading the Tingira Memorial in Rose Bay. Our proposal is to add a wall at 90 degrees to present wall and dedicate it to the 'Leeuwin Junior Recruits' as part of the on going Tingira family. We would look to upgrading the flag pole and wrap the memorial with a dedication effect of crests to all ships of the RAN served on by Tingira boys.

Council officers were very keen on our proposal and will match our costs with a similar upgrade to Tingira Park which is in very poor shape after many years of continued use by the local boating community. We will meet with the Councils architect next month and its forward we go. This a big project, exciting and very demanding, however the committee have set ourselves a deadline of November 11th 2015, that's 31 years to the day HMAS Leeuwin closed.

The committee think this memorial is very much part of us, the Leeuwin boys on the eastern seaboard and it will fit into a very busy 2015 calendar with the Centenary of ANZAC across many service activities nationally.

What better occasion to upgrade an old memorial than to bring all JR's back together once again to

witness the christening. The big 'JR Sydney Reunion' is in the winds, all compass points lead to Sydney for a week of dedication, commemoration and celebration. That's the plan!

As Voicepipe editor Mark Lee says in his editorial in this issue its all about 'friendships and mates.' We know many boys missed out on the 2010 JR Memorial 50th reunion in Perth because they did not know of the event or were just too late to book in time for that wonderful evening dinner at Burswood casino. We will have some updated news on all this within the next 3-6 weeks if we are to make it happen and a new sub-Committee will swing in to action with a program. If your free I'm happy to take volunteers onto this committee for assistance.

The AGM is on the books for next month, all committee positions will be vacant, so anyone with time and energy is welcome aboard, nomination form on page 19.

On the same evening as the AGM, I would love to see some new faces at the Annual Tingira Dinner with your partners. It is sure to be a great night over at the Old SGT's mess at North Head, Manly. Yes, it's old Army depot, our Vice President, former JR David Ruckert is the senior catering manager there and we can tell you we are on to a good thing and in for a good time!

Support us to support you please is all we ask.





# COLLINS '66

## Where are they now?

We know their names and their faces but what of them today, some 48 years onwards?

A freckled face young **Greg Read** went onto submarines as a sparkie, then enjoyed a long career at Sydney's ANZAC Memorial as the Manager.

**Bob Dobson** after become a Naval Policemen, then had a long distinguished career in the NSW Fire Brigade.

Both boys today serve on the Tingira Committee amongst many other hats in their ex-service community. The others, well you tell us at Voicepipe.

If you can identify and follow up their history from that day at Leeuwin when someone organised a pretty rare group photo, you would call boys having fun, we would love to continue the storyline.

=====

**Back:** Dean Geoffrey, Bob Dobson and Peter McCullum.

**Middle:** Graham Johnson, Peter Lawrence, Greg Read and Nicolai Tubecki

**Front:** Robert Pulling, Philip MacNevin, Ron Miller, Mike Jenkinson, Gary Rattray and Herman Rutten

# FACE BOOK

## FUNNY ...

*This is the transcript of the actuarial radio conversation between the British and the Irish, of the coast of Kerry, October 1998. Radio conversation released by the Chief of Naval Operations 10 October 1998.*

**IRISH:** Please divert your course 15 degrees to the South, to avoid collision.

**BRITISH:** Recommend you divert your course 15 degrees to the North, to avoid collision.

**IRISH:** Negative. You have to divert your course 15 degrees to the South, to avoid collision.

**BRITISH:** This is the Captain of a British navy ship. I say again, divert YOUR course.

**IRISH:** Negative, I say again. You will have to divert YOUR course.

**BRITISH:** This is the aircraft carrier HMS Britannia the second largest ship in the British atlantic fleet. We are accompanied by three destroyers, three destroyers, three cursers and numerous support vessels. I demand that you change your course 15 degrees North, I say again, that is 15 degrees North, or counter-measures will be undertaken to ensure the safety of this ship.

**IRISH:** We are a lighthouse. Your call!

# TINNY BOYS ...

*Sons of our Navy New  
Just the class of Aussies  
To show what we can do  
Tingira Boys, Nippers of our Sea -  
To safeguard in the future  
Australia's destiny.  
God bless you happy youngsters,  
Alert and cheery band,  
May "Tingira" ever be  
A mascot of "Our Land".*

The WA&M,A&P Gazette, 11 November 1921

# JR REUNIONS

## 46th JR INTAKE

**7 March 2014**

Brisbane

Contact Chris Parr

E: onyamate57@bigpond.com

## 2nd JR INTAKE

**24 March 2014**

Shellharbour NSW Contact Dave Turner  
davkat@bigpond.net.au Phone 02 - 9520  
2810

## 8th JR INTAKE

**23 April 2014**

Reunion to celebrate 50 years since  
joining. Wollongong

Contact; Bob Green 02 - 4283 5201 or

robertmcgreen@optusnet.com.au or

Rick Watkins phone 02 - 4256 2620 or

rick.w2@bigpond.com

## 10th JR INTAKE

**9 January 2015**

Sydney - All members of the 10th Intake  
of Junior Recruits ( January 1965) and  
their wives/partners are invited to  
attend this function.

