



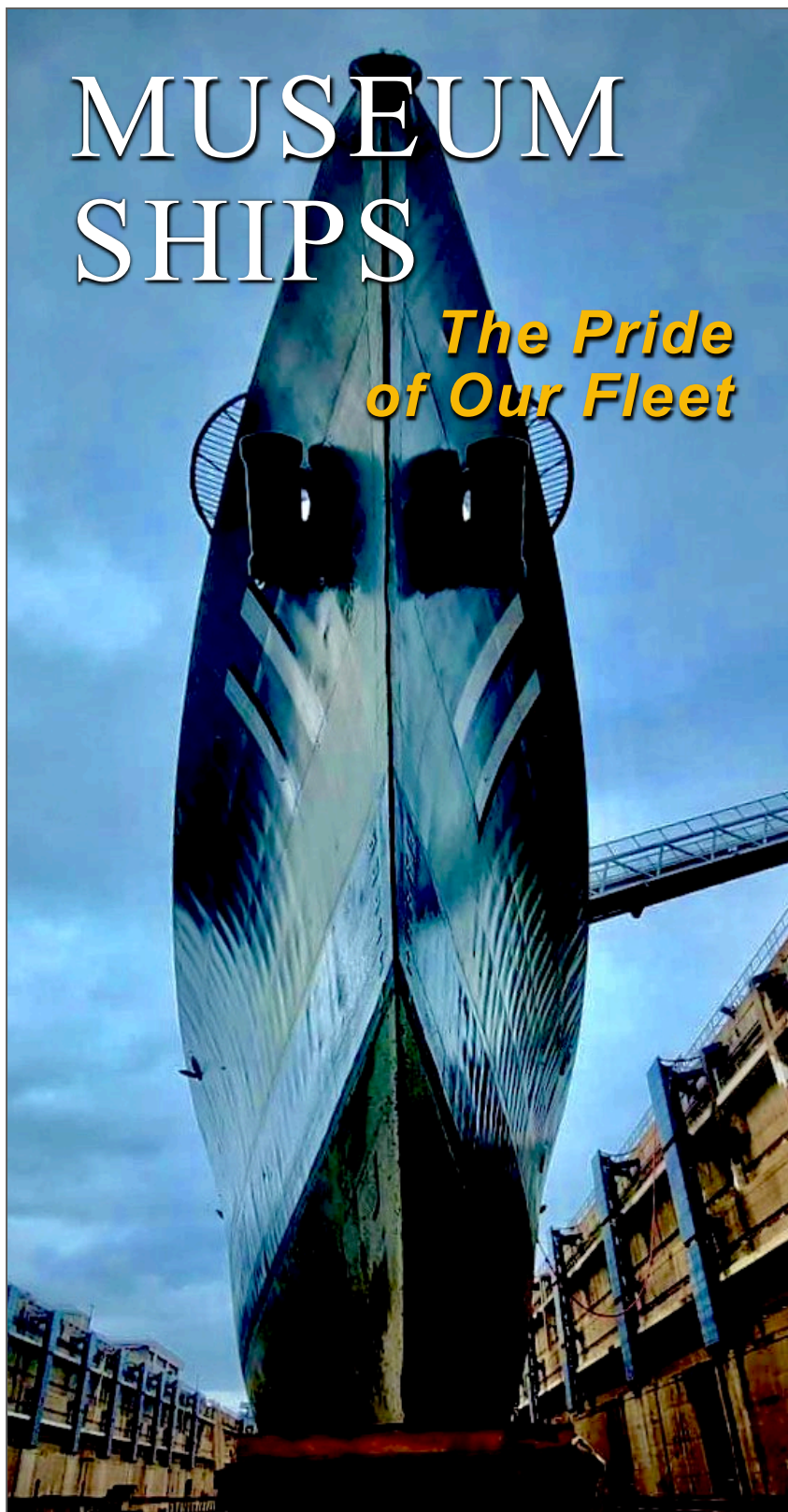
VOICEpipe

Quarterly Newsletter - Tingira Australia Association

AUTUMN
2023

MUSEUM SHIPS

*The Pride
of Our Fleet*



AUKUS SUBMARINES

CDF Update

TINGIRA ANZAC DAY

National Update

KING CHARLES RAN HERITAGE

And the RAN

DARBY ALLEN

Tingira Boy

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AUTUMN
2023

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COVER PHOTO

HMAS VAMPIRE
On the blocks at
Garden Island, Captain Cook Dock,
for a scrape and a paint
then back to work on display ANMM

Official Image - RAN

VIEWFINDER IN RANGE MY HISTORICAL IMAGE THIS QUARTER



“ Sometimes it's the simple situation and the capture of the moment that can make a simple snap into a memorable image.

Gather 5,000 people dockside to look at three of the navy's newest additions to the fleet and you need to find one image that says something about the day.

The event is about people. and ships, and young people, possibly future sailors!

For many, this is the first time they have seen a warship let alone this new colour hue of 'ships side grey' blasted into their image bank.

This pic above says a lot to me. Two young girls were fascinated by the model of a ship. The eyes are always what makes a person's picture work; it sets up the look and

feel of the image, leaving the viewer without question about what is happening here.

A very hot Sunday morning when the gates were flung open at 1000 hours. A colourful array of Sydneysiders flocked to Garden Island for the first 'Navy Open Day' in many years.

I only took 10 shots on my pocket iphone 14 pro, on the day, for me this works jus a few good pics. And will those two young ladies one day join the navy? Well this is where it starts, the first taste of navy is usually very long lasting for many!

Editor - VOICEpipe
E. tsec@tingira.org.au



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VADM Russ Crane
AO, CSM, RANR
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TINGIRA

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FEATURED

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today's NEWS

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Pride of Our ffeet ...



today's VISION

King Charles
RAN Heritage ...



yesterday's HISTORY

25 October 2005
Darby Allan ...



"It's s nice feeling these days when we get a majority of the team together"

Team Tingira gathered in Bundaberg recently

- Patron VADM Russ Crane (Ret), Chairman Lance Kerr, President Brad Murphy and Secretary Mark Lee



TINGIRA PRESIDENT

BRAD MURPHY OAM



“

*Reach out to
the young,
their parents
and
grandparents,
and relive
our past;
these are the
actions that
are greatly
appreciated,
keeping the
story alive*

PRESIDENT'S DESK - From The Bridge

MEMORIES ARE STRONG Actions are appreciated

“ **Many of us Tingira Boys are now retired or semi retired veterans in 2023. We can sit back and take a good look at today's navy and certainly tomorrow's navy, very different from where we were in the late 60s generations. Last weeks AUKUS delivery gives a graphic new vision to where the next generation of navy will navigate its course.**

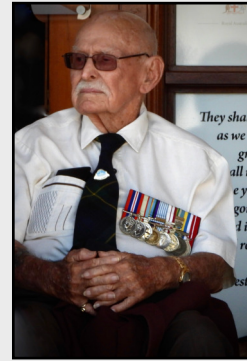
Governments come and go as do ships, they all have a use-by date or do they? it is very pleasing to read the article presented today in VOICEpipe by John Perryman on our 'Museum Fleet'. At the end of the day that is all we have left, ships for museums and they do become 'the pride of our fleet' for so many reasons.

When I walk across the old Pyrmont bridge in Sydney recently and looked down at the Australian National Maritime Museum, I see that old 'Daring and O Boat taking centre stage. Stop and think, someone got something very right back in the setup process when that decision was made to persevere them. However I agree with Secretary Mark Lee's observation, the jewel of the fleet down at Darling Harbour is the SY Ena, former HMAS Sleuth, and the Tingira tender boat for many years; preserved and over 100 years old, she also served in WW1. These vessels bring many strong memories back to former sailors, their families, and live on to tell the tale of their days and our past naval generations.

The best accomplishment of these ships is to 'whet the appetite' of the next new breed of the young sailors. When 12 and 13-year-olds go over these ships, they come out with all sorts of ideas, as many of us did in our teenage years before we wore navy bell bottoms. I for one walked past the shipyard that built HMAS Tobruk daily, and I always had it in front of my mind that one day 'I just might join the navy'.

It doesn't stop there. Today these museum ships are still manned by many of us, former RAN 'salts' as volunteers. Telling the stories and explaining how life at sea is very different from life on the civilian street. It's these volunteers that reach out to the young, their parents and grandparents, and relive our past; these are the actions that are greatly appreciated, keeping the story alive.

Roll on 2080 at ANMM - and the first AUKUS nuke sub will be set to take a new home along side old Vampire and co, I would like to see that!



74th INTAKE JUNIOR RECRUIT REUNION

Bundaberg, Queensland - February 2023





THE BEST SURPRISE OF ALL ...

BUNDABERG, QLD

Dr. Brad Murphy OAM

COMMEMORATION & OPENING Tingira Medical Conference Centre

“ **10 am** on a Sunday. It was a very hot Queensland morning, the hottest this summer, a dozen Tingira Boys from 74th intake, and a few local JRs, 'suited' and ready for another fine representation to the public. Everyone that was anyone in Bundaberg was there, at my medical centre for the opening of the new Tingira medical conference facility.

The Mayor got the commemoration rolling. Tingira Patron, Vice Admiral Russ Crane, delivers the 'words of wisdom' with a rich twist of history to the event, to make it very memorable for the members

of the 74th Junior Recruit intake who had gathered for a local reunion.

For 60 minutes It all went like clockwork, 'good planning' well executed all around, a great navy discipline that we all now treasure in later life.

Then a real sideswipe from left field.

As I was about to bring things to a close, Tingira Secretary Mark Lee, and Tingira Patron Russ Crane, took control of the microphone and upstaged me. They presented me with an Tingira Honorary Gold Life Membership. I was truly gob-smacked for the first time in a long while, but just how good was this?

When it was all said and done that night, I just thought how wonderful life for me is with the Tingira Boys. I never in my wildest dreams would have thought 40 odd years out of navy days, that the ropes would still be so strong, BZ to all, thank you.

Long Live Tingira Mates for Life



**SEA POWER CENTRE
AUSTRALIA**

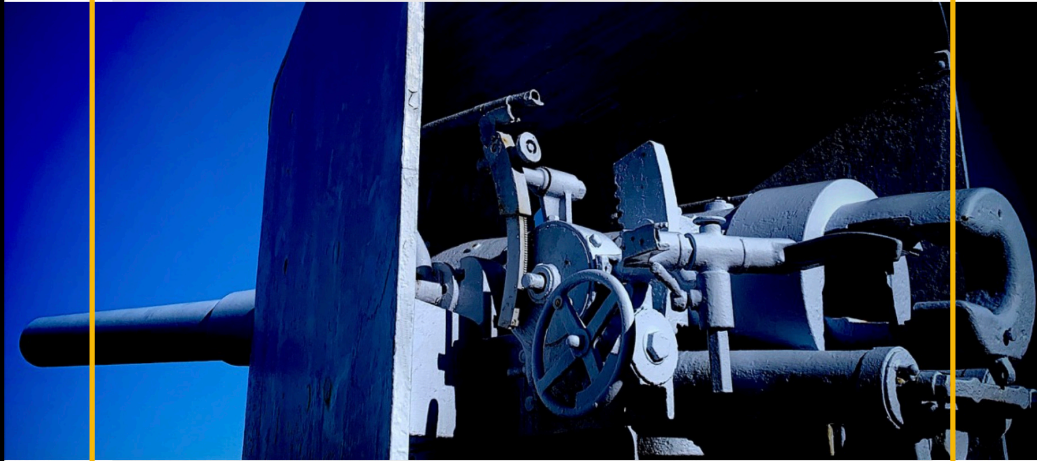
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TINGIRA



Strategic Plan

2023 - 2025

COPY - Now available for download from website - 'ABOUT' section



On This day ...
14th March 2023

AUKUS

NUCLEAR POWER SUBMARINE PATHWAY

A message from the Secretary of the Department of Defence and the Chief of the Defence Force

Colleagues,

Today marks a significant day in Defence's history.

Prime Minister Anthony Albanese, Prime Minister Rishi Sunak of the United Kingdom (UK) and President Joseph R. Biden, Jr. of the United States (US) have today announced the Optimal Pathway for Australia to acquire a conventionally-armed, nuclear-powered submarine (SSN) capability as soon as the early 2030s.

This is a significant moment for Australia's Defence capability. Through the Optimal Pathway Australia will transform our strategic posture, bolstering security and stability in the Indo-Pacific for decades to come.

