



VOICEpipe

Quarterly Newsletter - Tingira Australia Association

WINTER
2023



Life On A Wing JR JEFF DALGLIESH

ANZAC DAY - CORAL SEA CANBERRA - SEAPOW 23

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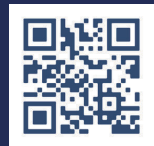


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VOICEpipe

WINTER
2023

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VIEWFINDER IN RANGE MY FAVOURITE IMAGE THIS QUARTER HISTORY... Just passing

“ **IPHONES** - Some love them, others don't, most of us have them! They are now the world's most popular camera. Simple statement, now proven by millions of users, DAILY.

Our phones today take photographs, make phone calls, receive and send data in several formats, simply brilliant. Their biggest strength is that they record our HISTORY. They record our daily 'digital' movements in many instances whenever a user takes a photograph.

Look at your present 'Photo Album' on your phone or computer. Ask yourself how many of those images **would not be there** if there was no camera in the phone? Answer, most would be just mindful memories with no permanent image!

As normal civilians on this planet, we did not walk around living our lives with an SLR camera swinging of our necks 24/7 in the past decades, only a few elite photo journalists did live a life like that.

It's history, that what the iPhone brings to our live daily in 2023. Recently I took this photograph of myself whilst on a tour of Garden Island.

Taking the lift to the first floor, I went back to the doorway of the Garden Island chapel. A building many of us readers know well. It is where I walked down the isle with my bride on 17 September 1988. Outside that door is a famous old bell. Who would have thought some 35 years later that I have a real connection with that old bell up there.

It's the SOBRAON bell, one of three that Clipper Sailing Ship Sobraon and HMAS Tingira carried during their commissions.

I was happy to use the 'self timer' and take a 'selfie' with the city and a modern warship in the reflecting window. A little bit of past history, on my iPhone recently!



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



PATRON
VADM Russ Crane
AO, CSM, RANR
ACT



CHAIRMAN
Lance Ker
QLD

TINGIRA

NATIONAL COMMITTEE
2021 - 2024



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Brad Murphy OAM
QLD



VICE PRESIDENT
Chris Parr
QLD



SECRETARY
Mark Lee
NSW



TREASURER
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NSW



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Paul Kalajzich
WA



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QLD



VOICEpipe

Quarterly Newsletter - Tingira Australia Association

WINTER
2023

FEATURED

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USS CANBERRA

Sydney Bound
Commissioning



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CANBERRA

Leeuwin's future



yesterday's HISTORY

JR - JEFF DALGLIESH

Life On A Wing

TINGIRA.ORG.AU



Vice Chief of the Defence Force, Vice Admiral David Johnston meets up with Tingira Australia Association President Brad Murphy, at the Coral Sea commemoration in Canberra recently.



TINGIRA PRESIDENT

BRAD MURPHY OAM



“

*Well well well,
a surprise was
delivered by
Capt "Q" that
the USA is to
commission a
US ship in
Sydney.*

PRESIDENT'S DESK - From The Bridge

TODAYS VISION CANBERRA - LEEUWIN'S FUTURE

“ **Politics** - The Federal Government's Defence Review was released recently. We waited with a deep breath for some time over past months to see if our former naval base HMAS Leeuwin, would be part of the future defence (navy) redevelopment program.

Unfortunately the detail was in the headlines, which had been leaked and well reported via all media outlets in advance, that this was to be all about submarines and the status of nuclear power in this country. All wrapped up within the AUKUS developments as they too progressed and we still not clear on the complete picture of the review.

It is very evident the future outcomes of that wonderful Leeuwin property on the banks of the Swan River at East Fremantle, will be buried deep down in the fine detail when the second and third phase of the review is delivered.

When will that be?

My guess is many months, if not years the way most present day federal governments work on our

Defence requirements. Move on, watch this space is the tone from Canberra.

Canberra - I was there last month, out of my sunny sandy beach-hut here at Bundaberg, with my woollen coat at the ready to embark the typical autumn cold Canberra usually throws up for the Tingira annual visit for the Coral Sea commemoration.

It was a wonderful event as always and I was delighted to meet up with Alicia Doherty, President of the Australian American Association who conduct this annual event. We had a handful of Tingira boys in the seats along with a large group of veterans from the Sydney RSL sub -Branch Cumberland, who have been great supporters to Tingira association over the years.

I was invited to the evening dinner to my surprise and then asked to give the final farewell speech. Well it was time to unite a few Tingira boys in the room and it gave me the opportunity to meet Captain Kevin "Q" Quaderer USN, naval attache representing the US ambassador who gave



L-R: Tingira Australia Association President Brad Murphy, RSL NSW Cumberland Vice President James Batkin, and President of Canberra division Australian American Association Alicia Doherty.

the evenings keynote address.

Well well well, a surprise was delivered by Capt "Q" that the USA is to commission a US ship in Sydney. Was I hearing right. Well I was and VOICEpipe editor Mark Lee has dug deep into the details and brings it to our pages.

Captain Q, I hope we meet again soon, perhaps on one of your ships.

Russell Office - On an official note I also had time in Canberra to meet with Chief of Defence Force General Angus Campbell, and Vice Chief of the Defence Force, Vice Admiral David Johnston. We discussed many veteran issues, especially those surrounding health within the past ADF veteran ranks. Time well spent, back to Queensland. to the sunshine as it was a very busy afternoon treading the hallways of Defence Plaza for this young visiting doctor.

All these discussions with such high ranking and inspirational leaders - giving the opportunity of Tingira boys to continue influencing and contributing to the modern day defence force with our independent and

collective life skills and achievements - an opportunity to advocate for the healthcare support of veterans and families requiring ongoing support - whilst also celebrating the strength and resilience so many others nurture through a career in defence

ANZAC Day - A big BZ to all former JRs and Tingira members that participated in our national TINGIRA Anzac Day ceremonies across the country. Efforts very much appreciated as I have had nothing but positive stories from far and wide. Great to see our patron Russ Crane join the boys in Sydney this year with good numbers after several intake reunions over the period.

And - one of life's challenges is returning to 'Maroon country' but is **State of Origin**. I am from Gunnedah NSW, so have to be by birth right a NSW Blue's supporter - and that has taught me to live with disappointment and with the infrequent punctuation of a celebratory win!

BM



RSL NSW
Cumberland

Proud supporter of the Tingira Australia Association

website - cumberlandrslsubbranch.org.au

TINGIRA 2023 AGM

Actions Stations at the Emden Gun



TINGIRA AUSTRALIA ASSOCIATION - ANNUAL GENERAL MEETING

Tuesday 25 April, 2023 - Emden Gun, Hyde Park South, Sydney, NSW, Australia

Meeting 10.30am - Tingira Secretary, Mark Lee, Chairman of meeting

1. **10.30am - WELCOME** - Tingira Australia Association Secretary, **Mark Lee**, official welcome to members, hard copy of 2022 Tingira Australia Association (TAA) Annual Report distributed to members of meeting, inspection of Presidents Report, Treasurers financial Report and Secretary's Report. All reports posted within the 2022 Annual Report of the Tingira website for members inspection and downloading. Group photo of members present at meeting, TOP of page.
2. **MINUTES of previous 2022 Tingira AGM** - for approval
Moved: **Darryn Rose** Second: **Russ Crane** Carried: **Yes**
3. **PRESIDENT'S Report** presented as per hard copy 2022 Annual Report to members present and TAA website
Moved: **David Smith** Second: **Marshall Lee** Carried: **Yes**
4. **TREASURE'S Report** presented as per hard copy 2022 Annual Report to members present and TAA website
Moved: **David Smith** Second: **Darryn Rose** Carried: **Yes**
5. **SECRETARY'S Report** and membership status presented as per hard copy 2020 Annual Report to members present and TAA website
Moved: **Russ Crane** Second: **David Smith** Carried: **Yes**
6. **GENERAL Business** - No general business was received for discussion in correspondence
7. **2024 Annual General Meeting** - Date, time and venue TBA - within first six months of new financial year beginning 1 January 2023; this will be an election AGM.
8. **CLOSE of meeting 10.35am** - Tingira Australia Association Secretary, **Mark Lee** closed the meeting.

COMMUNICATIONS - Tingira letterbox

Tingira WA & Secretary

I am looking for information regarding the above subject, I obtained your name from the recent notice of ANZAC Day 2023 Service, as Local WA Contact

My late father was a 'TINGIRA Old Boy' at Rushcutter, training prior to WW2, dates unknown. But would have been 14yo in 1922

My aim at this point is to ascertain if records of those training on board were kept and are available and if so to whom would I make a request for copies.