Contact windypal@bigpond.com phone  
0404 - 093 370

# AGM 2013 ... set down for March 1st

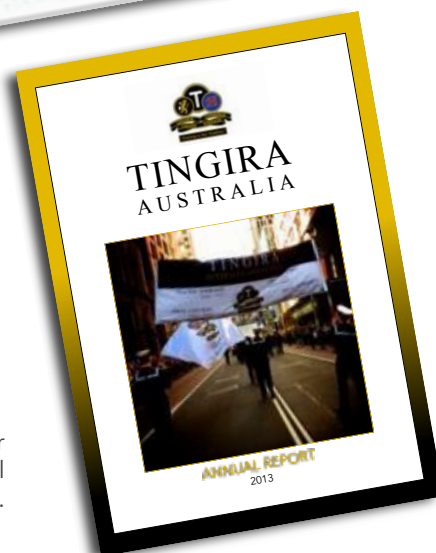
All Tingira members are invited to attend our second Annual General Meeting at the Old SGT's Mess, North Head Army Barracks, Manly at 7pm Saturday, March 1st.

Members wishing to table general business and or nominate for a committee position are required to supply their submission and or nomination to the Secretary by 5pm 21st February.

Email: tingirsec@gmail.com

Mail: Tingira Association - ANZAC House  
245 Castlereagh Street, Sydney NSW 2000.

JR Photos on line ...  
[www.jrphotomuseum.com](http://www.jrphotomuseum.com)



# Annual Report 2013 Ready for download ...

The Tingira Australia Association 2013 Annual Report will be available for download from the website after it has been tabled at the Annual General Meeting on March 1st.

## TINGIRA AUSTRALIA ASSOCIATION Inc.

# ANNUAL GENERAL MEETING

1900 HOURS - 7pm Saturday 1st March 2014  
Old SGT's Mess, (Former School of Artillery) North Head Barracks, Manly NSW Australia

E: [tingirasec@gmail.com](mailto:tingirasec@gmail.com) Mail: ANZAC HOUSE 245 Castlereagh Street, Sydney NSW 2000

### AGENDA

1. President's welcome.
2. Approve MINUTES of previous 2013 AGM
3. President's Report - as per Annual Report - TAA website
4. Treasurer's Report - as per Annual Report - TAA website
5. Secretary's Report - as per Annual Report - TAA website
6. General Business - Tabled Motions as presented to SEC by 21/2/13
7. Secretary - Appoints Returning Officer
8. Returning Officer - Declares all positions vacant
9. Election of Office Bearers
  - a. President
  - b. Vice President
  - c. Treasurer
  - d. Secretary
  - e. Three (3) committee positions
10. Returning Officer - declares result of election
11. President to close meeting



### APPLICATION FOR TINGIRA AUSTRALIA INC. COMMITTEE POSITION

Nominee must complete and forward to the Secretary on this form by close of business **5pm Friday 21st February 2014**. Email or mail applications, must be signed. Only financial members of the Tingira Australia Association can apply for Committee positions. Associate members cannot vote or hold Committee positions. You do need to be at the meeting to be elected.

I \_\_\_\_\_ as a 2014 financial member of the Tingira Australia Association apply to nominate for the following position on the Tingira Australia Association Committee and agree to abide by the Constitution, Rules and Regulations of the Tingira Australia Association Inc.

POSITION - *tick preference*

President  
Vice President  
Treasurer  
Secretary  
Committee (3)

Signed \_\_\_\_\_ Date \_\_\_\_\_

Email [tingirasec@gmail.com](mailto:tingirasec@gmail.com)

Mail Tingira Australia Assoc  
ANZAC House 245 castlereagh St  
Sydney NSW 20000

OFFICE USE

Received date \_\_\_\_\_ Signed SEC \_\_\_\_\_



**INTAKE LISTINGS ...** Many former Junior Recruits and family members often enquire how many boys entered and departed through the gates of HMAS Leeuwin. Many of our members had trouble remembering the dates when asked, we hope this official Navy Office chart can answer many questions. Intake 50 with 229 graduating was the largest intake with intake 85 the smallest with 36 graduates.