AUKUS partners will pursue the following approach to this endeavour:

- ***Embedded Personnel and Port Visits.*** Beginning in 2023, Australian military and civilian personnel will embed with the UK Royal Navy, the US Navy and, subject to any necessary arrangements, within the UK and US submarine industrial bases. This will accelerate the training and development of Australian personnel to ensure our ability to work together and for Australians to take on the responsibilities associated with these programs. The US plans to increase SSN port visits to Australia from 2023, with Australian sailors joining US crews for training and development; the UK will increase visits to Australia from 2026.
- ***Submarine Forward Presence.*** As early as 2027, the UK and the US plan to establish a rotational presence of one UK Astute class submarine and up to four US Virginia class submarines at HMAS Stirling near Perth, Western Australia – this initiative will be known as 'Submarine Rotational Force-West' (SRF-West). This rotational presence will comply fully with Australia's longstanding position of no foreign bases on its territory. It will put our nations shoulder to shoulder as Australia builds the necessary operational capabilities and skills to steward and operate its own fleet of nuclear-powered submarines. Australia is launching an ambitious national effort to grow its defence and industrial workforce to support this plan.
- ***Sale of US Virginia Class Submarines.*** Beginning in the early 2030s, pending approval from US Congress, the US intends to sell Australia three Virginia class submarines, with the potential to sell up to two more if needed. This action is critical to continue growing Australia's ability to own and operate a fleet of SSNs, and to provide Australia with a sovereign capability at the earliest 2 possible date. It also ensures Australia sustains its undersea capabilities until SSN-AUKUS is ready, given the planned retirement of Australia's current fleet of submarines.
- ***Build of SSN-AUKUS.*** SSN-AUKUS will be the future attack submarine for both Australia and the UK. SSN-AUKUS will be based upon the UK's next-generation SSN design while incorporating cutting edge US submarine technologies, and will be built and deployed by both Australia and the UK. Australia and the UK intend to start building SSN-AUKUS in their domestic shipyards before the end of this decade. The UK intends to deliver its first SSN-AUKUS to the UK Royal Navy in the late 2030s. Australia plans to deliver the first Australian-built SSN-AUKUS to the Royal Australian Navy in the early 2040s.



Today's announcement follows an 18 month consultation period to define the Optimal Pathway for Australia to acquire this capability, while setting the highest international nuclear non-proliferation standards. Australia does not seek and will not acquire nuclear weapons. We will work with the UK and US to implement the highest standards of nuclear safety and security.

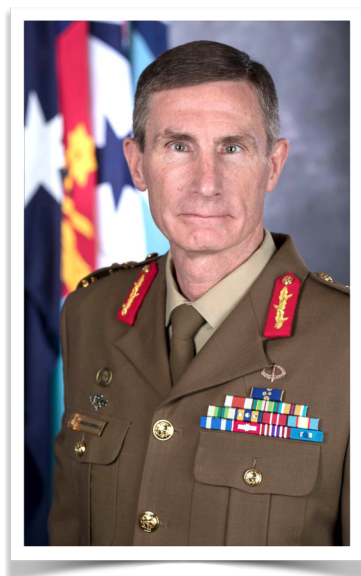
The Optimal Pathway delivers significant long-term strategic benefits for all three AUKUS partners. Importantly, we are building Australia's ability to safely own, operate, maintain and regulate a sovereign conventionally-armed SSN capability.

The Collins class submarine remains one of the most operationally capable diesel-electric submarine classes in the world and will continue to be critical to our ADF deterrence and defence capability in the coming decades as we transition to the nuclear-powered submarines.

We are getting access to this technology because we have demonstrated that we are a capable and competent Defence organisation. In particular, we acknowledge the efforts of Vice Admiral Jonathan Mead, AO RAN and the Nuclear Powered Submarine Taskforce, who have worked tirelessly in collaboration with colleagues in Defence, across Government and their UK and US counterparts to develop this Optimal Pathway.

We will continue to update you on the progress of this remarkable endeavour. In the meantime, we encourage you to familiarise yourself with this historic announcement and read the Public Report. We recognise and value the hard work of everyone across the Defence enterprise in achieving our mission.

Thank you for your contribution and ongoing commitment.



Angus J Campbell, AO, DSC
General
Chief of the Defence Force



Greg Moriarty
Secretary
Department of Defence



IN PRODUCTION ANMM & RAN HERITAGE CTRE ALLIANCE

“That Tingira Aust Assoc make closer contact with Australia National Maritime Museum AND RAN Seapower Heritage Centre, Garden Island possibility of using museums facilities future display of the Tingira collection.

Ongoing discussions with both groups - for future Tingira functions and presence at museum.



IN PRODUCTION

WOOLAHRA COUNCIL & RSL ROSE BAY ALLIANCE

“That the present Tingira Memorial park Rose Bay, Sydney, is restored to present as a modern and well represented Navy Tingira War Memorial”

Tingira Secretary is communicating with Mayor Woolahra Council, committee of Rose Bay RSL sub-Branch on the future of this Memorial due for high maintenance and upgrade.



COMPLETED 2023 - 2025 STRATEGIC PLAN

“That Tingira Aust Assoc review the present 2000 Strategic Plan and carry forward a new updated five year plan for present and future national Tingira Committee.

Secretary and Treasurer have commenced the project with input from committee and the present membership, due release Australia day 2023.



IN PRODUCTION STONEHAVEN AWARD 2023

“That Tingira Aust Assoc call for nominations - Tingira Stonehaven Medal 2023 - awarded annually to the 'Tingira Boy' or Boys who go above and beyond the normal call of duty”

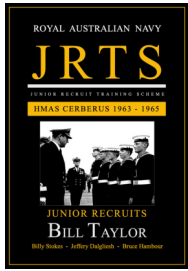
National Tingira Committee has commenced the nomination process with adverts and social media calls for the 2023 award.



IN PRODUCTION ANNUAL REPORT 2023

“That Tingira Aust Assoc present Annual Report for membership, presentation at the 2023 Annual General Meeting, first half 2023.

Tingira Secretary has commenced the design and layout process with assistance for final financial reports from Summit Consultants by last week of January 2023.



COMPLETED JRTS HMAS CERBERUS 1963 - 1965

"That Tingira Aust Assoc assist in production, design content and promotion of first JRTS intake member Bill Taylor, to complete a book on the two intakes that served their initial JR time at HMAS Cerberus"

SALES COMPLETED - Publications delivered, copy to Tingira VIP list, GG, PM, CN, WoN, FC, Seapower, ANMM, Navy History, Anzac Memorial, RSL NSW, TAA collection and State Premier NSW



COMPLETED ANNUAL REPORT 2021

"That Tingira Aust Assoc produce a 2021 ANNUAL REPORT for members, Associates, former JRs and Friends of Tingira for PDF version on website, with 100 hard copies for merchandise orders of 2022"

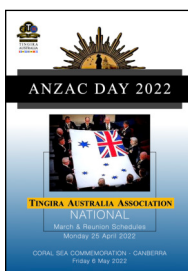
Secretary completed, placed on website 1 February, presented at AGM Gladstone, Queensland, Saturday 19 February 2022



COMPLETED VP AUTUMN - WINTER - SPRING - SUMMER

"That Tingira Aust Assoc reshape the newsletter VOICEpipe with new content theme of YESTERDAY - TODAY - TOMORROW displaying history, news and vision of the membership and associated supporters of Tingira and that the magazine is produced quarterly, published on the first day of each seasonal change"

Editor Mark Lee, and the new editorial sub committee, have delivered the first four 2022 issues of the new format VOICEpipe magazine to the membership



COMPLETED 2022 NATIONAL ANZAC DAY BOOKLET

"That Tingira Aust Assoc provide for members a document with the meeting and march off points and after march reunion locations for all Tingira members across the Australian capital and regional cities"

New updated version on website 1st April, followed by late media release on 22 April on website



COMPLETED STONEHAVEN PRESENTATION - WA

"That Tingira Aust Assoc call for nominations - Tingira Stonehaven Medal 2022 - awarded annually to the 'Tingira Boy' or Boys who go above and beyond the normal call of duty"

National Tingira Committee received several creditable nominations, and have voted an outstanding duel winners. Husband and wife, Jack and Anita Strong of Rockingham were presented with the Tingira Stonehaven Medal, and Shield Friday 15 July 2022 - Tingira Day, East Fremantle, WA.

LIFE MEMBERSHIP



Long Live Tingira - Mates For Life

Dues for General Membership
due January 2023

TINGIRA.ORG.AU

GOLDEN GIRL **Ms. TINGIRA** **Amber Lawrence**

Tingira Veterans Music
Ambassador



" I just wanted to let you know the very cool news - last Saturday night, at the Golden Guitar awards, I was awarded the Golden Guitar for FEMALE ARTIST of the YEAR !! This is a huge honour, and an awesome award to receive.

Thank you to YOU - for all of you, who came to a show, and supported my album in 2022 - it all helped add up to making me Female Artist of the Year!

I was also inducted into the Tamworth Country Music Galaxy of Stars - this is the Australian Country music equivalent of the Hollywood Boulevard of stars - so it's just such an honour to be included in the history of our industry!!

That's all for now, and I hope I'll see you somewhere out there on the road in 2023!

Lots of Love - Amber

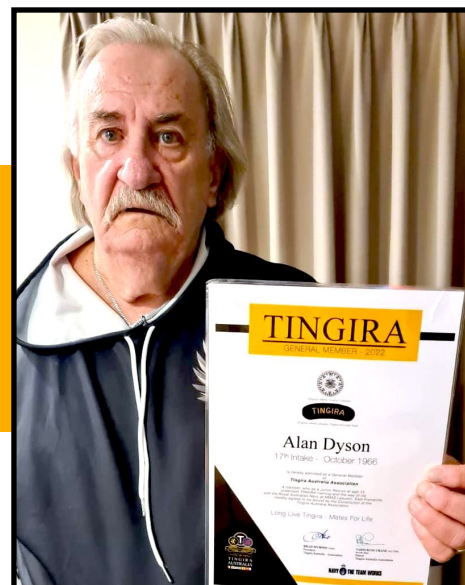
New Tingira Member **Alan Dyson**

" I just want to say thank you, both for your Tingira welcome and the associated kit bag of issues.

The Tingira lapel pin, certificate and the written words are a comfort.

Again thank you - "all hands, to".

*With regards, **Alan Dyson***



TINGIRA

STONEHAVEN MEDAL

"The annual Tingira Stonehaven Medal is awarded annually to the Tingira Boy or Boys, who go above and beyond their normal call of duty"

GREG READ SC
Tingira President 2013



2017
KEN & LORRAINE DOBBIE
Devonport, TAS

2018
PHILLIP LANCASTER
Piara Waters, WA

DAVID CASSIDY
Banora Point, NSW

MICK SHARP
QLD



2019
DARYL & SHANE WALTON
Forrestfield, WA

2020
BRAD & JACKIE MURPHY
Windemere, QLD



2021
JOHN & MEREDITH PERRYMAN
Fadden, ACT

2022
JACK & ANITA STRONG
Rockingham, WA





INDO PACIFIC MAKING A SPLASH AT EUROMAR



The INDO PACIFIC 2023 team is part of a busy Team Defence Australia stand (G69) at Euronaval 2022.

The INDO PACIFIC 2023 International Maritime Exposition team is at Euronaval 2022 in Paris this week, and has already taken its first order for exhibition space.

INDO PACIFIC 2023 will be held at Sydney's International Convention Centre from 7-9 November next year. Coming on the heels of a record-breaking 2022 event, INDO PACIFIC 2023 is generating great interest at Euronaval, as the premier window to the Indo Pacific maritime market.

"We have already had our first order for INDO PACIFIC 2023 exhibition space at Euronaval, and enquiries have been brisk," said INDO PACIFIC 2023 Sales Manager, Jason Thomas, from Paris.

"European companies know that INDO PACIFIC 2023 is a mature, professional regional event, offering access to representatives of nations from across the Indo Pacific, as well as a very dynamic Australian maritime marketplace."



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TINGIRA
Foundation
Life Member

JOHN PERRYMAN



“

*The magnitude
and costs
associated with
the preservation
of any historic
ship are
overwhelming
but that is not to
say that there
will not be
others that join
the historic ship
register in the
future*

YESTERDAY'S NAVY PRESERVED

Ex-RAN Museum Ships

Still The Pride of Our Fleet ...

By
John Perryman

On 18 January this year ex-HMAS *Vampire* (II) turned heads in Sydney when, assisted by tugs, she was carefully shepherded from her berth at the National Maritime Museum, Darling Harbour, to Garden Island. There she entered the Captain Cook graving dock to undertake a three million dollar, five-yearly assisted maintenance package that will ensure the much-loved warship's longevity as a museum ship and popular tourist attraction. The largest ex-RAN museum ship in Australia; it is estimated that some 5 million visitors have inspected the vessel since being opened to the public in 1990.