Yours sincerely,

Alan M Hayes

PO Box 8399
Perth BC WA 6849

Editor - Alan, we are researching this project with RAN Seapower at present, may have some information in the near future. ML

Tingira Committee

Just wish to thank you for the location of the post march get together at this years Sydney Anzac dayr. I believe it was the best location I have attended for the post march celebration as we got to witness other marchers in what was a great parade

I also read in the Chairmans annual report That Mark Lee are standing down from the Secretaries role at the next committee election in 2024.

I would like to thank Mark for the efforts you have put in over the years and wish you well in your next endeavours, without you and the other committee members this would never have gotten off the ground, BZ sailor!

Thanks and Cheers

Adrian Davies

54th Division

SOUTH Queensland
HMAS Leeuwin
Junior Recruits
Tingira members

FREMANTLE
HMAS Leeuwin
Junior Recruits
Tingira members

TINGIRA DAY reunion at
Hervey Bay Golf Club
6pm Saturday 15 July 2023

TINGIRA DAY reunion at
Navy Club Fremantle
6pm Thursday 13 July 2023

Peter Doré
18th Intake
HMAS Leeuwin

Paul Kalajzich
co ordinator
Perth - WA



The image is a promotional banner for Trophy Land. On the left is the Trophy Land logo, which consists of a stylized 'TL' inside a circle with the words 'TROPHY LAND' underneath. To the right of the logo are three circular images: the first shows a green award with the text 'CORPORATE AWARDS' above it; the second shows a hand holding a gold trophy with the text 'JEWELLERY TROPHIES' above it; the third shows a laser engraving tool with the text 'ENGRAVING' above it. On the far right, a black box contains the text 'PARRAMATTA ROAD STANMORE, NSW' and '02 - 9279 - 0009'. At the bottom, a black box contains the website 'www.trophyland.com.au' and the text 'AWARDS and TROPHIES'.

TROPHY LAND

**PARRAMATTA ROAD
STANMORE, NSW
02 - 9279 - 0009**

www.trophyland.com.au AWARDS and TROPHIES

TINGIRA STRATEGIC PLAN - Status - Q2 . 2023



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.



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"

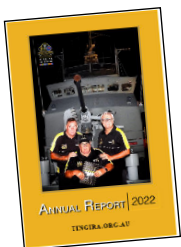
National Tingira Committee has commenced the nomination process with adverts and social media calls for the 2023 award.



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."

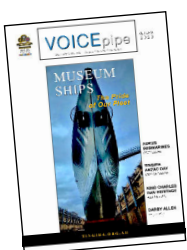
Secretary and Treasurer have commenced the project with input from committee and the present membership, due release Australia Day 2023.



COMPLETED ANNUAL REPORT 2023

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

Tingira Committee has delivered final financial reports for 2022 from Summit Consultants for the AGM of 2023.



COMPLETED VP AUTUMN & WINTER ISSUES

"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 of four 2023 issues of the new format VOICEpipe magazine to the membership

LIFE MEMBERSHIP



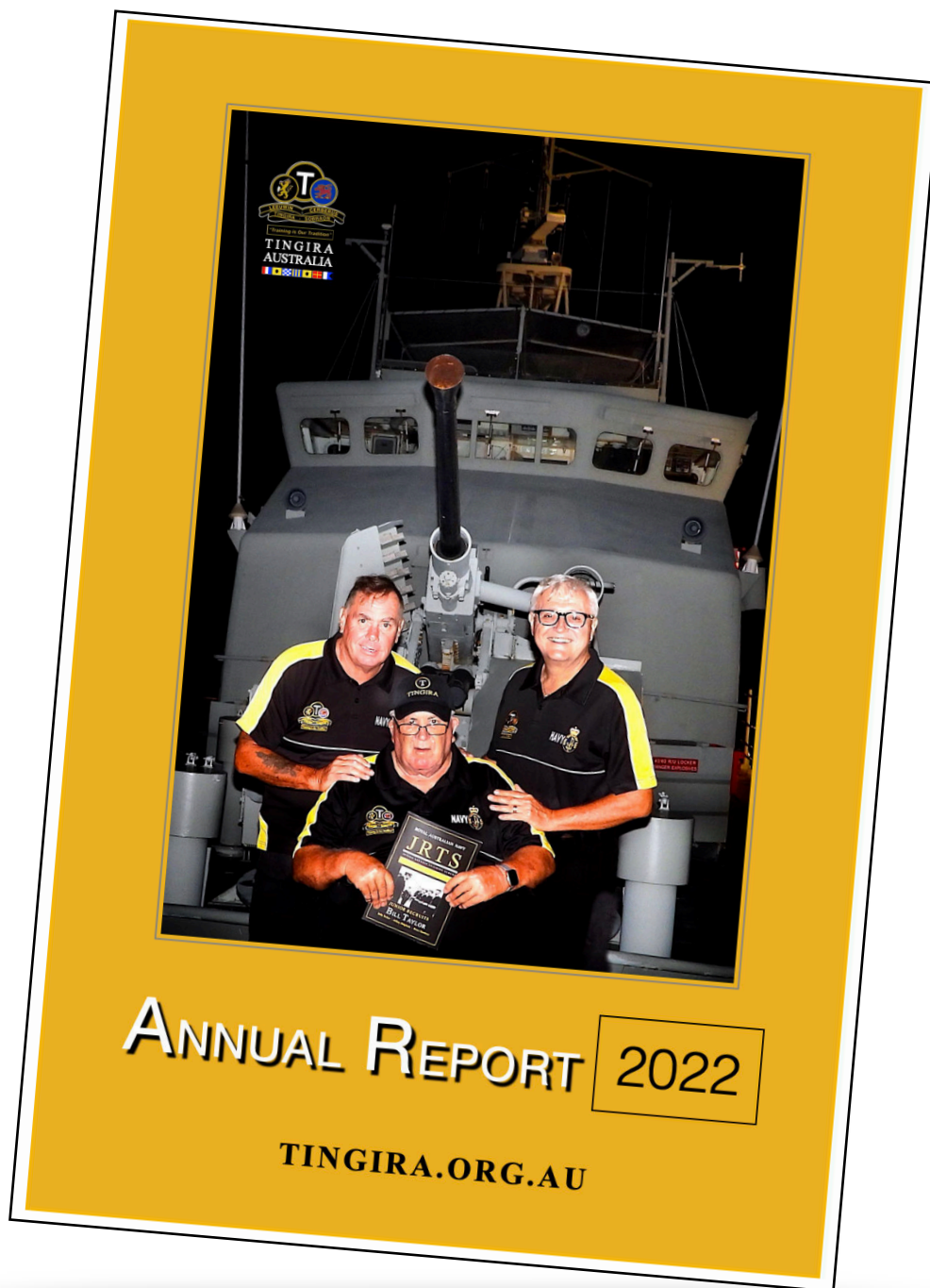
Long Live Tingira - Mates For Life

Dues for General Membership
due January 2023

TINGIRA.ORG.AU



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



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



*Tingira Australia Association President, Brad Murphy,
laying the Tingira wreath at the annual Coral Sea commemoration in Canberra recently.*

CANBERRA

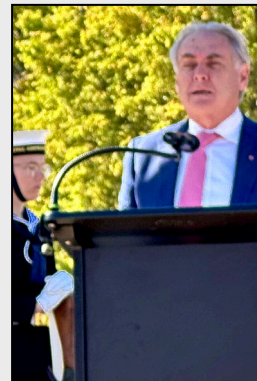
Coral Sea Commemoration



*Minister Tadakatsu Mori
Embassy of Japan*



The salute - CAPT Kevin "Q" Quaderer USN



Senator the Hon Don Farrell

CANBERRA - 11am Friday 5 May 2023

The ceremony commences and the Coral Sea commemoration has military prestige and precision from the ADF Federation Guard and music by the band of the Royal Australian Navy.

As the Australian Governor General and Prime Minister were both on 'royal duties' at the King's coronation in London, they were represented by senior government ministers. Speeches are given by Senator the Hon Don Farrell and American, Japanese and Australian government officials.

Captain Kevin "Q" Quaderer USN, naval attache representing the US ambassador, delivered the keynote speech and thanked the members of Cumberland RSL for their attendance.

The navy Drums roll and the brass instruments deliver their notes with pure excellence. A young lady from the navy band sings fine renditions of the Australian and American national anthems.

Tingira President Brad Murphy was one of many invited dignitaries to lay a wreath. RSL NSW Cumberland Vice President, James Batkin, laid a wreath with a salute. James also presented the the Naval Ode. The Last Post was played followed by two minutes of silence. James was precise and distinguished in the role. Cumberland was very proud in their moment.