Intake	Date of Entry	Date of Graduation	Number of Boys Entered	Number of Boys Graduated
Leeuwin 1	13 July 1960	16 June 1961	155	142
Leeuwin 2	10 January 1961	13 December 1961	151	142
Leeuwin 3		15 June 1962	155	143
Leeuwin 4	7 January 1962	12 July 1961	154	134
Leeuwin 5	11 July 1962	12 June 1963	179	142
Leeuwin 6	9 January 1963	11 December 1963	180	162
Cerberus 1	17 March 1963	26 March 1964	125	123
Leeuwin 7	10 July 1963	10 June 1964	201	187
Leeuwin 8	8 January 1964	9 December 1964	205	162
Cerberus 2	6 April 1964	1 March 1965	200	198
Leeuwin 9	8 July 1964	9 June 1965	201	181
Leeuwin 10	6 January 1965	8 December 1965	204	175
Leeuwin 11	7 April 1965	30 March 1966	102	86
Leeuwin 12	14 July 1965	8 June 1966	204	182
Leeuwin 13	13 October 1965	4 October 1966	104	89
Leeuwin 14	5 January 1966	7 December 1966	203	177
Leeuwin 15	6 April 1966	29 March 1967	104	92
Leeuwin 16	13 July 1966	7 June 1967	207	194
Leeuwin 17	12 October 1966	3 October 1967	104	89
Leeuwin 18	2 January 1967	6 December 1967	207	189
Leeuwin 19	5 April 1967	27 March 1968	105	82
Leeuwin 20	12 July 1967	4 June 1968	208	179
Leeuwin 21	11 October 1967	2 October 1968	100	83
Leeuwin 22	3 January 1968	11 December 1968	209	201
Leeuwin 23	3 April 1968	25 March 1969	110	86
Leeuwin 24	10 July 1968	10 June 1969	210	197
Leeuwin 25	9 October 1968	23 September 1969	100	76
Leeuwin 26	8 January 1969	9 December 1969	200	181
Leeuwin 27	9 April 1969	24 March 1970	110	97
Leeuwin 28	16 July 1969	9 June 1970	210	168
Leeuwin 29	15 October 1969	22 September 1970	110	87
Leeuwin 30	7 January 1970	8 December 1970	252	193
Leeuwin 31	15 April 1970	23 March 1971	183	140
Leeuwin 32	15 July 1970	8 June 1971	191	140
Leeuwin 33	13 October 1970	21 September 1971	145	103
Leeuwin 34	6 January 1971	7 December 1971	250	175