Ex RAN vessels - HMAS Vampire and HMAS Onslow at the Australian Maritime Museum, Darling Harbour, Sydney.

The cold move featured on Channel 7's evening news and, if social media is anything to go by, the event certainly evoked many fond memories among those who had served in her, or in company with her, as Vampire gracefully made her way across the harbour's sunlit waters.

The last of the RAN's Daring class destroyers; Vampire was constructed at Cockatoo Island Dockyard in Sydney, commissioning on 23 June 1959. She was to provide valuable service to the Navy for the next 27 years until decommissioning on 13 August 1986, having steamed 808,026 nautical miles.

Vampire is one of a number of former RAN vessels preserved as museum ships around the Australian continent. Several of them date from World War II including the former RAN corvettes HMAS Castlemaine and Whyalla, the River class frigate HMAS Diamantina and HMAS Krait, a vessel used by the Services Reconnaissance Department for clandestine operations in connection with Operations JAYWICK and RIMAU.

Post war museum ships include the Attack class patrol boat HMAS Advance, the Oberon Class submarines Onslow and Ovens and the Fremantle class patrol boats HMAS Townsville and Gladstone. All of these vessels have proven popular tourist attractions and serve as important touchstones for former naval personnel and their families.

One of the oldest heritage vessels is the former HMAS *Sleuth*, a steam yacht that at one time was a tender to HMAS *Tingira*. Following her naval service she was renamed SY *Ena* and today she is one of the jewels in the crown of the Sydney Heritage Fleet.

When warships, aircraft and military hardware reach the end of their useful life and are approaching a time when they will be withdrawn from service there are often calls from the ex-Service community for examples to be retained as museum pieces. In the case of former military and air assets this is a somewhat easier undertaking, for even the largest of military vehicles or aircraft can be stored, maintained and displayed indoors away from the corrosive elements of mother nature. This is not the case for warships, even of patrol boat size, which are usually exhibited outside and often immersed in salt water.

With that in mind, size is certainly the number one obstacle when it comes to preserving former naval vessels. A suitable place to display the vessel concerned must first be found and associated with that comes second and third order considerations such as environmental impact studies and of course the costs associated with purchasing or renting wharves and the ongoing challenge of maintaining the vessel in good repair. The reality of this last consideration is highlighted by the costs associated with Vampire's much needed recent conservation and the National Maritime Museum's ongoing challenge to forecast and fund similar major maintenance packages for other vessels in its



She is the 'Pride' of Port Melbourne - HMAS Castlemaine



Restored and now in all her former glory back on Sydney Harbour after 100 years, SY ENA former HMAS Sleuth, is the diamond of the fleet with the Australian National Maritime Museum

collection which includes ex- HMAS Onslow and Advance. This is an ongoing commitment that all museums with ex-naval vessels in their collections must face.

There have, however, been some innovative ways of preserving the memory of former RAN warships to overcome some of these obstacles. The decision following the decommissioning of the Oberon class submarine HMAS Otway, to remove its outer casing and conning tower from the pressure hull and erect it in Holbrook, NSW has created the illusion of a complete Oberon class submarine as the centrepiece of a park within the land-locked township. There the vessels memory is preserved, complimented by the nearby submarine museum that features artefacts not only from Otway but other submarines and submariners that have served in connection with the RAN.

A similar example of this innovative approach was the removal of the bridge, flag deck and a 5-inch gun mount from the Charles F Adams class destroyer HMAS Brisbane (II) prior to it being sunk as a dive wreck off Mooloolaba, Queensland. On that occasion the RAN cooperated with the Australian War Memorial to take the initiative to preserve those parts of the vessel that would capture the essence of its active service that spanned from the Vietnam War to Gulf War 1 and beyond.

The display of Brisbane's bridge at the rear of the Australian War Memorial has proven hugely popular, resonating not only with those who served in the 'Steel Cat' but with those who served in her sister ships Perth and Hobart too. During my own visits to this exhibit I have immediately been taken back to my time serving in 'DDGs' by the familiar and comforting smell of 'warship' that permeates the bridge.

Similar projects include the sectioning of the bow and stern from the torpedo boat destroyer HMAS Parramatta (I) that are displayed respectively at Garden Island, Sydney, and Parramatta, NSW. Elsewhere a portion of the bow of the first HMAS Sydney can be found on the foreshore of Milson's Point while a section of her stern features in the collection of the Australian War Memorial in Canberra.

The foremast of Sydney (I) also dominates the memorial at Bradleys Head on Sydney Harbour.

Perhaps the most ambitious undertaking by far was, arguably, the preservation of the World War II era Australian Mine Sweeper (corvette) HMAS Whyalla. In her case a specially engineered cradle was constructed and positioned beneath her keel before the ship was dragged ashore, jacked up, placed on trailers and pulled two kilometres inshore to become the centrepiece of the Whyalla Maritime Museum. In doing so the museum was able to defray many of the aforementioned conservation costs and the ship remains a popular tourist attraction. For those interested a video clip of the evolution to move Whyalla may be found on Youtube on the following link: https://www.youtube.com/watch?v=L4CAIQU_PV0

Other initiatives to capture and preserve the memories of RAN warships include the production of scale models of which numerous examples can be found in museums and institutions around the country. A recent addition to the Australian War Memorial's collection includes a fine 1/72nd scale model of HMAS Tobruk (II) constructed by former crewman Petty Officer Rick Mayes. While the wreck of Tobruk serves as a tourist attraction in Hervey Bay, Queensland, Rick's model will be an important touchstone to the many thousands of Australian Defence Force personnel who served or took passage in her during Tobruk's 34 years of service that included participation in numerous operational campaigns including Somalia, Bougainville and East Timor to name just a few.

The magnitude and costs associated with the preservation of any historic ship are overwhelming but that is not to say that there will not be others that join the historic ship register in the future. In the meantime the alternatives briefly outlined in this article might continue to be explored as workable alternatives to ensure that the memories of former RAN warships are captured and preserved for future generations.

*



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website - cumberlandrslsubbranch.org.au



One of the NEW tourist attractions in Canberra at the Australian War Memorial, the 'Bridge and forward gun turret' of the former DDG HMAS Brisbane.



Final resting dock for HMAS Diamantina, the Brisbane Maritime Museum on the Brisbane river. When the river floods, old 'tina, she floats!



Australia's Largest Museum Ship

THE BAT



Story by
*Australian National
Maritime Museum*

Australia's largest museum ship HMAS Vampire takes to the Harbour once more

The Australian National Maritime Museum's Daring class destroyer, the HMAS Vampire, will cross the Harbour tomorrow morning, heading to Garden Island Defence Precinct for essential maintenance, passing spectacularly beneath the Sydney Harbour Bridge and drawing the eyes of Sydney.

Sydneysiders will catch a rare sight of the famous vessel, celebrated as being the last of Australia's big gun ships, as it plies the waters from its home in Cockle Bay. The decommissioned Vampire will be manoeuvred from its dockside home in a delicate operation and towed in state, attended by three tugboats and a pilot vessel. The passage will be managed by the Museum's Fleet Team, the New South Wales Port Authority, and Thales Australia – which oversees operations on the dock and other services at Garden Island Naval Base.

Built on nearby Cockatoo Island, the Daring class were the largest destroyers built in Australia. Now housed in Cockle Bay, visitors can walk aboard Australia's largest museum vessel and access naval operational areas including the messes, sleeping quarters, engine rooms, hospital, bridge, gun turrets and radio rooms, gaining a fascinating insight into naval life.

Museum CEO and Director Daryl Karp said 'Vampire's place in our museum is important, partly because of the hundreds of intersecting stories associated with the vessel, which brings to life our maritime heritage.

'Many of our Museum volunteers share history with the Vampire, including several ex-servicemen who served aboard on the sister ship, Voyager, as well as boilermakers, electricians and others with an historic connection to shipbuilding on Cockatoo Island.

'Sharing their stories with museum visitors deepens our knowledge of national naval and maritime heritage, which is a very special part of our culture at the Museum. We are looking forward to Vampire's return, refreshed and open again to the public on February 17, 2023.'

The Vampire will spend a month in the dry dock at Garden Island, undergoing hull repair and conservation that will enable the vessel to resume its place as the largest museum vessel in Australia. At around \$3 million, the operation will be carried out at the Captain Cook Graving Dock on Garden Island. Completed towards the end of World War II, it is one of the largest 'dry docks' in the Southern Hemisphere – and a key part of Sydney's working maritime heritage.



Sporting a new coat of RAN vintage 'ships side grey' she is back on Sydney Harbour - HMAS Vampire. Under tow and assistance heading towards her permanent berth at the Australian Maritime Museum after a quick paint refit at Garden Island Dockyard.

HMAS Vampire fast facts

- HMAS Vampire is Australia's largest museum vessel
- It is a Daring Class destroyer, the largest destroyers built in Australia
- Vampire served in the Royal Australian Navy from 1959 to 1986
- Vampire had a peaceful career, even while escorting troops to Vietnam in the 1960's
- Vampire was built on Cockatoo Island in Sydney Harbour, its keel laid in 1952
- In 1977, Vampire was RAN escort for HMY Britannia during the Queen's Silver Jubilee tour of Australia
- In 1980, it was refitted as a RAN training ship
- In 1997 it was transferred to the Australian National Maritime Museum

Vampire's arsenal included:

- 3 twin turrets housing 6 x 4.5-inch guns (still in place)
- 2 single-gun and 2 twin-gun Bofors anti-aircraft guns (still in place)
- 5 anti-ship torpedo launchers (removed in 1970)
- surface to subsurface anti-submarine mortar (removed in 1980)

Machinery:

Two Foster Wheeler three drum super-heated boilers; two English Electric Company geared steam turbines, generating 40,284 kW (54,000 hp); twin screws and rudders



OVENS

Gets a New Life ...

Many may wonder what might be happening to some of the former RAN Defence articles that are out there as museum pieces?

"Just take a look at what the WA Maritime Museum is doing to the former submarine HMAS OVENS, see attached.

It is a BZ from most of us here in WA and perhaps the QLD Government might like to do something similar for the former WWII River Class Frigate HMAS DIAMANTINA, an exhibit languishing at the QLD Maritime Museum's South Brisbane Dry dock and falling quickly into disrepair due to lack of government support and funds.

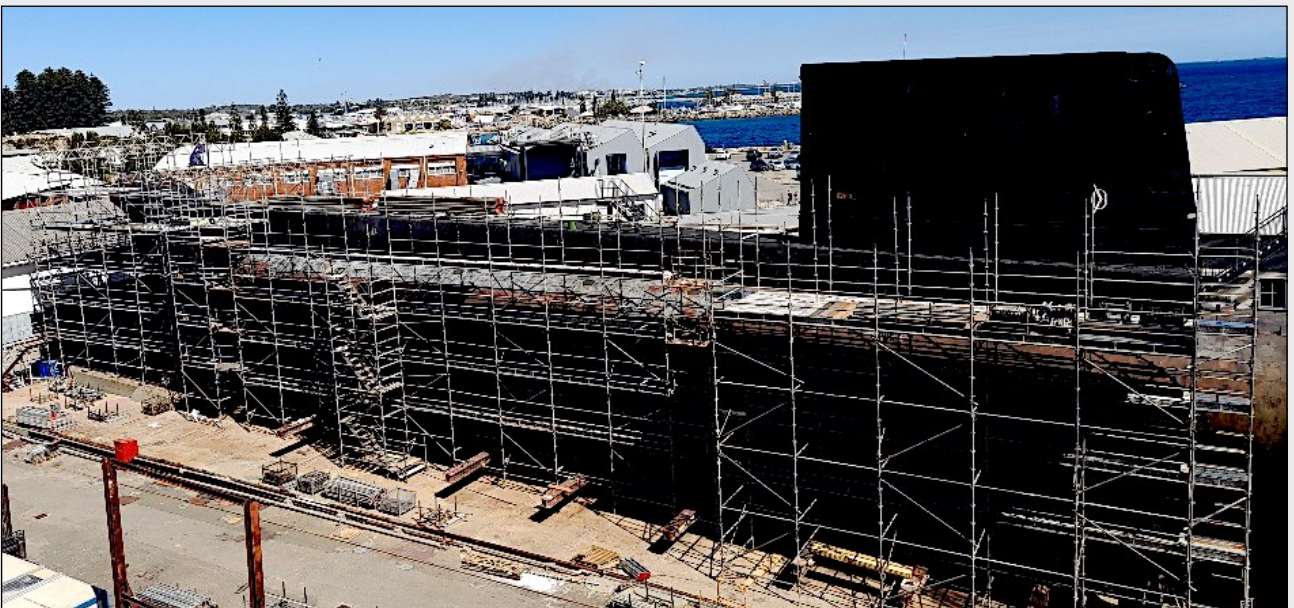
Some of your readership may like to see the beginnings of submarine Ovens restoration work (external) at Fremantle Maritime Museum. While the photos don't show it I believe the river has to be barricaded off from the work as well.