Time for a quick Tingira & Cumberland group photograph around at the base of the memorial. Everybody is in the scramble as the officials are only too pleased to pose with members.

Members then made their way with another short walk to the Defence Centre recreation rooms for a light morning tea. Mixing with officials and members of the Australian American association is another welcome highlight of the tour.

The Australian American association President Alicia Doherty makes everyone very welcome as we are greeted at the door with hot pumpkin soup. Our eyes are taken back when the selection of cakes and finger food displayed in the centre table. It was a feast for a lunch crowd.

TODAYS NEWS

US SHIP SYDNEY BOUND

HONOUR CANBERRA NAMESAKE

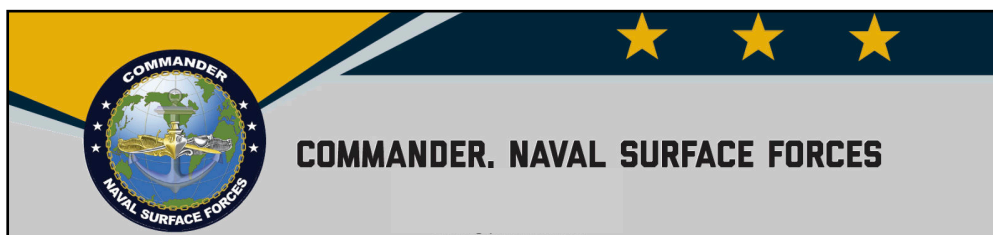
USS CANBERRA - COMMISSIONING

GARDEN ISLAND, SYDNEY

Saturday 22 July 2023



The Independence-variant littoral combat ship USS Canberra (LCS 30) departs San Diego Harbour for a routine underway cruise off the California Coast. Littoral Combat Ships are fast, optimally manned, mission-tailored surface combatants that operate in near-shore and open-ocean environments, winning against 21st-century coastal threats. LCS integrates with joint, combined, manned and unmanned teams to support forward presence, maritime security, sea control and deterrence missions around the globe



SAN DIEGO - The future **USS Canberra** (LCS 30) will join the U.S. Navy active fleet on July 22 with the U.S. Navy's first international commissioning ceremony at the Royal Australian Navy Fleet Base East in Sydney, Australia. The future USS Canberra (LCS 30) will join the U.S. Navy active fleet on July 22 with the U.S. Navy's first international commissioning ceremony at the Royal Australian Navy Fleet Base East in Sydney, Australia.

Canberra is the first U.S. Navy warship to be commissioned in an allied country. It is the second U.S. Navy ship to bear the namesake of Canberra.

"I can think of no better way to signify our enduring partnership with Australia than celebrating the newest U.S. Navy warship named for Australia's capital city, and commissioning her in Royal Australian Navy Fleet Base East surrounded by many of the Australian ships we have worked alongside for years," said Secretary of the Navy Carlos Del Toro. "I look forward to this momentous day for the ship, crew, sponsor, and all our partners in government and industry who worked tirelessly to give the future USS Canberra the celebration it deserves."

Australian Chief of Navy, Vice Adm. Mark Hammond said this historic event encapsulates both the depth of the historical ties, and modern day partnership between the Royal Australian Navy and the U.S. Navy.

"This is a unique demonstration of respect by the U.S. for the Officers and Sailors of the Royal Australian Navy," said Hammond. "It is an opportunity to reflect on our shared history, and on a friendship forged while fighting side-by-side. On August 9, 1942 the RAN heavy cruiser HMAS Canberra was severely damaged off Guadalcanal (Solomon Islands) while protecting the U.S. Marines fighting ashore. In a surprise attack by a powerful Japanese naval force, Canberra was hit 24 times in less than two minutes and 84 of her crew were killed including Captain Frank Gettling"

"I look forward to welcoming the U.S. Navy, and the crew of USS Canberra to Australia and we are honoured to host the U.S. Navy's first international commissioning. It will be a historical event to see the USS Canberra and HMAS Canberra alongside each other in Sydney. As we look to the future, the strength of our partnership remains a cornerstone of a secure, stable, free and open Indo-Pacific Region."

The first USS Canberra (CA-70/CAG-2) was named at the direction of President Franklin D. Roosevelt in honour of the Australian heavy cruiser HMAS Canberra for the ship's courageous actions during the Battle of Savo Island that took place Aug. 7-9, 1942. The new Baltimore-class heavy cruiser was renamed Canberra from Pittsburgh on Oct. 16, 1942, and was commissioned on Oct. 14, 1943.

Canberra will soon begin the transit for the Navy's first international ship commissioning making stops along the

transit in Indo-Pacific nations prior to its arrival in Sydney for commissioning.

A visit to the Australian capital city of Canberra is planned the day after commissioning, continuing the U.S. Navy tradition of building a strong relationship with namesake communities.

The ship's sponsor is Australian Senator, the Honourable Marise Payne, the former Australian Minister of Foreign Affairs who attended the ship's keel laying ceremony in Mobile, Ala. in 2020. The ship was christened June 5, 2021, by Alison Petchell, the Australian Government's Defence Assistant Secretary for Industrial Capability Planning in the Nuclear Submarines Taskforce and former Minister Counsellor for Defence Materiel, on behalf of Senator Payne. The ship arrived for the first time at its homeport of San Diego last year.

The first U.S. Navy ship named after a foreign capital, Canberra (CA-70) was sponsored by Lady Alice C. Dixon, the wife of Sir Owen Dixon, then Australian Minister to the United States. Following World War II, Canberra was placed out of commission and in reserve on March 7, 1947. Five years later, the ship was selected to be the U.S. Navy's second guided missile cruiser. The ship was re-commissioned on June 15, 1956, as guided missile heavy cruiser CAG-2.

With its new designation, Canberra transported President Dwight D. Eisenhower and later was the ceremonial flagship for the selection of the Unknown Serviceman of both World War II and Korea interned at Arlington National Cemetery, was the Commander of the Atlantic Fleet Cruiser Force flagship, conducted an around the globe goodwill cruise, provided medical assistance to the crew of the Turkish merchantman Mehmet Ipar, was the Commander Task Group 136.1 flagship that was charged with maintaining a blockade during the Cuban Missile Crisis, and served in Korea and Vietnam. To highlight the ship's role in naval gunfire support following operations in Vietnam, Canberra was re-designated to original classification and identification number CA-70 on May 1, 1968.

Canberra received seven battle stars for her service in World War II. The ship was decommissioned on Feb. 2, 1970, and was stricken from the Naval Vessel Register on July 31, 1978.

The present day USS Canberra is the 16th Independence-variant Littoral Combat Ship commissioned by the U.S. Navy. LCS are designed to be fast, optimally-manned, mission-tailored, surface combatants that operate in both littoral and open-ocean environments. LCS integrate with joint, combined, crewed, and unmanned systems to support forward-presence, maritime security, sea control, and deterrence missions around the globe. The future USS Canberra was built by Austal USA in Mobile, Alabama.

Admiral Samuel Paparo
Commander of the U.S. Pacific Fleet



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

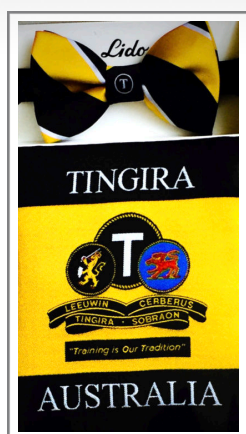


TINGIRA POLO SHIRT
\$42.50

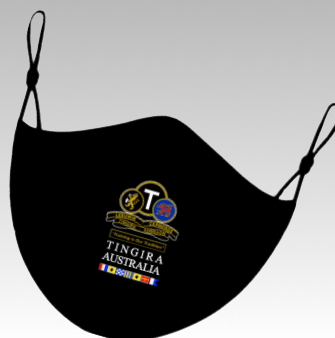
TINGIRA TIE
\$32.50



**TINGIRA
HIP FLASK**
\$40



**TINGIRA
BOW TIE
CUMMERBUND**
\$100



**TINGIRA
FACE MASK**
\$20



**TINGIRA
MEMBERSHIP**
Categories

**ANNUAL
General
Member**
\$25

Plus
Associates
General members



Life Member
\$250

Plus
Associates
Life Member



**REUNION
CHALLENGE
COIN**
\$45

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



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





ANZAC DAY

**TINGIRA BOYS MARCH
BANNERS HIGH AND UNITED
ACROSS THE NATION**

ADELAIDE
BRISBANE
BUNDABERG
CAIRNS
FREMANTLE
MELBOURNE
PERTH
SYDNEY

Tingira Australia Association Patron Vice Admiral Russ Crane leading the Sydney Tingira Boys down Elizabeth Street towards the Anzac Memorial, Hyde Park South.