Intake	Date of Entry	Date of Graduation	Entered	Graduated
Leeuwin 35	13 April 1971	21 March 1972	<b>209</b>	<b>142</b>
Leeuwin 36	14 July 1971	6 June 1972	<b>192</b>	<b>153</b>
Leeuwin 37	16 October 1971	19 September 1972	<b>129</b>	<b>95</b>
Leeuwin 38	3 January 1972	12 December 1972	<b>207</b>	<b>167</b>
Leeuwin 39	10 April 1972	27 March 1973	<b>189</b>	<b>158</b>
Leeuwin 40	10 July 1972	12 June 1973	<b>196</b>	<b>157</b>
Leeuwin 41	9 October 1972	25 September 1973	<b>188</b>	<b>135</b>
Leeuwin 42	10 January 1973	11 December 1973	<b>254</b>	<b>205</b>
Leeuwin 43	16 April 1973	26 March 1974	<b>200</b>	<b>176</b>
Leeuwin 44	16 July 1973	11 June 1974	<b>224</b>	<b>178</b>
Leeuwin 45	15 October 1973	24 September 1974	<b>100</b>	<b>86</b>
Leeuwin 46	2 January 1974	10 December 1974	<b>190</b>	<b>164</b>
Leeuwin 47	22 April 1974	25 March 1975	<b>163</b>	<b>128</b>
Leeuwin 48	15 July 1974	10 June 1975	<b>142</b>	<b>121</b>
Leeuwin 49	14 October 1974	23 September 1975	<b>151</b>	<b>117</b>
<b>Leeuwin 50</b>	<b>8 January 1975</b>	<b>9 December 1975</b>	<b>276</b>	<b>229</b>
Leeuwin 51	1 April 1975	23 March 1976	<b>172</b>	<b>119</b>
Leeuwin 52	14 July 1975	8 June 1976	<b>215</b>	<b>188</b>
Leeuwin 53	13 October 1975	21 September 1976	<b>143</b>	<b>113</b>
Leeuwin 54	7 January 1976	7 December 1976	<b>252</b>	<b>211</b>
Leeuwin 55	20 April 1976	22 March 1977	<b>188</b>	<b>131</b>
Leeuwin 56	14 July 1976	7 June 1977	<b>197</b>	<b>168</b>
Leeuwin 57	11 October 1976	20 September 1977	<b>164</b>	<b>131</b>
Leeuwin 58	3 January 1977	13 December 1977	<b>260</b>	<b>207</b>
Leeuwin 59	12 April 1977	21 March 1978	<b>205</b>	<b>145</b>
Leeuwin 60	11 July 1977	6 June 1978	<b>173</b>	<b>142</b>
Leeuwin 61	11 October 1977	6 June 1978	<b>120</b>	<b>99</b>
Leeuwin 62	11 January 1978	19 September 1978	<b>120</b>	<b>96</b>
Leeuwin 63	10 April 1978	12 December 1978	<b>60</b>	<b>53</b>
Leeuwin 64	10 July 1978	20 March 1979	<b>61</b>	<b>54</b>
Leeuwin 65	10 October 1978	12 June 1979	<b>90</b>	<b>79</b>
Leeuwin 66	10 January 1979	18 September 1979	<b>120</b>	<b>107</b>
Leeuwin 67	9 April 1979	11 December 1979	<b>120</b>	<b>104</b>
Leeuwin 68	15 July 1979	18 March 1980	<b>60</b>	<b>53</b>
Leeuwin 69	9 October 1979	10 June 1980	<b>60</b>	<b>57</b>
Leeuwin 70	9 January 1980	16 September 1980	<b>60</b>	<b>51</b>
Leeuwin 71	8 April 1980	9 December 1980	<b>60</b>	<b>54</b>
Leeuwin 72	14 July 1980	9 March 1981	<b>60</b>	<b>57</b>
Leeuwin 73	1 October 1980	9 June 1981	<b>60</b>	<b>57</b>
Leeuwin 74	7 January 1981	15 September 1981	<b>60</b>	<b>48</b>
Leeuwin 75	7 April 1981	8 December 1981	<b>60</b>	<b>52</b>
Leeuwin 76	14 July 1981	16 March 1982	<b>80</b>	<b>66</b>
Leeuwin 77	1 October 1981	9 June 1982	<b>80</b>	<b>67</b>
Leeuwin 78	1 January 1982	14 September 1982	<b>90</b>	<b>80</b>
Leeuwin 79	14 April 1982	7 December 1982	<b>90</b>	<b>80</b>
Leeuwin 80	12 July 1982	15 March 1983	<b>90</b>	<b>83</b>
Leeuwin 81	6 October 1982	8 June 1983	<b>90</b>	<b>76</b>
Leeuwin 82	4 January 1983	20 September 1983	<b>71</b>	<b>61</b>
Leeuwin 83	6 April 1983	6 December 1983	<b>70</b>	<b>66</b>
Leeuwin 84	5 July 1983	13 March 1984	<b>71</b>	<b>60</b>
<b>Leeuwin 85</b>	<b>10 January 1984</b>	<b>18 September 1984</b>	<b>40</b>	<b>36</b>
Leeuwin 86	3 April 1984	4 December 1984	<b>40</b>	<b>37</b>
<b>Totals 88</b>			<b>13,000</b>	<b>10,875</b>

# Golden Surprise

# CHRIS PERRIN

## Boy Done Good...



Former Junior Recruit, former Officer Candidate, former Navy Apprentice and former RAN Chief Petty Officer Chris Perrin, was rewarded at the recent Tingira Tribute evening when he was surprisingly presented with the highest Tingira Award, Honorary Life Membership.

NSW MP Charlie Lynn, presented Chris with his gold Tingira lapel pin and Life Membership Certificate. "It was an honour to reward a man in front of his peers, who contributes so much to this Tingira organisation and the many other ex-service organisations he is connected with, truly deserved" said Charlie.

Chris was the inaugural President of the Tingira Australia steering committee from 2011 until the first association AGM held in April 2013. In that time Chris has been instrumental with his team over the that last two years setting up the Association. After a successful Junior Recruit Reunion in 2010, Chris and a few others JR's were up for the challenge to keep the boys together long into the future.

His leadership and direction has set the Association towards a positive direction growing the membership to 300 members and setting up a 'modern' association that will set new benchmarks in presentation and activities.

\*

**Note** Chris holds many very respected positions in our ex service community.

Chief Executive Officer/State Secretary RSL NSW  
Custodian of the Cenotaph, Martin Place  
Custodian of the ANZAC Memorial, Sydney  
Trustee, RSL WBI  
Trustee, RSL AFOF  
Director, RSL Custodian  
Director, Hyde Park Inn  
Director of Appeals, URSF  
Secretary, ANZAC House Trust, Sydney

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