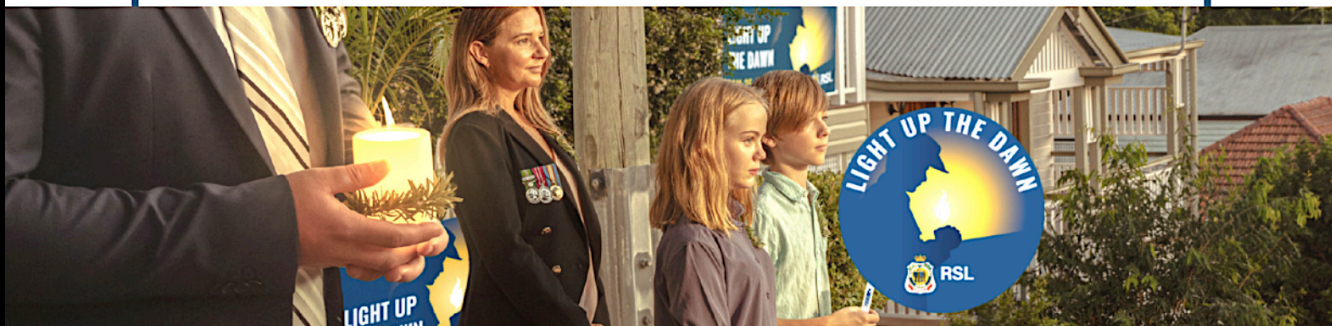
Unfortunately all of the exhaust system aft of the fin has been cut off and taken to Welshpool as well and won't be refitted unlike the aft casing.

Probably some two or three months of work remaining.

*Cheers,
Geoff O'Callaghan*







LIGHT UP THE DAWN

ANZAC DAY 2023 - 6am YOUR DRIVEWAY

This ANZAC Day, RSL invites all Australians to unite safely to honour our nation's veterans. How will you Light Up the Dawn?

Make the choice your own, commemorate at a traditional dawn service at your local cenotaph or honour them from home at 6am. Light Up The Dawn was an idea that originated within the Australian community. The RSL supported and promoted the idea across Australia in 2020 and further supported it in 2021.

This year commemorate our veterans across Australia and come together, whether at traditional services or by commemorating personally at home. Wherever you Light Up the Dawn this year, show your support and commemorate with your community this Anzac Day.

ANZAC DAY 2023

Tingira Boys - Banners High Unite and March



**ADELAIDE - BUNDABERG - BRISBANE - CAIRNS
MELBOURNE - PERTH - SYDNEY**

'Tingira Boys' are up and about again this year for the annual ANZAC Day march. The Tingira banner is going up in three capital cities and two regional towns around our nation on this most precious day for our veteran community.

Anzac Day is our most sacred day of the year. As a national association truly united remembering our past veterans and the many navy Tingira Boys in the first and second generations who have gone before us, this is our proudest moment for them alone. On this day many former JR's gather under the Tingira banner, renew old friendships as many new ones are made.

This year we will have another 100 odd new members back on board the good ship Tingira. Many will make their way to the Anzac march looking for the 'Tingira banner' for the first time; please make them welcome, we are all still close shipmates after all these years.

This day is also our 111th birthday for the commissioning of HMAS Tingira on this very special day on 25 April 1912. We will sing happy birthday another day, our association will celebrate our JR birthday 13 July, the day of the first intake at HMAS Leeuwin back in 1960. Please remember this is a 'commemoration event, not a celebration party,' it's not an official holiday to just get smashed at the local dig after the march; Tingira Boys, we 'Will Remember Them' this is our duty, on this day.

I will not journey from Queensland to Sydney this year, as I will conduct a local service here in Bundaberg with

many former JRs that are growing in numbers and stature. All JRs in the district welcome to attend morning dawn service (0430) at the Ashfield medical practise.

Following month, I will go south, Canberra in May, for the often very cold 'Coral Sea' commemoration, attended by many of our ACT & NSW Tingira members. Credit to the statewide Anzac Day coordinators, who have again stepped up to organise your march and after-party reunion.

Please support them on this day, it's a massive task and they are volunteers on our front line, BZ lads. Enjoy the march, make a new friend or two amongst your ranks, that is what this association is all about; renewing old and making new friendships. Bring your partner and family along for the day if possible, it's a great reunion day for us all. Lest We Forget

Long Live Tingira - Mates For Life

BRAD MURPHY OAM
President
Tingira Australia Association

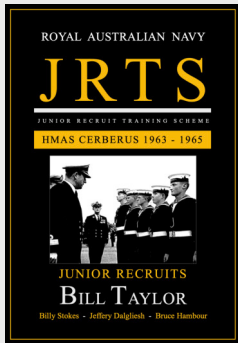




Become TINGIRA Proud ...

Wear your Tingira Polo shirt shopping, be surprised how many former 'navy salts' you meet in your area; you may discover some new or former shipmates!

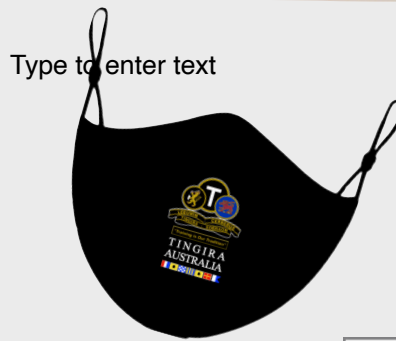
Sizes: Small to 5x
Members, JR's, Associates & friends of Tingira
Website purchase only



JRTS BOOK
\$85



TINGIRA TIE



TINGIRA



TINGIRA HIP FLASK
\$40



REUNION CHALLENGE COIN
\$45



TINGIRA BOW TIE CUMMERBUND
\$100



ANNUAL General Member
\$25

Plus
Associates
General members



Life Member
\$250
Plus
Associates
Life Member



TINGIRA MEMBERSHIP BADGE
\$25

TINGIRA.ORG.AU



LEFT SIDE
TINGIRA PIN
SERVICE MEDALS
POPPY ON BAR

RIGHT SIDE
TINGIRA
NAME BADGE

DRESS OF THE DAY...

The Tingira boys have come together in strength, numbers and in uniform we look strong. Many other Associations in Sydney have stood back and just gone "WOW" where did these guys come from? Little did they know we have been around since day one!

Keep it simple ...

- Dark suit with white shirt
- Tingira Tie
- JR Beret - blue badge [Purchase from www.navyuniforms.com.au](http://www.navyuniforms.com.au)
- RSL Badge on top - No badge goes above the Queens crown
- Tingira Badge
- Service Medals - left breast pocket, relatives medals to right breast pocket
- Red Poppy - top of medal bar
- Clean Black Shoes

Tingira name badge - Right side



ADELAIDE

10 am ANZAC MARCH

Northern side of Grenfell Street, Adelaide
(West from Pulteney St to Twin St)

TINGIRA BOYS REUNION

Plympton Glenelg RSL
464 Marion Road, Plympton

ADELAIDE DIVISION CO-ORDINATOR

STEPHEN BEAL

M. 0400 - 366 845

E. beal.stephen@gmail.com

Partners, family members and friends of Tingira welcome
Purchase own meal & drinks on day please



**Plympton
Glenelg
RSL**

BRISBANE

10 am ANZAC MARCH

Meet up William St between Queen & Elizabeth St

Step off at 11am

TINGIRA BOYS REUNION

TBC

(Possibly Victory or Port Office Hotel)

BRISBANE

DIVISION CO-ORDINATOR

DANNY O'RIORDAN

M. 0400 - 268 320

E. tingiraqueensland@gmail.com

Partners, family members and friends of Tingira welcome

Purchase own meal & drinks on day please



BUNDABERG

4.15 am GUNFIRE BREAKFAST

Bundaberg Services Club

4.30 am DAWN SERVICE

Memorial Garden - Ashfield Country Practice

9 am ANZAC MARCH

Tarago Street, Anzac Park, Bundaberg

TINGIRA BOYS REUNION

Bundaberg Services Club RSL sub-Branch

BUNDABERG DIVISION CO-ORDINATOR

BRAD MURPHY

M. 0467 - 625 362

E. brad@emergencymedicine.com.au

Partners, family members and friends of Tingira welcome
Purchase own meal & drinks on day please



CAIRNS

4.30 am GUNFIRE BREAKFAST

Cairns Cenotaph

5.30 am DAWN SERVICE

Cairns Cenotaph

7.30 am ANZAC MARCH

Fogarty Park

Cnr Spence Street & The Esplanade, Cairns

TINGIRA BOYS REUNION

Cairns RSL Club

CAIRNS

DIVISION CO-ORDINATOR

ROD HOWARD

M. 0416 - 125 434

E. tingiranqld@gmail.com

Partners, family members and friends of Tingira welcome

Purchase own meal & drinks on day please



MELBOURNE

5,30 am

DAWN SERVICE

Shrine of Remembrance
Birdwood Ave, Melbourne.

8.30 am

ANZAC MARCH

Princes Bridge, City
Form up - Federation Square.

TINGIRA BOYS REUNION

Maori Chief Hotel
17 Moray St, South Melbourne

MELBOURNE

DIVISION CO-ORDINATOR

JAMES BISHOP

M. 0413 - 582 615

E. jamesjab45@gmail.com

Partners, family members and friends of Tingira welcome

Purchase own meal & drinks on day please



PERTH

LEEWIN BARRACKS DAWN SERVICE

TBA - WEBSITE seven days out

8.30 am

ANZAC MARCH

Section C - which falls in on St Georges Terrace, Perth

TINGIRA BOYS REUNION

TBA

Watch the Website

PERTH

DIVISION CO-ORDINATOR

PAUL KALAJZICH

M. 0403 - 402 496

E. tcom4@tingira.org.au

Partners, family members and friends of Tingira welcome

Purchase own meal & drinks on day please





RSL
NSW

2023 Sydney ANZAC Day March Map



KEY

- March Path
- Participant Flow
- Cenotaph
- Information
- Band Chute (Western side of Elizabeth Street)
- Limited Pedestrian Access
- Wheelchair Accessible Viewing Area
- Public Toilets
- Accessibility drop off/pick up
- Taxi Rank

CONTINGENT

- 1 Police Motorcycle Riders (V formation)
- 2 Mounted Police
- 3 ADF Duty Band
- 4 HE The Governor
- 5 RSL NSW Contingent
- 6 New Zealand Veterans
- 7 Australian Flags Contingent
- 8 Memorial Horses
- 9 WWI Unit Flags Contingent
- 10 Taxis
- 11 NSW Police Veterans
- 12 Royal Australian Navy and Merchant Navy led by Australian Fleet Commander
- 13 NSW Fire and Rescue Veterans
- 14 Australian Army led by Commander – Forces Command
- 15 WWII Army
- 16 Australian Korean War Veterans
- 17 Australian Army Training Team Vietnam
- 18 Head Quarters 1 Australian Task Force
- 19 Armour
- 20 Artillery
- 21 Engineers
- 22 Survey
- 23 Signals
- 24 Infantry
- 25 Special Forces
- 26 Army Aviation
- 27 Intelligence
- 28 Chaplains
- 29 Transport
- 30 Medical
- 31 Dental
- 32 Ordnance
- 33 Electrical and Mechanical Engineers
- 34 Educational
- 35 Public Relations Service
- 36 Catering
- 37 Pay
- 38 Legal
- 39 Military Police
- 40 Psychology
- 41 Nursing
- 42 WRAAC
- 43 UN & Peacekeeping
- 44 Army Reserve Units
- 45 National Servicemen
- 46 Officer Training Unit
- 47 Royal Australia Air Force led by Commander – Air Command
- 48 British & Commonwealth Forces
- 49 Civilian Air Crews
- 50 Entertainers + War Correspondents
- 51 Red Cross
- 52 Sydney Legacy and War Widows
- 53 Descendants of Veterans
- 54 Allied Veterans and Descendants
- 55 RSL marshals and SES