ADELAIDE



On a glorious warm autumn day in Adelaide, with 'Spitfires' flying overhead, we saw out HMAS Leeuwin (Tingira) contingent step off down North Terrace, Adelaide, turning down into King Road to a very respectful crowd with an 'eyes right' to the Governor of South Australia .

Many thanks to the family and friends of Tingira who supported us and especially the Cadets from TS Noarlunga who were very proud to carry our new sign and banner, Tingira was no longer the local sea cadets!

Lest We Forget

Stephen Beal

Co ordinator
Adelaide - SA

BRISBANE



The Tingira boys have gathered once again as they have for the past seven years. After all political drama and circumstance that proceeded this event over the past years, I was delighted that we even had numbers with the super long weekend that most community members took.

Drums beating and brass instruments blasting, those wonderful military marching overtones flowed down the streets of Brisbane. Onward we marched.

Tingira banner held high, boys in step. The crowds gathered on every street corner to greet and cheer us as we marched by.

It is a wonderful feeling, I now why I do this. Overall it is just a small effort with such a big reward. It leaves you with a sense of real true pride, life is valued as a Tingira Boy. Representing those former seafarers that we, as an association represent, this is their day.

Our afternoon 'refreshment run' was held again at the now famous 'Ship Inn' on the Brisbane River south shores. Along with many other veteran Naval Associations inside this 'ship' establishment, it all added to the real navy atmosphere on the day. We were the 'Pride of the Fleet' in our own little corner of the world.

Thanks to all the lads that assisted me on the day, 'Bravo Zulu' Brisbane Tingira Boys.

Danny O'Riordan

Co ordinator
Brisbane - QLD

BUNDABERG



There is a growing contingent of JR's now making themselves known and attending our surgery in Bundaberg and the TINGIRA training room and "Mess Deck" are a constant reminder of our JR journey together.

There is a strong military presence at the surgery and the opportunity to support our Brothers and Sisters every day not just on those special remembrance days such as ANZAC Day.

This year we gathered with our two eldest veterans, Les Simmons 97 year old Army Communicator and George Maver our 96 year old POME - Both WWI veterans (our 100 year old Veteran Richard Pethybridge travelled to Darwin as an honoured guest - toting his recent correspondence from King Charles III). Les' grandson who is a current serving Petty Officer in the RAN, travelled from HMAS Cerberus to spend the day and make it something special.

Some 300 people gathered and made our Dawn Service at Ashfield Country Practice a great service with "shout outs" from Country Music artists honouring our veterans and Last Post on the fiddle by Pixie Jenkins.

It is such an honour to do something special for our veteran community, so if you are visiting come and say hi - don't be shy! there is always a brew on offer!

Lest We Forget

Brad Murphy
Co ordinatore
Bundaberg - QLD

CAIRNS



The day commenced with local Dawn Service, Veterans were marched into position and provided much welcome undercover seating and an opportunity, the weather had set in and it was again rain on our parade. The Cairns Tingira co ordinator laid a wreath on behalf of the Tingira Australia Association. The main parade followed the Dawn Service after short stand easy and regroup, the rain continued.

This year the Tingira group were in a position immediately following the Ex-RAN contingent. We co-mingled with the group to enjoy a greater effect and re-union of proud JR's in front of the Tingira Banner carried proudly by the local Naval Reserve Cadets.

With many old acquaintances and new members there was a great camaraderie amongst shipmates of Tingira and a great day was had by all.

Lest We Forget

Rod Howard
Co ordinator
Cairns - QLD

FREMANTLE

Leeuwin Barracks



The conversation was subdued yet full of curiosity and promise as we embarked our vehicles on the once sacred parade ground looking across to where the Accommodation Blocks once stood to see only 'D Block' standing.

Chatting with the East Fremantle Mayor, the curiosity of what might be happening, sale on sale off, Army remain or dies the Navy have designs again? Waiting on Canberra.

It set the scene on a cold damp morning for the atmosphere at the Leeuwin JR memorial. Being by the Swan river early in the morning, listening to the flowing water and observing the memorial of our mates and the place that many and varied naval careers commenced their voyage.

A fine service performed by the in-situ army cadets, with a warming coffee and egg and bacon roll on completion, it was a great effort by all.

The 'Tingira Lads' had the honour to lay a wreath in this place so sacred to us.

Lest We Forget

Paul Kalajzich
Co ordinator
Perth - WA

MELBOURNE



The former RAN Junior Recruits and Tingira Aust Association members including several of my own Ramsay Division shipmates, reunited to get the Tingira banner back onto the streets of Melbourne for the Anzac march

One of two Navy Cadet Banner bearers who carried the 'Tingira Banner' was surprised when he found out he may have been too old to join at HMAS Leeuwin as the men marching behind them had as Junior Recruits.

We were on the ABC TV broadcast about 09:15. It is appropriate to note the respectful and knowledgeable commentary about our incredibly broad and important service history being discussed and acknowledged and that this discussion occurs only due to the JRs that march!

My status as Vic co-ordinator could be in doubt as the official party switched from Starboard to Port Side so this Black Duck missed the 'Eyes Left' order.

I felt a bit better when the Gent behind us in another Ship banner called Eyes Right and the crew in front of us missed it entirely.

The March also started at another location just to make it more fun with 'Legends' Bungy Williams and Marty Pearson joining as we stepped off, perfect timing gents!

Post March chatted re our lives today.

PTSD, Injuries and of course how lucky we are to breathe and march in Honour of those who cannot. The Veteran Affairs \$6 per fortnight to a Full military Pensions is always an amusing chat.

It was a virgin march for former JR Rick Manning, who was a lost boy from Ramsay 84th for 38 years, welcome back brother! It is always good to find our MIA crew. Two of us did a 'dry post' march review in respect for those of us with issues with over consumption.

It was clearly and correctly stated at the Melbourne Dawn service that impacts of service is on Service men and women as well as family and friends of those who served.

Lest We Forget

James Bishop
Co-ordinator
Melbourne - VIC

PERTH



Marching as a squad for the since 2015 with the exception of the two years covid canceled, it was wonderful to see 13 'Tingira Lads' form up once again for another Perth Anzac day.

Resplendent in the adopted Tingira uniform, the lads stood proud as they formed up among the stalwart contingents of the 'Shop Associations' and backed up by the Navy Clearance Divers. The Tingira Australia Association in Perth recognised as members who served across many different campaigns as well as those who spent service in peacetime.

Stepping off strong the lads marched down St George's and Adelaide Terrace to salute the Official dais before proceeding to the river end of the city fringe.

On completion it was back to the street side Perth RSL beer tents for a few cleansing ales before embarking down to the Grosvenor Hotel for a wonderful lunch with family and friends, mixed with a visit to Finnegan's Irish Pub for a game of two up.

Another wonderful Perth Anzac day march, well represented by the Tingira lads. We look forward to meeting next for the Tingira Birthday at the Fremantle Navy Club July 13.

Lest We Forget

Paul Kalajzich
Co ordinator
Perth - WA

SYDNEY



The lads were restless to get going this year, after a few 'rums' on the start line, beret's on and the call was made, time to go.

Sydney was bathed in the best weather in the decade with sunshine and heat bearing down on 20 Tingira members ready to follow our Patron, Russ Crane.

The Anzac Day march was pleasant, the crowds were certainly down with the five day long weekend across the country. Most people escaped from the streets of Sydney, interstate, the coast and the bush!

The end was the highlight. Tingira Boys had the worlds quickest AGM and then spent two hours consuming pies and beers, cheering on the many small Army and Air Force platoons as they completed their march in Elizabeth Street.

Big thanks to the many partners who joined in with Tingira and made the morning and lunch session a memorable day for all. BZ Team Tingira.

Lest We Forget

Mark Lee

Co ordinator
Sydney - NSW

SERVING COUNTRY EXHIBITION

HONOURS FIRST NATIONS' NAVAL LEGACY

An exhibition of photographic portraits depicting Indigenous servicemen and women opens at the Australian National Maritime Museum on April 20. *Serving Country* shares the unique and largely unknown history and legacy of Australia's First Nations peoples' servicemen and women, from more than a century of service.

The exhibition draws from contemporary portraits that are created to prompt reflection of the contribution of First Nations Australians to Australian defence forces, throughout our history. The poignant portraits depict service men and women across a broad span of ages and rank, some in uniform, some wearing medals. The distinctive, stylized photographs invite the viewer to engage with the story behind each portrait, and to consider this as part of our national maritime heritage.

The Museum's Manager of Indigenous Programs, Matt Poll, said 'These portraits bring the viewer face to face with individuals who signed up to serve Australia, whose existence many people may not yet be aware of. The *Serving Country* project aims to honour and recognize the legacy of those who have served and who continue to serve, to see their faces and consider their stories, and to build a more complete picture of the contribution each has made to our shared national story.'

Able seaman Kaylin Coleman, a Kaparn woman from WA and a boatswain's mate in the Royal Australian Navy said, 'Being able to serve my country, protect my friends and family, and be a role model to youth, especially Indigenous youth, is something that motivates me daily.'

A creative project from Sydney-based human rights social documentarian Belinda Mason and artist Dieter Knierim, *Serving Country* aims to elevate and celebrate these lesser-known stories. The exhibition includes 18 portraits of Naval Servicemen and women, to be shown in three sets in the Navy Gallery at the Museum, until November 2024.

Despite being officially excluded from enlisting in Australia's armed forces by early government policy, Aboriginal and Torres Strait Islander people joined ranks to defend Australia at war, for more than 100 years. First Nations coastal people's connection to the sea and coastlines includes preservation of Sea Country - a cultural priority that may be aligned with defence forces protection of Australian territorial waters.

While unreliable records of First Nations' national service have obscured the legacy, pictorial evidence in historic photographs brings these stories to light.

Museum Director and CEO Daryl Karp said, 'The fact that Aboriginal and Torres Strait men and women served at all in the defence forces is profoundly significant. When they were denied the most basic rights of citizenship and were subject to racism and severe disadvantage, many individuals chose to serve for the benefit of all Australians. This exhibition honours not that legacy, but also current First Nations Australians serving their country.'

'The *Serving Country* exhibition brings us face to face with Aboriginal and Torres Strait Islander people who enlisted in the Navy, to defend and



"Being able to serve my country, protect my friends and family, and be a role model to youth, especially Indigenous youth, is something that motivates me daily."

Able seaman Kaylin Coleman
Kaparn woman | Boatswain's Mate

serve Australia. These powerful portraits of strong people are made even more so by the photographic technical artistry. The National Maritime Museum is proud to share their stories and to honour their service. We look forward to showcasing the 18 portraits over the next 18 months.'

First Nations visitors to the Museum are encouraged to share their own stories of family who served in the Royal Australian Navy or other services.

A further six portraits will be on display for Remembrance Day 2023 with the final six on display for ANZAC Day 2024

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MARITIME & NAVAL TECHNOLOGY FOR THE INDO-ASIA-PACIFIC

Royal Australian Navy



As a Major Stakeholder of the event, the Royal Australian Navy will present a comprehensive program of engagement at **Indo Pacific 2023** which includes Sea Power Conference 2023 (SP23), Navy Culture presentations, Sailor's Forum, Senior Leaders View From the Top, Marine Environmental Working Group (MEWG) and much more. Sea Power Conference 2023 is free to attend and open to all **Indo Pacific 2023** accredited Trade Visitors, Exhibitors and Delegates.



The International Maritime Conference (IMC 2023) has been a cornerstone of the **Indo Pacific** conference program since the event's inception in 2000.

IMC focuses on the latest developments in naval architecture, marine engineering and maritime technology across defence and commercial shipping with a program of speakers who will present an insight into the marine engineering and technology sphere.

IMC 2023 is organised by The Royal Institution of Naval Architects, The Institute of Marine Engineering, Science and Technology and Engineers Australia.



Australian Association for Uncrewed Systems (AAUS) will return to Indo Pacific as a conference convenor in 2023 to present the latest discussion on uncrewed systems in the maritime domain.

AAUS is a not for profit industry association representing organisations and individuals who are interested in the development, manufacture, operation or effect of uncrewed systems in Australia with representations across the air, land and sea domains as well as advanced air mobility.



AMDA Foundation Limited, in conjunction with the Royal Australian Navy has committed to the future dates of the **Indo Pacific International Maritime Exposition**.

The only maritime exposition of its kind within the Indo Pacific region, **Indo Pacific** is a critical platform for engagement where customer and industry connect and commercial maritime and naval defence suppliers promote their capabilities to decision-makers from around the world.

Future conferences will be held in Sydney on the following dates:

- **Indo Pacific 2023: 7-9 November 2023**



From 7-9 November, **Indo Pacific 2023 International Maritime Exposition** will host the international naval defence and commercial maritime communities who come together to meet, do business and access expert conference convenors leading discussion via a comprehensive program of conferences, presentations, forums and symposia.

The **Indo Pacific 2023 Conference Program** will once again feature leading maritime outlets including the Royal Australian Navy, The Royal Institution of Naval Architects, The Institute of Marine Engineering, Science and Technology, Engineers Australia, Australian Association for Uncrewed Systems (AAUS) and many more. In 2022, Indo Pacific presented a conference program with more than 70 conferences, seminars, forums and symposia.

With aim to explore the spectrum of opportunities and issues currently facing maritime industry, academia and government within Australian and the Indo Pacific region, the **Indo Pacific 2023 Conference Program** will present a range of topics including technology acquisition, shipbuilding and sustainment, nuclear technology, uncrewed systems, emergency response and many more.

The 2023 Conference Program is currently in development with more information available here as sessions are confirmed. Registration for **Indo Pacific 2023** including the conference program will open mid 2023. Be the first in the know, join our [mailing list](#).



TINGIRA
Secretary
VOICEpipe Editor

MARK LEE



“

I needed some old photographs, preferably never published of Jeff's flight career and those early days of the first Junior Recruit intake at HMAS Cerberus.

YESTERDAYS HISTORY - Tingira & beyond...

“ *It is not every day we punch out 7,000 words and 50 pictures and 30 odd pages on a story. It's not every day you get a story with photographs like former junior Recruit **Jeff Dalgliesh** across your desk either, totally worthy of such space.*

*Whilst publishing the book **JRTS** by **Bill Taylor** in 2021, we asked Bill if he could go beyond his chapter and find a few other 'JR boys' from his intake who may have a story to tell in these later years.*

I spent four hours over a very long lunch with Jeff at the Mosman rowers one afternoon to dig this contribution to Bill's book. Luck is on your side sometimes and that a story by John Perryman at navy Seapower had just surfaced for publication. I needed some old photographs, preferably never published of Jeff's flight career and those early days of the first Junior Recruit intake at HMAS Cerberus.

Jeff delivered, good photographs and a box of old Kodachrome slides, it all made a great chapter in the 'sold out' JRTS publication!

Today we publish that chapter to share inside VOICEpipe with the Tingira community. Enjoy the read and cherish those early Cerberus images, these are very rare!

ML

SOLD OUT

ROYAL AUSTRALIAN NAVY

JRTS

JUNIOR RECRUIT TRAINING SCHEME

HMAS CERBERUS 1963 - 1965



JUNIOR RECRUITS

BILL TAYLOR

Billy Stokes - Jeffery Dalglish - Bruce Hambour



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HMAS CERBERUS

Junior Recruit Intake No.1

Life On A Wing

Photographs and captions supplied by Jeff Dalglish

Main story by RAN historian, John Perryman, Sea Power Centre Australia, 2021

The Royal Australian Navy Junior Recruit School at HMAS Cerberus was the starting point for a long and distinguished career for one of its first Junior Recruits, Jeff Dalglish. As a 15 ½-year-old farm boy from south-eastern Queensland, Jeff never attended his graduation day from JRTS with his shipmates due to an 'education promotion' after his first nine months of training in the navy's Junior Recruit Training Scheme.

Jeff with three fellow classmates was promoted and transferred to HMAS Leeuwin in Western Australia as 'Topman' Officer Candidates. Graduating from Leeuwin as a Midshipman, he trained with the RAAF to gain his 'Wings' on Fixed Wing aircraft and then with the RAN on Helicopters. Service with the Royal Australian Helicopter Flight Vietnam followed later.

After a time of cross-service training with Australian and US forces, gaining Bridge Watchkeeping qualifications in Australian Ships, Jeff was to become the Commanding Officer of RAN Fleet Air Arm Squadron VC851 for his final posting.

After 21 years of navy service, it was the time in his life to move on. He completed a 50 year mainly Aviation related career as a Simulator Instructor and Simulator Training Manager in Hong Kong with Cathay Pacific Airways.

2023 - Now Retired and living in Sydney, this former RAN Junior Recruit from the Queensland's Darling Downs, recalls his early days in the navy as a RAN Junior Recruit and we reprint the full 'working life story' as recently published by Navy Historian, John Perryman, of Seapower Australia Centre.