More information: rslnsw.org.au

SYDNEY

4 am

DAWN SERVICE

Sydney Cenotaph Martin Place, Sydney

8.30 am

ANZAC MARCH

Castlereagh Street, Sydney

NAVY - between Hunter and King Streets

TINGIRA BOYS REUNION

TBC

Emden Gun - Hyde Park South

SYDNEY

DIVISION CO-ORDINATOR

MARK LEE

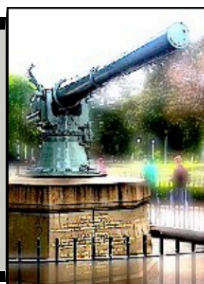
M. 0432 - 475 744

E. tsec@timngira.org.au

Partners, family members and friends of Tingira welcome

Purchase own meal & drinks on day please

**EMDEN GUN
HYDE PARK SOUTH**



**PULLMAN
HOTEL**

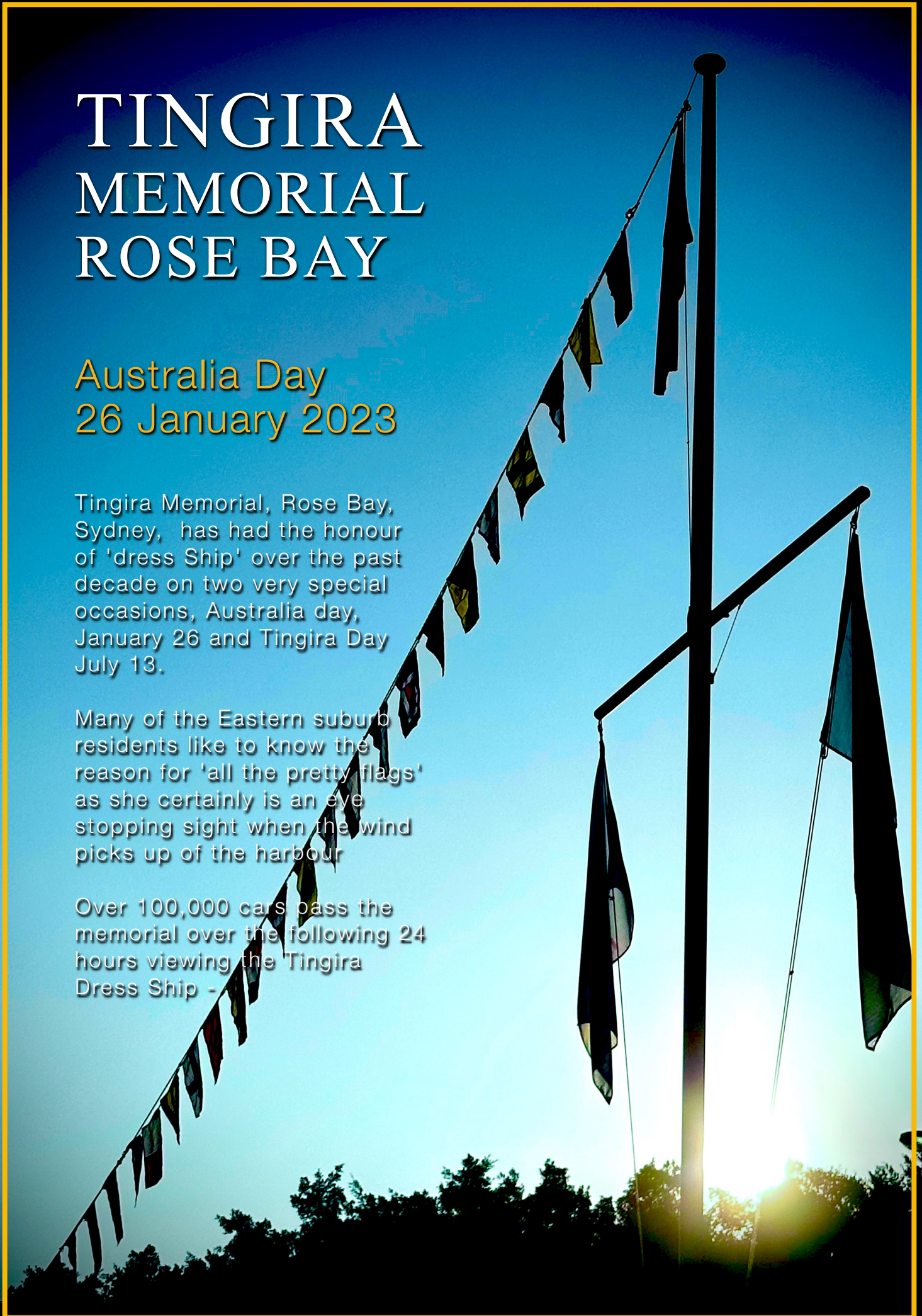
TINGIRA MEMORIAL ROSE BAY

Australia Day
26 January 2023

Tingira Memorial, Rose Bay, Sydney, has had the honour of 'dress Ship' over the past decade on two very special occasions, Australia day, January 26 and Tingira Day July 13.

Many of the Eastern suburb residents like to know the reason for 'all the pretty flags' as she certainly is an eye stopping sight when the wind picks up of the harbour

Over 100,000 cars pass the memorial over the following 24 hours viewing the Tingira Dress Ship -



What is Dress Ship?

by **Ian Fortey**
Boat Safe Magazine

The nautical term of dressing ship, to dress ship, or dressing overall can be confusing. This ritual is often reserved for military vessels. It can also apply to recreational vessels such as yachts. Even cruise ships may dress ship. It's a process of decorating a ship for a celebration. You would dress a ship for an anniversary, for instance. The process involves using International Maritime Signal Flags. You have to string them along dressing lines from stemhead to masthead. If there is more than one mast, then each will be included.

A ship at sea would never be seen dressed in Maritime signal flags. Instead, vessels only dress when anchoring or near harbor. Masthead flags can be used if the ship is underway. If your ship is not underway, it can be overall dress. This is the version that includes streaming the dressing line from stem head to masthead. They can also be strung from a masthead to masthead if more than one is present. From there they terminate at the taffrail. The flags will go from waterline to waterline, bow to stern. The flag officer should know how to place the lines on the vessel.

The ship should be dressed in the morning at 0800 hours. Flags should remain up until the evening. This applies for when the ship is at anchor only. This will also change if it is the maiden voyage of the vessel, or the final voyage. Different protocol will dictate how those events are to be handled in relation to dressing ship. **Ensign:** The Ensign is the national flag for the ship on which it flies. This will be the largest flag on a ship. In port it will be flown at the stern of the ship. There are also Naval ensigns and civil ensigns. Large versions of Naval ensigns may also be called battle ensigns. For American vessels, the US flag is the standard ensign on ships.

ENSIGN - The Ensign is the national flag for the ship on which it flies. This will be the largest flag on a ship. In port it will be flown at the stern of the ship. There are also Naval ensigns and civil ensigns. Large versions of Naval ensigns may also be called battle ensigns. For American vessels, the US flag is the standard ensign on ships. The Naval rank of Ensign actually comes from this term and not the other way around. An Ensign was traditionally in charge of the Ensign flag.

BURGEE - This is a flag from a recreational boating organisation. For instance, if you are in a yacht club like the Royal Yachting Association, you will have a club burgee. There's no standard shape for a club burgee, although many are pennants. This is a kind of private signal. A private signal is a custom designed flag that any boat owner could fly.

PENNANT - These are long, narrow flags that don't necessarily end in a point, making them a triangle. There are many pennants depending on what they're used for. For instance, there is a Senior Officer Present Afloat pennant. A Gin pennant is used to invite officers from other ships to have a drink. A Masthead pennant indicates the commission of the captain of the ship.

JACK - These flags are flown by military vessels, usually. It is flown from a short flagstaff called a jackstaff at the front of the vessel. The United States Jack is a field of blue bearing 50 white stars in 9 rows. It's used by the US Navy and the US Coast Guard.

SIGNAL FLAGS - International Maritime signal flags are used to communicate between ships. The flags represent the international code of signals. Flags can be used to represent individual letters to spell words. Other flags have specific meanings. In



Feature Navy Exhibition ANZAC MEMORIAL

HYDE PARK SOUTH, SYDNEY

1913 the Royal Australian Navy's brand-new fleet sailed through the Heads and into Sydney Harbour. Since then the RAN has served on all the world's oceans in times of peace and war.

During the Second World War, the RAN reached its maximum strength. Approximately 37,000 men and women wore a RAN uniform. The war inflicted a heavy toll on ships and personnel. Thirty-eight cruisers, destroyers, sloops and smaller vessels were sunk and almost 2,200 sailors died on active service.

Since the end of the Second World War, the RAN's fortunes have fluctuated dramatically between lavish acquisitions and slashed defence budgets.

The RAN has sent ships and service personnel to war in Korea, Vietnam and the Persian Gulf. The service has participated in peacekeeping and humanitarian operations all over the globe, at sea, on remote islands and in tri-service deployments. It has played a vital role in protecting our borders and interrupting the international drug trade.

Today the RAN is a highly technical force of state-of-the-art equipment staffed by skilled and dedicated people serving the white ensign in the best traditions of Francis Drake and Horatio Nelson.

To recognise the generations of Australians who have gone to war on great waters the Anzac Memorial will open a year-long exhibition on the Royal Australian Navy on the anniversary of the Battle of Cape Matapan, 27 March 2023.



Garden Island - Australia Day 0800 hours January 26 2023.

yacht racing, for instance, an 'S' flag means the course has been shortened. A vessel may raise an 'A' flag to indicate that they have a diver underwater. A 'G' flag means the ship is in need of a pilot. These multicoloured flags are what make up the bulk of the flags used in ship dressing.

MASTHEAD FLAGS - Not every flag of the International Maritime Signal Flags are going to be used. Flags flown include the ensign and the burgee. Officer flags and national flags would not be used. The ensign would be used at the mastheads plus the burgee next to the ensign at the main masthead.

If the ship is dressed for a festival the flag officer would use the appropriate foreign ensign.

DRESSING OVERALL - In addition to having the masthead flags flown, dressing overall has some variations. The dressing lines include the flags of international code. Ensigns, private flags, and racing flags are not to be used on the dressing lines. Only International Code of Signals flags are going to be on the dressing lines. This is true for military

celebrations or regattas. The rules at a regatta may be less strict, however.

Rectangular Flags should fit between triangular flags and pennants. This should extend as far down the lines as possible. Eventually there will not be enough pendants or triangular flakes to finish, however. There are twice as many letter flags as numeral pennants. A good idea is to follow a sequence of two flags, one pennant, two flags, one pennant. The plan is to achieve what is known as rainbow fashion. That means the flag colours should be alternated to give high contrast. The colour pattern must be appealing.

There is no regulation order for how the flags should be arranged to dress overall. That said, there is a standard that gives ideal contrast. Flags can be arranged according to this pattern starting from forward: AB2, UJ1, KE3, GH6, IV5, FL4, DM7, PO Third Repeater, RN First Repeater, ST Zero, CX9, WQ8, ZY Second Repeater.



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TINGIRA
National Committee Member

JEFF WAKE



TOMORROWS VISION

As the coronation of King Charles is looming over the following months I found an interesting article in the Navy Seapower document 'Semaphore'.

Written by Petar Djokovic, this storyline gives a very detailed run down of the Kings association with our navy over his past decades. JW

King Charles and the Royal Australian Navy



By
Petar Djokovic

On 8 September 2022, Her Majesty Queen Elizabeth II passed away. With her passing, her son, His Majesty, King Charles III, ascends to the throne. The King, like his parents, has enjoyed a close association with Australia and the Royal Australian Navy. Indeed, his father, the Duke of Edinburgh, is the only British royal to have visited these shores more often than King Charles.

The future King was born Charles Philip Arthur George at Buckingham Palace on 14 November 1948. Upon Elizabeth's accession to the throne, His Majesty, as heir apparent, took on the traditional titles of the Duke of Cornwall, Duke of Rothesay, Earl of Carrick, Baron Renfrew, Lord of the Isles, and Prince and Great Steward of Scotland. On 1 July 1969 he was invested as Prince of Wales in a widely broadcast ceremony at Caernarfon Castle, Gwynedd, Wales.



The future King and his roommate, Stuart McGregor, at Timbertop in 1966.