This is Jeff's story ...



JEFF DALGLIESH

Former RAN Recruit, Jeff Dalgliesh, accumulated 8,994 flight hours as a navy pilot, 477 day and night fixed-wing landing Junior s on six different aircraft carriers, 77 helicopter landings on two aircraft carriers and 11,790 hours as Simulator Instructor or Flight Observer on B747 series aircraft.

A distinguished 21 years navy service flowed by an elite training level in the commercial airline industry, a true Tingira Boy.



OFFICER TRAINING to JET PILOT TRAINING - 1964

Jeff at HMAS Leeuwin then beside the cockpit of an RAAF Vampire trainer at RAAF Pearce



RAAF TRAINED - 1964

Graduating members of 1 AFTS, 57 RAAF Pilots course. Jeff is seated in the front row as indicated.

Profile ... LCDR Jeff Dalglish RAN

Jeffrey William Dalglish was born in 1947 at Tara Queensland, the third of six children to Doris and Jack Dalglish. A few years after Jeff's birth the Dalglish family moved to the Brigalow district in Queensland where they had bought a property farming cattle, sheep, pigs, and crops.

Jeff completed the Queensland Scholarship Examination at Wychie State School in 1960 before boarding at Gatton Agricultural College for two years completing the Queensland Junior Public Examination in late 1962.

At the end of the school year, he returned to Brigalow pondering whether to further his education at Gatton or Chinchilla High School or work on the family property with a view to purchasing one of his own. At just 15 and-a-half those aspirations and responsibilities seemed insurmountable and when a third option presented itself, and somewhat to his parent's dismay, Jeff elected to join the Royal Australian Navy (RAN).

After applying and being accepted into the RAN as a Junior Recruit, Jeff joined HMAS Cerberus, Victoria on 15 March 1963. During the remainder of 1963, he achieved passes in the RAN Higher Education Test and was assessed as being suitable to undertake training as an officer. In January 1964 he was subsequently posted to HMAS Leeuwin, Western Australia as a Topman (officer candidate).

After completing the Western Australian Matriculation Examination in 1964 Jeff was promoted Midshipman (Supplementary List) on 1 February 1965 and selected for aircrew training. Together with fellow Midshipmen Ray Godfrey, Victor Battese, and Charlie Russel he returned to HMAS Cerberus as a member of Basic Aircrew Training Course (BATC) No.1 Modified.

On completion of BATC Jeff joined 57 RAAF Pilots Course at No. 1 Basic Flying Training School (BFTS) Point Cook, flying CAC Winjeel aircraft. Having attained hard-won 'suitable' standards, Jeff and the remaining RAAF and RAN course members were posted to No.1 Advanced Flying Training School (AFTS) at RAAF Pearce, WA, for further training on Vampire Mk. 35 jet aircraft.

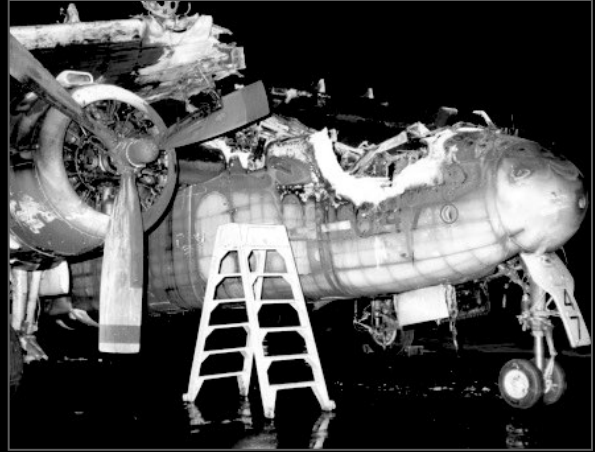
Jeff was to find the atmosphere at No. 1 AFTS flying Vampires much more relaxed than at No. 1 BFTS and he progressed satisfactorily completing his 'Wings' Test on 31 March 1966. Graduation and promotion to Acting Sub Lieutenant (SL) followed on 28 April 1966.

On completion of post-Pilots Course leave, Jeff joined HMAS Albatross, for 723 Squadron, on 8 May 1966 as a member of No. 3 Helicopter Conversion Course. There he learned to fly UH-1B Iroquois helicopters, an aircraft he was to develop a close association within the not too distant future. Joining him on the course were Lieutenant Stafford Lowe and Acting Sub Lieutenants Tony Casadio and Ray Godfrey. All facets of operating the UH-1B 'Huey', Day and Night, were covered and this training was to stand each of the pilots in good stead as they were all destined to become members of the 1st Contingent, Royal Australian Navy Helicopter Flight Vietnam (RANHFV) 15 months later.

Mastering the idiosyncrasies of rotary-wing aircraft, and in particular hovering, at first, proved challenging for Jeff but this was soon overcome with the assistance of Lieutenant Pat Vickers, from 725 Squadron, who was another who was destined to join the RANHFV.

With their Iroquois conversion training completed in early July 1966, the four fledgling helicopter pilots were posted to 725 Squadron to master Wessex 31A anti-submarine helicopters. As members of No. 9 Operational Flying School (OFS) their training began on 10 July 1966 and was to continue through to 2 December 1966 finishing in time for Jeff to take Christmas leave prior to joining 817 Squadron. A shore-based workup began in the new year and was to continue in the aircraft carrier HMAS Melbourne when 817 Squadron embarked in her on 6 April 1967. Steaming north into the Coral Sea saw the Wessex squadron further hone its skills and on 28 April 1967, Jeff was promoted Sub Lieutenant.

On 5 May Jeff was rostered for plane guard duty in Wessex 831 with a crew comprising Sub Lieutenant Mick Bayliss and Leading Aircrewman 'Stoney' Burke. This was the fourth Search and Rescue (SAR) sortie for the day and the third without Lieutenant Commander Pat Vickers supervising - Jeff had by then been checked 'Safe Solo SAR' and this particular flight was covering the launch of an 816 B Flight Sea Venom.



ALBATROSS TRACKER HANGER FIRE

The devastation left in the wake of the fire that destroyed the RAN's Tracker fleet in December 1976



WESSEX 831

The successful recovery of Wessex 831 enabled an investigation to establish the cause of the sudden loss of power and remedy the issues across the class. Note the flotation bags visible in these images..

Following the successful Sea Venom launch, and while moving aft to land on board Melbourne, the Wessex suddenly lost engine power. Jeff's observer warned that they were "getting very close to the water" and Jeff's reply, *inter alia*, is said to have confirmed that. Despite all possible actions by Jeff the helicopter was forced to make a water landing on the port quarter of the carrier. Fortunately, all floatation devices activated allowing the crew time to escape the aircraft without injury.

Importantly, Wessex 831 was recovered by Melbourne, washed down, and inhibited prior to being transferred to HMAS Sydney off Manus Island for return to Australia where a thorough inspection took place. The RAN Wessex fleet had suffered a number of similar engine issues and the opportunity was taken to methodically investigate 831's Rolls Royce Gazelle engine, sending the Fuel Control Unit (FCU) to Rolls Royce for further analysis. Rolls Royce later advised the RAN that brass ball valves within the FCU were shredding 'slivers' of brass and restricting fuel flow to the engine causing a sudden loss of power.

These were consequently replaced with silver ball valves rectifying the issue. The Accident Board convened in HMAS Melbourne after the forced landing deemed "no blame attached to the pilot" and it proved fortuitous that the aircraft was efficiently recovered.

The remainder of the deployment continued with port visits to Manus Island, Manila, Subic Bay, Hong Kong, Yokohama, Hiroshima, and Singapore. Most of July was taken up participating in SEATO Exercise SEADOG, conducted with a multi-national Task Force in the Eastern South China Sea between Hong Kong and Singapore. Further west were the carriers and support units of the United States Navy (USN) 7th Fleet conducting strike missions over Vietnam.

During May 1967 while enjoying a visit to Hong Kong Jeff and a number of other 816 and 817 Squadron aircrew and maintainers were informed that they were to leave HMAS Melbourne in Singapore and return to NAS Nowra to form the 1st Flight of the RANHFV that would deploy to South Vietnam for active service in October 1967.

The RANHFV was to be integrated with the US Army's 135th Assault Helicopter Company (AHC) operating and maintaining UH-1H Slicks (troop lift) and UH-1C Gunships in support of US-led airmobile operations. With this move in mind, the remainder of the spare time on board was taken up with nominated personnel learning as much as possible about the new role that would see 817 and 816 Squadron personnel take on the full spectrum of land-based assault helicopter operations in just a few short weeks.