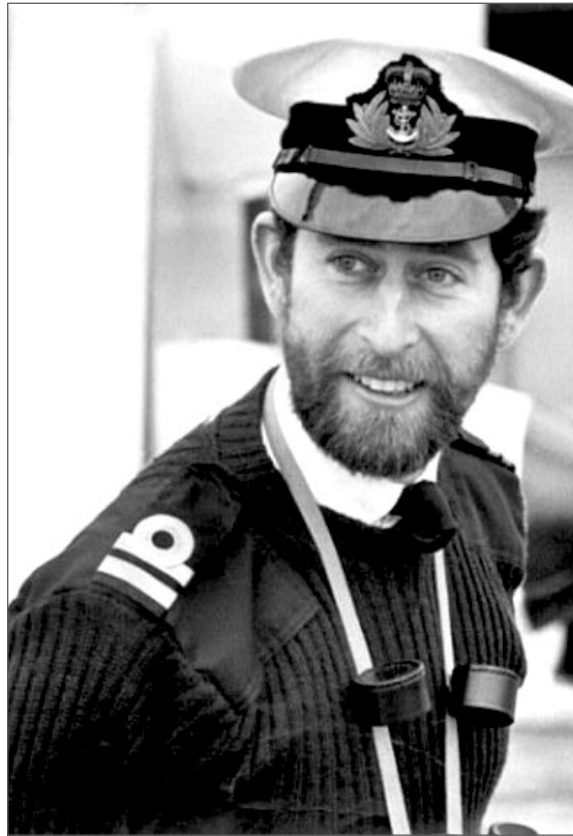
His parents broke with royal tradition sending him to school rather than having a tutor educate him at Buckingham Palace. He attended the Hill House School in West London, Cheam Preparatory School in Berkshire, and Gordonstoun in East Scotland. His father, the Duke of Edinburgh, was an alumnus of both Cheam and Gordonstoun.

The future King did not accompany his parents on their extensive coronation tour of the Commonwealth in 1954; rather, his long association with Australia began when he spent two terms at Geelong Grammar School's rural Timbertop campus in 1966, an experience he later described as the most enjoyable of his whole education. Upon his entry to the school, Geelong Grammar's headmaster, Mr Thomas Garnett, emphasised that "in accordance with his parent's wishes, the Prince will be treated like any other pupil. Boys and masters will address him as Charles. He will be given no special favours."

Chopping wood, mid-winter camps and cross-country hikes were all part of the curriculum. There was little time for formal royal engagements but he undertook them when he could. He has often spoken since then about his affection for Australia and his time at Timbertop. "I have gone through my

fair share of being called a Pommy bastard, I can assure you of that," he said in 2011. "But look what it has done for me... If you want to develop character, go to Australia." His Majesty Issue 6, 2022 maintained relationships with a few of his school-mates and teachers, including his old roommate, Stuart McGregor, who said in 2005; "I met a very fine person in the Prince of Wales."

His Majesty commenced university studies at Cambridge in 1967 but was back in Australia at the end of the year under sombre circumstances; representing the Royal Family at the memorial service for Prime Minister Harold Holt. While his first two visits were comparatively subdued affairs, his third was anything but. On 30 March 1970, His Majesty, his parents and his sister, Princess Anne, arrived at Mascot airport to be greeted by the Flag Officer in Charge, East Australia Area, Rear Admiral G.J.B. Crabb, CBE, DSC, RAN, along with a Naval Royal Guard and Colour Party, and the RAN Band. The Royal Family's visit coincided with the bicentenary of Captain James Cook's arrival in Australia in 1770. Events included a re-creation of Cook's landing at Kurnell, and a water carnival and fireworks display on Sydney Harbour on 29 April. The RAN played a central role in all events.



A bearded Prince of Wales aboard HMS Bronington in 1976.

The RAN Band was again on hand during an official reception at Government House on 1 April before the Royal Party continued on to Hobart where they embarked in the Royal Yacht, Britannia, on 3 April. The ship was escorted in Australian waters by HMAS Stuart (II). His Majesty's schedule, however, saw him depart Australia in Melbourne on the 8th to attend EXPO 70 in Japan. He later returned to Australia in 1974 to open the Anglo-Australian Telescope at Siding Springs with then Prime Minister Gough Whitlam.

Following in his father's footsteps the future King learned to fly and in March 1971 he flew himself, in a twin-engined Beagle Basset aircraft of The Queen's Flight, to RAF Cranwell to begin advanced training as a jet pilot. After receiving his wings he embarked on a naval career entering the Royal Naval College, Dartmouth, on 15 September as an acting sublieutenant.

He served in the destroyer HMS Norfolk and the frigates HM ships Minerva and Jupiter. He toured the Pacific while serving in Jupiter visiting Singapore, New Zealand, Tonga, Western Samoa, Hawaii, San Francisco and Acapulco. He was promoted lieutenant on 1 May 1973 before going on to qualify as a helicopter pilot at RNAS Yeovilton in

1974. He then joined 845 Squadron and flew Wessex HU.5 helicopters from the carrier HMS Hermes, operating primarily in the Mediterranean Sea and North Atlantic Ocean.

In February 1976 His Majesty took command of the Ton class minesweeper HMS Bronington. His ten months in command of Bronington proved to be his last seagoing service in the Royal Navy. In 2011 His Majesty held a reunion for his old crew during which the ship's chef, Michael Sinker, fondly recalled his former commanding officer; "Charles was brilliant. When you got him to sea without his bodyguards he was just like one of the rest of the crew, though he wasn't a very good sailor and he was seasick, as were a lot of us. If it was rough he would go on the bridge with a bucket... There was quite a bit of apprehension before he came on board because of who he was, but once he was on board he was treated with respect just like any captain."

In keeping with naval tradition, His Majesty initiated a beard growing contest on board, which he himself won. He was promoted commander in January 1977 shortly before ending his active naval career.

As the Prince of Wales and heir to the throne, many honorary naval appointments followed; he was

promoted captain in 1988; rear admiral in 1998; vice admiral in 2002; admiral in 2006; and was made Admiral of the Fleet in 2012; along with numerous other honorary appointments across the Commonwealth including the ranks of vice admiral in the Royal Canadian Navy, and Admiral of the Fleet in the Royal New Zealand Navy.

His Majesty did not accompany his parents on their Silver Jubilee visit to Australia in early 1977 but he did visit later in the year as the patron of the Queen's Silver Jubilee Appeal for Young Australians. He arrived in November attending various events in connection with the Jubilee including inspecting an RAN Royal Guard upon his arrival at RAAF Base Fairbairn. His visit is remembered by many for a memorable interview conducted by flustered television compare Ian 'Molly' Meldrum for the popular ABC program, Countdown. His Majesty recorded a message for the show's 40th anniversary in 2014 in which he quipped; "Was it really 40 years ago? It seems like yesterday. I wish it were tomorrow, I'd cancel it."

The future King was back in Australia the following May for the funeral of former Prime Minister Sir Issue 6, 2022 Robert Menzies, which he attended in naval dress uniform. He returned for the third consecutive year in March 1979 primarily to celebrate the sesquicentenary of the founding of the Swan River colony in Western Australia.

His eighth visit to these shores occurred shortly after his engagement to Lady Diana Spencer in 1981. A naval Royal Guard of Honour again welcomed his arrival at RAAF Fairbairn on 12 April and the following day he officially opened the Australian War Memorial's Hall of Valour, an event also attended by the RAN's most highly decorated officer, Lieutenant Commander Leon Goldsworthy, GC, DSC, GM, RANR. Later in his visit he opened the 50th Anniversary Convention of Apex Clubs of Australia in Geelong.

The 1983 visit of the Prince and Princess of Wales, and their infant son, Prince William, proved to be a more elaborate affair than His Majesty's previous



The future King inspects the Naval Royal Guard of Honour at RAAF Fairbairn in November 1977.



The future King inspects the Sydney detachment of the RAN Royal Guard of Honour on 9 November 2012.

visits as they were welcomed by large crowds in Alice Springs, Albury, Sydney, Melbourne, Canberra and Adelaide. A Royal Guard of 100 sailors and officers from HMAS Albatross once again greeted the Royal Party in Canberra. The couple visited again in 1985 but it was their visit in 1988, coinciding with the nation's Bicentennial celebrations, which cemented the Prince's strongest ties with the RAN.

The Royal couple arrived in Sydney on 25 January where they were once again greeted by a Royal Guard of Honour. That afternoon they attended the official presentation of Britain's Bicentennial gift to Australia, the brigantine STS Young Endeavour, in Farm Cove, Sydney Harbour, in front of a crowd of about 10,000 people. Prime Minister Bob Hawke said that the ship was "a timely reminder of the sea links that were for so many years the only Issue 6, 2022 lines of communication between Australia and the rest of the world."^{vii} The ship had departed England for Australia on 3 August 1987 with a crew that included 24 young people from Australia and the UK. Mr Hawke pledged her to serve Australian youth and handed her over to the RAN to operate and maintain.

The Young Endeavour Youth Scheme was established in partnership with the RAN to manage

the sail training program with its head office established at Garden Island. The ship routinely participates in major events around Australia and the world undertaking around 20 voyages per year with a crew comprised of 24 young Australians and nine RAN officers and sailors. She has since circumnavigated the country on numerous occasions, and has twice circumnavigated the world; in 1992 and 2015. As of August 2018, she had completed 569 voyages and been crewed by 13,466 people.

On Australia Day 1988 the Royal Couple joined some two million Australians who lined the shores of Sydney Harbour to witness a reenactment of the arrival of the First Fleet. His Majesty later delivered a Bicentennial address on the steps of the Sydney Opera House and shortly after 3.00pm the Royal Couple and other dignitaries embarked in HMAS Cook to review the fleet. His Majesty met and spoke to the majority of the ship's company in their respective areas of duty before lines were cast off and the ship manoeuvred to her reviewing station south of Bradley's Head. She anchored at 4.15 and over the next hour and a half the Parade of Sail was reviewed by the Royal Couple. The Royal Party disembarked shortly after 6.30 at Woolloomooloo.



The future King with HS Blue crew after presenting the Duke of Gloucester's Cup seated with Commander Adam Muckalt (Commander Australian Hydrographic Meteorological Group), Rear Admiral Jonathan Mead, AM, (Commander Australian Fleet) and Lieutenant Commander Dean Battilana (Commanding Officer HS Blue) aboard HMAS Leeuwin on 8 April 2018.

His Majesty has made five further visits to these shores since 1988; in 1994; 2005; 2012 when His Majesty and the Duchess of Cornwall laid a wreath at the Australian War Memorial and visited a number of bases in Sydney including the Navy Heritage Centre at Garden Island; 2015; and his last visit was in April 2018 for the Gold Coast Commonwealth Games.

His Majesty visited HMAS Cairns during that visit where he took pleasure in presenting HS Blue Crew with the prestigious Duke of Gloucester's Cup

aboard HMAS Leeuwin, the first time that the award for the most proficient unit in the RAN had been won by a hydrographic unit.

King Charles has enjoyed a close association with Australia and the Royal Australian Navy. The Navy has been in attendance during each of his visits, whether in a ceremonial capacity such as providing guards of honour, or behind the scenes providing security, communications and other services. That association will no doubt continue in his new role as King.

WHEN IS THE KING'S CORONATION?

King Charles III's coronation will take place on Saturday 6 May 2023, Buckingham Palace have said. The service is expected to be in the morning.

WHAT WILL HAPPEN ON THE DAY OF THE KING'S CORONATION?

The service, conducted by the Archbishop of Canterbury, will last up to two hours (an hour shorter than that of the late Queen Elizabeth II), and in a break with tradition the Queen will be crowned alongside the King.



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Kit Muster Vol. II

UNIFORMS, BADGES AND CATEGORIES
OF THE
AUSTRALIAN NAVY
1954 - 1984



Tingira Boy, former RAN Junior Recruit
Duncan 'John' Perryman recently
published his second volume of 'Kit Muster'
Available now via navyuniforms.com.au website





TINGIRA
Secretary
VOICEpipe Editor

MARK LEE



“

Evan maintained a keen interest in contemporary naval affairs. He served the nation as a professional sailor for over 33 years and served throughout both World Wars.

Darby Allan commissioned four ships, decommissioned a further three and was the recipient of both the 1935 King's Silver Jubilee Medal and the 1937 Coronation Medal.

YESTERDAYS HISTORY -Tingira & beyond ...



25 October 2005 ...

A State Funeral was held at HMAS CERBERUS for Mr Evan Allen, who was the last RAN veteran from WWI, and also the last member of the Australian forces to see active service during WWI.

William Evan Crawford Allan, 'Darby' to his shipmates, was born on 24 July 1899 at Bega in New South Wales.

His grandfather was one of the original settlers in the Bega region and as a child, Evan was brought up on a family property in nearby Upper Brogo.

Interviewed in 2000, Evan highlighted the 1908 visit of the American Great White Fleet as influencing his desire to join the Royal Australian Navy (RAN).

This ambition was realised on 13 March 1914 when Evan enlisted as a 14-year old Boy Second Class and began his naval career in the boys' training ship HMAS Tingira.



Coronation Contingent - William Allen, front row, third from left.

In July 1915 Evan joined the light cruiser HMAS Encounter, which shortly thereafter sailed on a four-month patrol in the South West Pacific area. Fiji was utilised as a base for the ship's operations. The Australian cruiser also protected Fanning Island to deter enemy forces from attempting to repeat the success of the German Navy's SMS Nürnberg, which in a raid in September 1914 destroyed the cable station and severed the Pacific communications cable. Evan then saw further active service overseas in the Malay archipelago from late 1915 to early 1916; in the South West Pacific between September and December 1917, when Encounter joined the search for the German raider Wolf and two voyages to Colombo on convoy escort duty.

Evan left Encounter in August 1918 for passage to the United Kingdom in the transport Barambah. During the voyage there was an outbreak of Spanish Influenza which caused a significant number of deaths. Although he showed symptoms of infection, Evan was fortunate not to suffer the full and deadly effects of the disease. He then joined the cruiser HMAS Sydney in Scotland one week after the surrender of the German High Seas Fleet. Sydney returned to Australia in July 1919 after a long passage from England via the Suez Canal.

Evan then drafted to HMAS Brisbane in September 1919 and served in the cruiser for the next three years. The period was typical of peacetime service. The only overseas port visits were to Penang and Singapore in March 1921 and New Guinea in September 1921. However, it was a significant time in the context of Evan's professional development. He was promoted to Leading Seaman in November 1919 and then to Petty Officer in June 1922; qualified as a Seaman Torpedoman; and volunteered to join the fledgling submarine service in September 1921. He also ran a popular side business developing photographs, taken with his own camera, and printing them on to postcards for sale to his shipmates.

Brisbane decommissioned on 4 August 1922 and her crew commissioned the light cruiser HMAS Adelaide the following day. It transpired that Evan

would spend almost four years in Adelaide. The undoubted highlight was her attachment to the Royal Navy's Special Service Squadron in 1924. Adelaide sailed from Sydney in April 1924 and accompanied the Squadron on the second half of its world cruise. The Squadron arrived in Portsmouth in late September 1924 having visited New Zealand, Fiji, Hawaii, Canada, the United States, Panama and Jamaica. Adelaide also became the first RAN ship to pass through the Panama Canal. When she visited the Canadian port of Vancouver in July 1924, Evan was introduced to Miss Ida Gwendoline Wright. Evan and Gwen struck up an immediate friendship, so much so that when it came for his ship to leave Vancouver he lamented the difficulty of service life and the hurt

and sadness of saying goodbye, feelings shared by many of his similarly heart broken shipmates. Adelaide sailed from England in January 1925 and arrived back home in Australia three months later.

Evan returned to Tingira in June 1926 for instructional duties until the boys training ship decommissioned in June 1927. A short stint in the depot and accommodation ship HMAS Penguin (ex Encounter)

preceded service in HMAS Melbourne, which sailed from Sydney in February 1928 on her decommissioning cruise to England. Melbourne decommissioned at Portsmouth on 23 April 1928 and her crew transferred to the newly built heavy cruiser HMAS Australia which commissioned the next day. Following sea trials Australia departed Portsmouth in August 1928 for her delivery voyage to Australia, visiting Canada, the United States, Jamaica, Panama, Tahiti and New Zealand.

On 6 August 1928 Australia was in the North Atlantic en route to Montreal when Evan was swept overboard with heavy seas running in force eight winds. Evan and several other crew were attempting to recover the starboard breakwater door which was adrift on the forecastle. The official report states that a large sea came inboard and swept the fore part of the forecastle. When it cleared, the Commanding Officer saw Evan swimming in the water abreast of the bridge. The sea state precluded the safe launching of the sea boat and it was only due to Evan's remarkable



coolness and the prompt actions of Commissioned Shipwright William White, Lieutenant Commander Rupert Long, and Evan's divisional officer, Lieutenant Commander Harry Howden, that tragedy was averted. Evan suffered from shock caused by immersion and contusions to one leg, the latter the result of the heavy seas bumping his body against the cruiser's hull when he was hauled back on board.

In early 1929 Evan seemingly gave some thought to parting from the Permanent Navy and transferring to the RAN Auxiliary Services - his current engagement was due to expire in July 1929. In January 1929 Captain John Stevenson, then Second Naval Member of the Australian Commonwealth Naval Board, observed that a decision to leave would be a decided loss to the service. Captain Stevenson had been Evan's Commanding Officer in Encounter, Brisbane and Adelaide, and had a high regard for Evan's abilities as a professional sailor and made a point of highlighting his very good conduct and superior abilities.

In mid-1929 Evan was drafted to Sydney to join HMAS Penguin. Penguin was formerly the submarine depot ship HMAS Platypus and had been re-assigned for service as a depot and accommodation ship. Promoted to Chief Petty Officer in April 1932, Evan remained in Penguin throughout the early years of the Great Depression until January 1933 when he briefly served in the seaplane carrier HMAS Albatross.

In 1933 he proceeded to England in the SS Comorin to commission the Scott Class Flotilla Leader HMAS Stuart. Stuart had been in commission with the Royal Navy since 1918 and in 1933 the Admiralty agreed to loan Stuart and four V & W Class destroyers (HMA Ships Vampire, Vendetta, Voyager and Waterhen) to the RAN. The five ships commissioned at Portsmouth on 11 October 1933 to form the Australian Destroyer Flotilla, later to become famous in World War II as the 'Scrap Iron Flotilla'.

Evan left Stuart to join the heavy cruiser HMAS Canberra in July 1934. His service in Canberra was generally routine peacetime cruising in home waters. One of the few highlights came in late 1934,

when Canberra was tasked on Royal Escort duty when His Royal Highness The Duke of Gloucester visited Australia in HMS Sussex.

Evan also took the opportunity to further his professional knowledge of small craft operations by studying for a Master's Ticket in Sydney. The Maritime Services Board of New South Wales issued a Certificate of Competency as Master of a Harbour and River Steamer on 14 July 1936. The qualification was a necessary pre-requisite for Evan to apply for the position of Master of the 120-foot auxiliary vessel Ripple, which was expected to become vacant the following year. Ripple

was employed by the RAN as a water tender. The support of Commander Harry Howden, one of his rescuers from 1928, is further evidence of the rapport that Evan had with senior naval officers.

In late 1936 the Australian Government agreed to send a contingent of servicemen to England to represent Australia at the coronation of King George VI on 12 May 1937. The naval detachment of the Australian Coronation Contingent was to be 25 in number and led by a Commissioned Warrant Officer. Fourteen were to be permanent service ratings and the remaining 10 drawn from the Royal Australian Fleet Reserve, Royal Australian Naval Reserve and RAN Auxiliary Services. Evan volunteered and in the new year was selected to join the Coronation Contingent. They embarked in the SS Oronsay in February 1937. Apart from their royal ceremonial duties, the contingent attended a number of official functions in England and Scotland. Their final engagements were in France, and the contingent embarked in the RMS Orama at Toulon for passage to Sydney.

In August 1937 Evan began duty at the Royal Australian Naval College at Flinders Naval Depot in Victoria, instructing the young Cadet Midshipmen in the art of sailing and seamanship. In early 1938 the College underwent an organisational change from the 'year' system to the 'house' system, and Evan assumed the mantle of the 'Flinders House' Chief Petty Officer.

Evan was drafted for active service in the armed merchant cruiser HMS Moreton Bay one month



after the outbreak of World War II. Built as a passenger and cargo liner, Moreton Bay was fitted out in Sydney and served on the China Station, the East Indies Station and then in the South Atlantic on patrol and convoy escort duties. When Moreton Bay decommissioned in August 1941 for conversion to a troopship, arrangements were made to return her Australian crew via the United States and Canada. This provided an opportunity for Evan to re-establish contact with Gwen some 17 years after they were first introduced to each other. They married in Canada and Gwen subsequently accompanied Evan aboard the liner Mariposa, arriving in Sydney on 5 December 1941.

While serving in Moreton Bay, his Commanding Officer had recommended Evan for promotion to Warrant Rank (in Evan's case Boatswain). He was duly promoted to Acting Boatswain effective 9 July 1942 and appointed to the instructional staff at the new Officers' Training School, under the charge of Commander Alan Harris RN. Commander Harris described Evan as 'a man of outstanding qualities...' and '...an excellent influence on the young men in his charge.' The Officers' Training School had been established because of the urgent requirement to provide properly trained officers to man a rapidly expanding wartime fleet.

In July 1944 Evan was posted to HMAS Ladava, the RAN depot at Milne Bay in New Guinea, for service as the Piermaster. Although a short appointment of only six months duration, the Commanding Officer of Ladava observed that Evan's common sense and service knowledge '...helped guide the many inexperienced officers...' and that 'he has created order out of confusion that existed amongst the boats and lighters.' Not surprisingly, he was recommended for promotion to commissioned rank.

From Ladava, Evan was appointed again to the cruiser Australia as the ship's boatswain, replacing Boatswain Cyril Deighton who had been injured in the Japanese kamikaze attacks at Leyte Gulf in October. Evan was flown to Seeadler Harbour but missed his connection with Australia by only a matter of hours, the ship having already sailed for operations at Lingayen Gulf. In a twist of fate, Sub Lieutenant Keith Levy, who was tasked to discharge the duties of boatswain during Evan's absence, was

killed in action when Australia was hit by another kamikaze on 5 January 1945.

Evan eventually joined Australia when the ship returned to Seeadler Harbour in late January 1945. She had sustained considerable battle damage at Lingayen Gulf and proceeded direct to Sydney for repair. Evan left the ship in May 1945 to assume duty as the Instructional Boatswain at the New Entry School at Cerberus. Promoted to Acting Commissioned Boatswain in January 1946, Evan saw out the remainder of his naval career instructing at Cerberus. He was highly regarded by his superiors and commanded the respect of his subordinates - Commodore Henry Showers RAN, then Commodore Superintendent of Training, was strong in his recommendation that Evan's services be retained, despite the post war personnel reductions.

Evan retired from the Navy on 30 October 1947. He returned to the land and lived on a small farm in the Frankston area, not far from Cerberus, to raise his young family. Although he shied away from events such as Anzac Day marches, Evan maintained a keen interest in contemporary naval affairs. He served the nation as a professional sailor for over 33 years and served throughout both World Wars. He commissioned four ships, decommissioned a further three and was the recipient of both the 1935 King's Silver Jubilee Medal and the 1937 Coronation Medal. In the post war years the RAN adopted Royal Navy provisions governing the institution of a War Service Rank, and in 1948 the Naval Board wrote to Evan confirming that he had been granted the War Service Rank of Lieutenant. In more recent years Evan was presented with the 80th Anniversary Armistice Remembrance Medal and the Centenary Medal.

Evan Allan passed away on 17 October 2005 at the venerable age of 106. He was the last surviving World War I veteran, and the last remaining Australian veteran to see active war service in the Great War. He was farewelled with a State Funeral at St Mark's Chapel, HMAS Cerberus, on 25 October 2005. His ashes were scattered in Port Phillip Bay from the flight deck of HMAS Sydney on 24 July 2006.

*



HMAS Leeuwin 49th Intake Reunion

Reunions

Reaching out to members not on Facebook
RHOADES Division 49-year anniversary
13–15 October 2023 Canberra
Meet and Greet at Olims Bar and Bistro,
18:30 Friday 13 October, corner of
Ainslie & Limestone Ave, Braddon ACT
2618
Contacts & further Information:
Bruce 'Biscuit' Arnott:
iba107@hotmail.com 0448 883 701
Andrew 'Possum' Freame:
andrew.freame@bigpond.com 0408 114 205
Garry 'Tiger' Lyons: glyons@gmail.com
0402 000 748
Sunday drinks and goodbyes 11:00 15
October – Olims Bar - open to past and
present members of the Royal
Australian Navy living-in/visiting
Canberra.
"ANTEA NAVIS SODALIS CONSOCIUS"
"Past Shipmates Reunited"

Reunion details

Date: 13 Oct 2023

Location: Canberra

Contact details

Name: Andrew Freame

Phone: 0408 114 205

Email: andrew.freame@bigpond.com



*If you have a reunion planned for the near future
please forward details to Tingira Secretary for inclusion in the next
VOICEpipe issue*

HMAS Leeuwin 42nd intake Reunion

Reunions

Marks and Morrow Division 50 year anniversary, 30 March - 04 April 2023

Reunion details

Date: 30 Mar 2023

Location: Fremantle, WA

Contact details

Name: George Casey

Phone: 0409 103 989

Email: casey5556@gmail.com

Website:

HMAS Leeuwin 35th Intake Stevenson Division

Reunions

10-14 November 2023. 52nd Anniversary Reunion.