The transition was led by Lieutenant Commander Pat Vickers who was designated as the Senior Pilot (SP) of the RANHFV 1st Flight and the Carrier Borne Ground Liaison Officer (CBGLO) Major Frank Crowe. His input was to prove invaluable as he had already completed a tour of duty in Vietnam with the Australian Army. After a short time in Singapore, the nominated personnel left for Australia on 31 July 1967 to take up the new role - Jeff was still 19 years old. By the end of August 1967, Jeff was again on the strength of 723 Squadron but now as a qualified helicopter pilot with the newly formed RANHFV. Re-familiarisation on 'Hueys' followed as did training in as many facets of the forthcoming deployment to South Vietnam as were possible with limited time and resources. All too quickly the workup was completed and following a week of pre-deployment leave Jeff departed with the first group by Qantas 707B on a regular passenger service from Sydney to Manila. After an overnight stay, a PAN AM military charter carried the Australians the remainder of the way to Tan Son Nhut Airport, Saigon.

After being transported to Vung Tau by Chinook helicopter Jeff and his fellow airmen briefly took up residence in a French Villa where the 135th AHC crews were billeted. Five days later he joined the 187th AHC at Tay Ninh for two weeks of in-country training on UH-1D Hueys and an introduction into US Army air-mobile assault operations. On completion, Jeff returned to Vung Tau on 20 October 1967 and the 135th AHC, which by then had been dubbed an Experimental Military Unit (EMU) and fittingly nicknamed the 'Emus'. A check flight on the new UH-1H Huey 'slicks' followed and he was soon certified ready for combat operations which commenced in November 1967.

Reflecting on his 12-month tour of duty, Jeff recalls that that as he was single, a Sub Lieutenant, and just 20 years old he probably had a different perspective on life and the war to that of his RAN colleagues who were mostly married and older. During his time with the RANHFV Jeff flew UH-1H 'Slick' troop-carrying helicopters as an Aircraft Commander amassing 1250 hours flight time. In the latter months of his tour, this included flying specially modified Slicks capable of laying smoke to obscure incoming flights from enemy fire directed from Nipa Palm and tree lines during combat assaults. In this role, Jeff became one of the primary aircraft commanders involving a single aircraft operating at high speed after fighter-bombers and helicopter gunships had prepped the area prior to the Slicks inserting the troops.

The dangers faced by the RAN aircrews were brought home by the loss of Lieutenant Commander Pat Vickers to hostile fire on 22 February 1968, and the deaths of Lieutenant Tony Casadio and Petty Officer 'Darky' Phillips on 21st August 1968. Tony Casadio and Jeff were of similar ages and firm friends who had been on sequential pilots' courses and who had undertaken Iroquois and Wessex conversion training together as well as deploying with 817 Squadron in HMAS Melbourne. On that fateful day, Jeff was airborne with another Slick heading to Nai Bai at the same time that Tony Casadio was heading for Nui Dat as part of a 'Taipan' Gunship Team.



SBLT JEFF DALGLIESH RAN



VETNAM SERVICE - US ARMY

Jeff, second from left, in discussion with US Army personnel beside a UH-1H 'Slick'.

Mention in Despatches

Sub Lieutenant Jeffrey William Dalgliesh, Royal Australian Navy, distinguished himself by displaying sustained courage and fine leadership during combat flying operations while serving as an aircraft commander in the 135th Assault Helicopter Company.

Sub Lieutenant Dalgliesh participated in combat operations against the enemy almost daily from November 1967 to September 1968 and at all times exhibited outstanding qualities of courage and leadership. On many occasions, he volunteered for resupply missions to ground troops in action against the enemy at considerable risk to himself and, on three occasions, received fire in his aircraft, resulting in forced landings. Each landing was executed skilfully and safely, allowing the immediate return of both aircraft and crew to operational status.

By his exceptional devotion to duty and sustained acts of courage, Sub Lieutenant Dalgliesh acted in the highest traditions of the Service and brought great credit upon himself, his unit, and the Royal Australian Navy.



ACTION STATIONS - FRONT SEAT

A view of the cockpit in a 135th AHC 'Huey'.



PREPARING FOR VIETNAM

Training in RAN UH-1Bs prior to deploying placed the men of the 1st Contingent RANHFV in good stead for the challenges that they would soon face in South Vietnam.



MOVING FLIGHT DECK

November 1969 Jeff qualified to undertake Tracker Day Deck Landings onboard HMAS Melbourne, an important milestone for most fixed wing naval aviators.



RAAF TRAINED - 1966

RAAF Pearce No.1 AFTS 57 pilots course March/April 1966



RAAF TRAINED - 1977

East Sale RAAF - No.68 Flying Instructors Course

The Taipan wingman was overheard on the radio to call "Leader Down" and Jeff immediately reacted returning to land as close as possible to the crash site to ascertain the condition of the crew. The aircraft had received an RPG round in its tailpipe and although it did not explode it caused the engine to fail and the aircraft to subsequently crash. Although Jeff's aircraft quickly arrived on the scene the crashed aircraft was soon alight with live ammunition and ordnance exploding. Sadly none of the four aircrew survived and it proved a bitter personal blow to Jeff.

Jeff departed South Vietnam on 10 September 1968. In recognition of his service with the RANHFV he was Mentioned in Dispatches.

Following leave, Jeff joined VC851 Squadron in late October 1968 to begin flying C47 Dakotas as a co-pilot. VC851 had four C47s and much to Jeff's amazement each had its own idiosyncrasies. Co-pilot duties consisted mainly of raising and lowering the landing gear and talking on the radio and this was to prove an enjoyable return to fixed-wing flying and being back in a RAN Fleet Air Arm Squadron. The main task for the C47s at that time was completing basic navigation training for observers who were returning from training with the USN.

In early 1969 Jeff also began flying as a co-pilot in S2E Trackers but this relatively easy lifestyle was short-lived, for on 19 March 1969 he joined No. 2 Tracker Operational Flying School (OFS) along with 7 other pilots including Lieutenant Ray Godfrey who had also flown with the RANHFV. The OFS concentrated on teaching pilots to fly from the right-hand seat as both Pilot and Tactical Coordinator (Tacco). Midway through the OFS Jeff was promoted Lieutenant on 20 August 1969, his 22nd birthday - the course ended 16 October 1969.

Jeff remained on VC851 following completion of OFS continuing to fly both Trackers and Dakotas. Later that year he successfully completed Tracker Day Deck Landing qualifications in HMAS Melbourne during a VS816 Squadron workup in November 1969.

In March 1970 Jeff attained Dakota command after which he continued flying both types of aircraft across the full spectrum of tasks from NAS Nowra. During that time he accepted a Permanent Commission in the RAN on the Supplementary List before joining VS816 Squadron on 31 August 1970.

On VS816 squadron Jeff qualified for carrier night deck-landings in Trackers before the squadron joined HMAS Melbourne to participate in Exercise SWAN LAKE which was to include port visits to Fremantle, Hobart, and Adelaide. On completion, the ship returned to Sydney and the air group disembarked to NAS Nowra for Christmas leave.

Jeff remained on 816 Squadron until 1 May 1972, deploying in HMAS Melbourne for RIMPAC 1971 in Hawaiian waters, and to South East Asia the following year visiting Manila, Hong Kong, Singapore, and Jakarta. VS816 crews were then flying with a combination of a single pilot and an observer as the Tacco in the right-hand seat. During this period Jeff had the opportunity to cross-deck to the USS Ticonderoga, CVS-14, and operate with the US Navy's VS-33 Squadron the 'Screwbirds'.

On 1 May 1972 Jeff re-joined VS851 Squadron flying both S2E Trackers and C47 Dakotas for the remainder of the year. In January 1973 he left Australia with his family to take up a two-year exchange posting with the USN. Traveling via Hawaii they arrived in San Diego where Jeff joined VS-41 Squadron, the West Coast Replacement Air Group (RAG), located at NAS North Island, Coronado, California. After arrival, he attended the USN Instrument Flight Training Department to familiarise himself with USN and FAA Instrument Flying procedures. He was also re-familiarised and NATOPS checked on the S2E prior to joining VS35 Squadron.

The transition to flying S2E Trackers operationally with the USN progressed smoothly once the intricacies of operating in the United States' very busy air space were mastered. During that time Jeff became adept at modulating his speech so that US air traffic controllers could readily understand his Australian accent. He then moved to VS35 Squadron, aptly nicknamed the 'Boomerangers', in mid-February 1973. Located at NAS North Island it was to prove a short but pleasant interlude as Jeff and his family settled into life in Coronado.