Reunion details

Date: 10 Nov 2023

Location: Fremantle

Contact details

Name: Blue Skimmings (Skimmo)

Phone: 0488 977 312

Email: bluevicki1@hotmail.com

Website:



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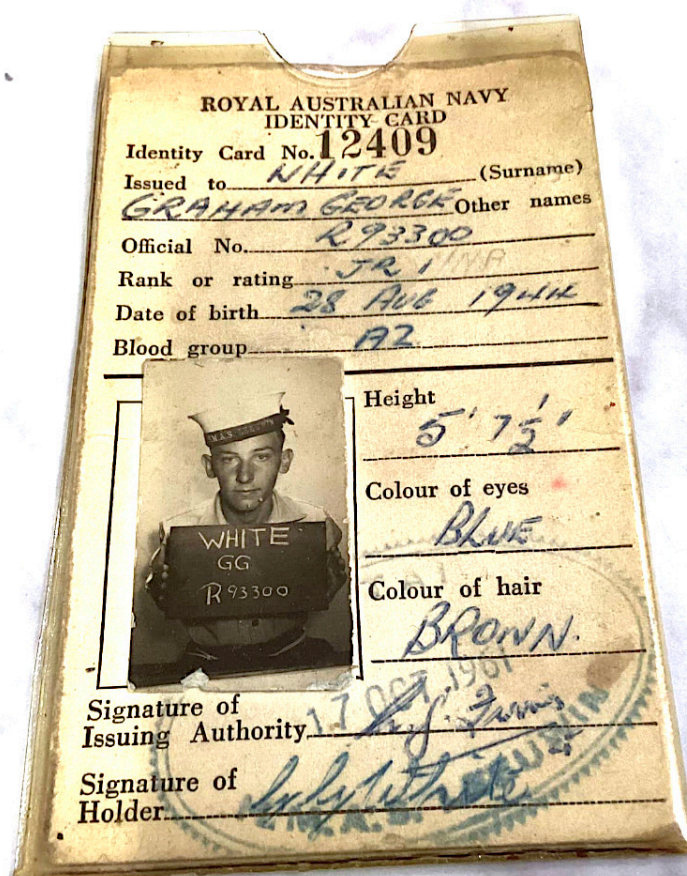


HMAS Leeuwin Junior Recruits

Graham White · 3h · 🌐



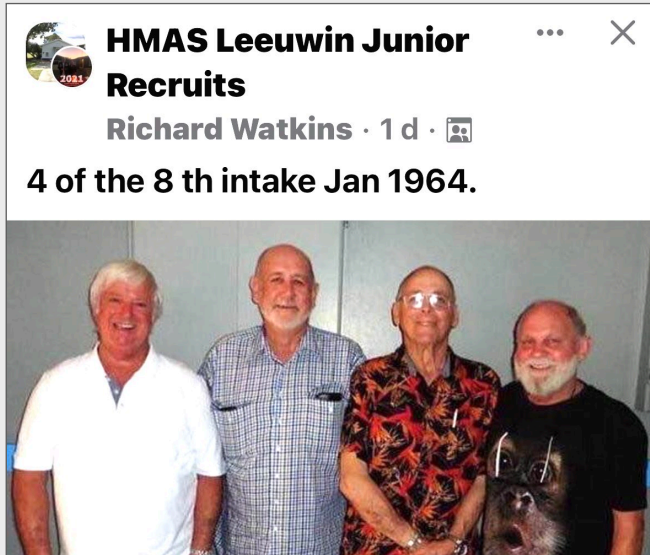
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ABOUT MARITIME MUSEUMS OF AUSTRALIA PROJECT SUPPORT SCHEME

The Maritime Museums of Australia Project Support Scheme (MMAPSS) is funded by the Australian Government – through the Department of Infrastructure, Transport, Regional Development, Communications and the Arts and the Australian National Maritime Museum. MMAPSS provides grants of up to \$15,000, as well as internships and in-kind support from Australian National Maritime Museum experts.

MMAPSS offers funding to museums and other not-for-profit organisations to help preserve or display objects of national and historical maritime significance. It also supports staff or volunteers, including from remote or regional organisations across Australia, to spend time learning specific skills and making valuable connections.

Many cultural institutions around the country care for maritime items of historical and national significance. The Australian National Maritime Museum supports and encourages efforts to conserve and display unique local objects for today's audiences and future generations.

MMAPSS gives grants of up to \$15,000 for projects that fall into one or more of these categories:

- *Collection management (registration, documentation and storage)*
- *Conservation (preservation, vessel restoration, conservation work/treatments and professional assessments)*
- *Presentation (research, development of exhibitions, establishing interpretative displays and workshops)*
- *Development of relevant education or public programs which make collections more accessible to audiences*
- *Museological training for paid or unpaid workers of not-for-profit organisations caring for Australia's maritime collections. Internship funding of up to \$3,000 is available to help develop museological skills and knowledge, to increase standards of practice in caring for and managing maritime collections (provided by the Australian National Maritime Museum).*

Since its inception in 1995, the Australian Government has provided more than \$2.2 million to over 520 projects and over 70 internships under MMAPSS, to organisations in Queensland, New South Wales (including Norfolk and Lord Howe Islands), Victoria, Tasmania, South Australia, Western Australia, the Northern Territory and the Australian Capital Territory.

Please visit the website www.sea.museum/grants for details on the next round of funding.

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National Maritime Heritage Grants for 2022

The latest round of grants under the Maritime Museums of Australia Project Support Scheme (MMAPSS) for projects that preserve and promote Australia's maritime legacy have been announced recently, with 21 successful applicants from museums and cultural organisations across Australia. The applicants will either receive a grant and/or in-kind support for a project or funding for an internship under MMAPSS. The Australian National Maritime Museum (the museum) administers MMAPSS with support from the Australian Government.

The museum today announced the awarding of more than \$155,000 toward new and developing projects and internships. 12 projects have been awarded funding, four are receiving funding and in-kind support, four are being provided with in-kind support and one internship has been awarded. Three of the grants were awarded under this year's special provision which gave priority to organisations from communities that were affected by the floods of early 2022. Since 1995, the Australian Government has provided more than \$2.2 million to over 520 projects and over 70 internships under MMAPSS.

The latest round of grants for projects that preserve and promote Australia's maritime legacy have been announced today. Projects from museums and cultural organisations across Australia resulted in 21 successful applicants - comprising grants for projects, in-kind support and funding to support an internship under the Maritime Museums of Australia Project Support Scheme (MMAPSS), which is administered by the Australian National Maritime Museum (the museum) with support from the Australian Government.

Daryl Karp AM, Director and CEO of the Australian National Maritime Museum said, 'A shared connection with our seas and waterways is an essential part of our national story. As an island continent, our unique identity is reflected in the wealth of vessels, artefacts and stories that make up Australia's maritime heritage.'

'This legacy extends far beyond large collections and institutions and is sustained by an extensive network of museums, organisations and community projects across Australia - including in regional and remote areas - and the dedicated people who drive and support them.'

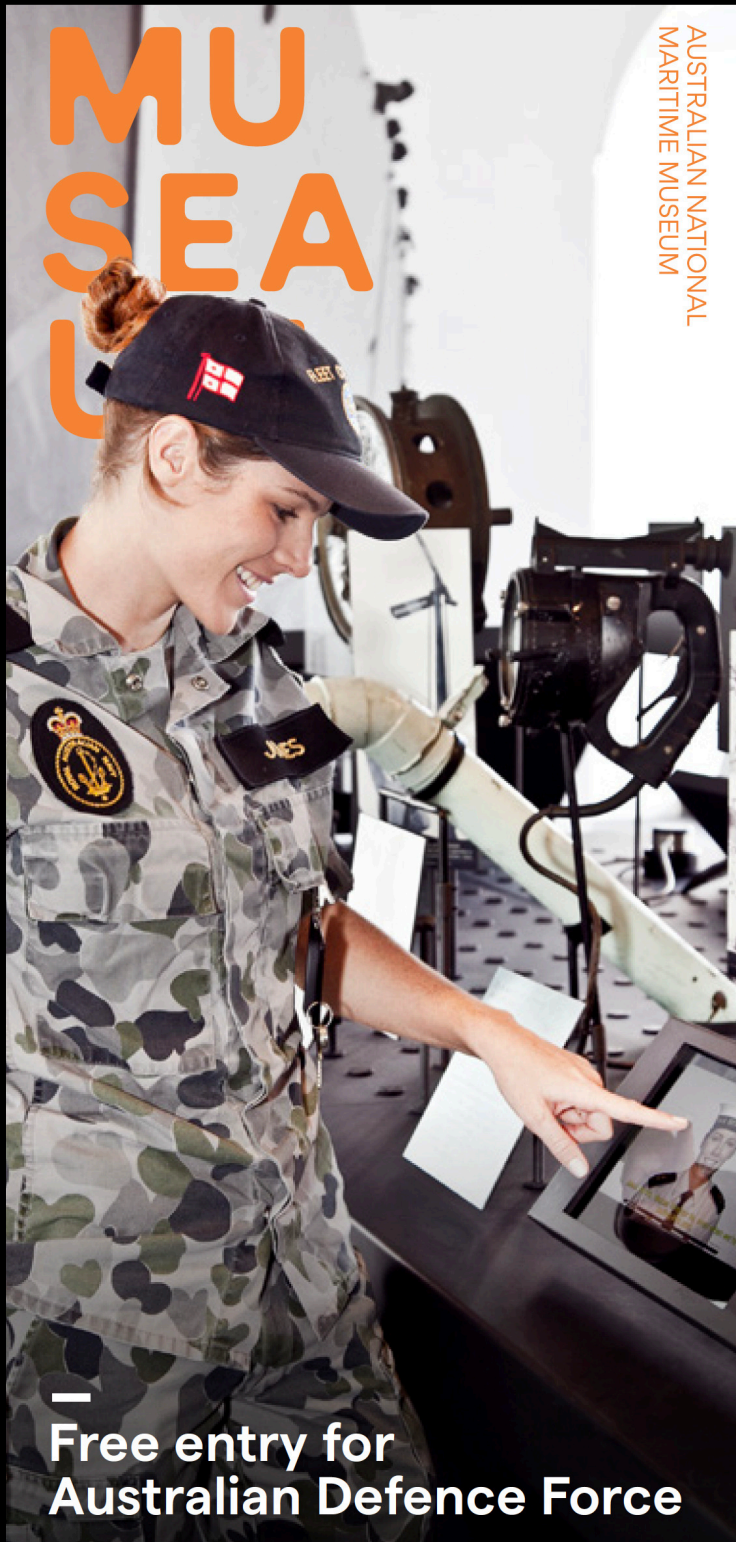
'It is through the vital efforts of this network that our national maritime heritage is shaped and preserved for future generations,' Ms Karp said.

The MMAPSS selection committee reported that the overall quality and scope of the funded projects promises a valuable contribution to the scheme's objectives to help preserve and display objects of national and historical maritime significance.

Projects include the physical restoration of vessels or strategic planning to enable their preservation, site enhancements that help tell stories of maritime heritage, support to develop and extend information sharing and educational materials that promote community access, digital platforms and publications that share heritage stories and resources, as well as special projects focused on the exhibition and conservation of specific heritage items.

The museum will also provide selected projects with in-kind support, to assist with planning, evaluation, cataloguing and design. Staff and volunteers at museums and historical societies across Australia will have access to subject matter specialists from the museum's Curatorial, Fleet, Design, Digital and Communications teams.

AUSTRALIAN NATIONAL MARITIME MUSEUM - DARLING HARBOUR, SYDNEY



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- Action Stations

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- HMB *Endeavour* and *Bark James Craig*
- Steam Yacht *Ena*

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As vessel availability, opening hours and exhibition dates change, please check www.sea.museum or call **02 9298 3777** on the day of your visit.

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refreshments to follow
12.15pm to 12.45pm
Function Room - Russell R2

Dress Code:

Military - Ceremonial

Tingira Boys - Dark suit, white shirt,
Tingira tie and medals



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Australian Navy Cadets (ANC) is a leading provider of youth development experiences for Australian residents aged 12½ to 19 years old, sponsored by the Royal Australian Navy. It aims to build teamwork and leadership skills in young people through exciting and rewarding maritime activities and quality learning opportunities.



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The life skills that Cadets learn complement their academic achievements and stand them in good stead for rewarding careers.

How do I join?

Come and visit the unit, based at HMAS Cerberus in Crib Point for a few weeks see if you like it, then complete the application paperwork. Once this is complete and the joining fee is paid we kit you out with your uniform (on loan) and welcome you to TS Tingira.

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