At that time the USN was crewing its Trackers with two pilots but was moving towards a one pilot operation for the new S3 Viking. Day and night FCLP were conducted at San Clemente Island off the coast of California, NAS Miramar, home of Top Gun, and MCAS El Centro in the desert prior to day carrier deck landings on USS Ticonderoga. On 6 April 1973, Jeff passed his CAPC Board for the S2E, qualifying him to operate as a left or right-hand seat aircraft commander during all facets of ASW and associated operations.

As VS35 transitioned to operating S3 Vikings, Jeff moved "across the hanger" joining VS38, the 'Claw Clan', which was re-equipping with S2G Trackers. Jeff then deployed to the Western Pacific (WESTPAC) with VS38 as part of CVW11 embarked in USS Kitty Hawk, CV-63. Jeff takes up the story:

In January 1973, Kitty Hawk departed San Diego and headed northward toward San Francisco Bay for major modifications at Hunters Point Naval Shipyard. The months spent there resulted in the conversion of the ship from an attack carrier into a multi-purpose carrier. Multi-purpose meant that Kitty Hawk would not only have the attack



LCDR JEFF DALGLIESH RAN

Ships and Aircraft



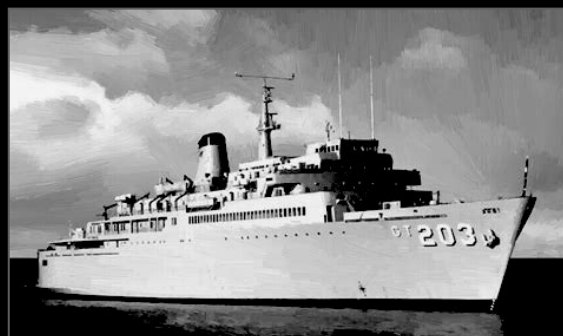
HMAS MELBOURNE



USS KITTY HAWK



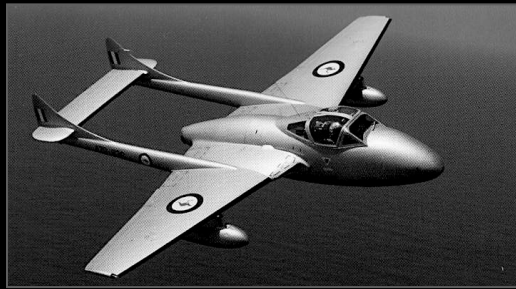
HMAS PERTH



HMAS JERVIS BAY



RAAF WINJEEL



RAAF VAMPIRE



NAVY IROQUOIS



NAVY WESSEX



NAVY TRACKER



NAVY DAKOTA



RAAF MACCHI



NAVY HS 748

HMAS MELBOURNE v USS KITTY HAWK

HMAS Melbourne was 20,000 tonnes fully loaded with three aircraft squadrons and the SAR flight embarked - in all, about 1,500 personnel with 20 aircraft. USS Kitty Hawk displaced 80,000 tonnes with 5,500 personnel, 13 air squadrons embarked with about 105 aircraft.





HMAS MELBOURNE

capability Jeff's experience in the RAN was to prepare him well for the upcoming deployment in Kitty Hawk and the expanded range of tasks that would be undertaken by Air Wing 11. He had completed two years' operating S2E Trackers from HMAS Melbourne with VS816 but there was of course an appreciable difference in size between the two carriers:

By the end of July 1973, Jeff had attained day and night currency as a qualified Aircraft Commander on S2Gs as well as qualifying as a Landing Signals Officer (LSO) for S2 Trackers and C1 Traders, an S2 variant used for carrier onboard delivery (COD) of stores and personnel. During this period he maintained carrier deck landing currency on the USS Franklin D Roosevelt off Florida and USS Ranger off San Diego.

In September 1973, Exercise RIMPAC formed a major part of the Kitty Hawk and Air Wing 11 workup and Jeff had the pleasure of meeting and working with members of VS816 both ashore in Honolulu and at sea when VS816 cross-decked an aircraft and crew to Kitty Hawk. In October 1973 Jeff was designated as the VS38 NATOPS officer and as an Instrument Rating Examiner.

This meant that Jeff was responsible through the Operations Officer for standardisation and training of the 22 VS38 pilots. This would later stand him in good stead when he became the Senior Pilot of VS816.

Kitty Hawk deployed to WESTPAC on 21 November 1973 steaming to Subic Bay, in the Philippines. Unfortunately, en route the carrier suffered an engine room fire in which six engine room personnel perished. On arrival at Subic Bay repairs were carried out before resuming the deployment.

During the next 8 months in the Western Pacific and Indian Oceans, CYCLIC Operations continued and the mode in which the carrier was operating, be it Power Projection, Sea Control, or Composite, dictated the actual aircraft type and number that were embarked. Aircraft not deemed necessary were shore-based at and operated from, NAS Cubi Point, Philippines. Jeff was to reflect:

During Cyclic Operations it was not unusual to be part of a 30 aircraft launch where the Trackers would triple cycle and on return 6 hours later be faced with a 30 aircraft night EMCOM silent recovery - no radio calls - one had to ensure that you made your pre-determined approach time.

During the period February thru May 1974 special operations were conducted in the Arabian Sea where the ship was visited by the Shah of Iran. Jeff was appointed the VS38 display pilot for the numerous practices and an Air Show flown for that occasion.

The deployment in the Indian Ocean operating area and working as part of a large air wing at sea was to prove both challenging and enjoyable for Jeff. Port visits were made to Mombasa, Singapore, Manila, and Hong Kong but a much-anticipated visit to Perth was not to eventuate.

This was a disappointment for Jeff as he had been designated as a member of the air wing's advanced party that was to be flown to Perth to prepare for the Kitty Hawk's visit. Kitty Hawk and CVW11 returned to San Diego in July 1974 with the Tracker Squadrons disembarking to NAS North Island.

The following month Jeff was sent to Monterey Post Graduate School to complete a Safety Officers' Course. After graduating, he returned to VS38 and was appointed as the Head of the newly formed Safety Department, relinquishing his NATOPS duties to a subordinate officer who would in turn report to him.

At the same time, VS38 'command' communicated with the RAN to negotiate an extension for Jeff's exchange posting. Due to the introduction of the S3 Vikings ongoing S2 transition training for replacement aircrew was reduced, leaving the remaining fleet S2G squadrons short of experienced crews.

Jeff's posting was subsequently extended so that rather than returning to Australia in January 1975 he would again deploy with VS38 in USS Kitty Hawk before returning to Australia in September 1975.

Workups and participation in Exercise RIMPAC 75 followed before the Kitty Hawk again deployed to WESTPAC and the now very familiar Subic Bay. Following embarked periods in the Western Pacific Jeff departed VS38 for San Diego in mid-September 1975 on a US Navy charter flight to join his wife Jules in San Diego for final administration and then leave en route to Australia.

Returning to the RAN after completing nearly three years of exchange service with the USN, much of it embarked, gave Jeff a very practical insight into USN Air Wing operations in an open water environment. He was responsible for NATOPS Standardisation and Training and he had qualified as an LSO in all aspects of operating S2Gs which were equipped with updated acoustic sensors and processes compared to the RAN operated S2E.

Approximately two years later these same aircraft would be transferred to the RAN to replace aircraft destroyed in a hangar fire at NAS Nowra. In later years Jeff would operate these aircraft as the Senior Pilot of VS816 and as the Commanding Officer of VC851. While the exchange tour involved a lot of sea time, Jeff enjoyed the responsibilities of being a NATOPS/Training Officer, an LSO, and Safety Officer. At the end of his exchange with VS38 its then CO rated Jeff:

“A truly professional and expert aviator who possesses superior knowledge of tactics and aircraft. One of the most capable flight leaders of any rank observed. Extremely effective in his ability to impart knowledge to Junior Pilots”.

In September 1975 Jeff joined HMAS Albatross for S2E Weapons System Trainer (WST) duties as well as fulfilling the role of Pilot Instructor and Assessor.

During November 1975 VC851 completed Jeff's re-familiarisation on the S2E and then scheduled him for flying on an available basis in order to maintain currency while he carried out his primary duties as a WST Instructor. This pattern was to continue into the new year in 1976 at which time it was interrupted by three x two-week periods of acting as the Senior Pilot with the FAA detachment at Broome in support of Operation TROCHUS operations.

The intrusion of foreign fishing vessels to the northwest of Australia was becoming increasingly problematic to the Government, not least for the poaching in Australian waters but also for the threat of exotic diseases and possible drug trafficking. The S2E Tracker patrols involved daily surveillance flights over designated areas of the Western Australian Coastline and the Indian Ocean in conjunction with RAN patrol boats, Customs and Immigration, and Australian Federal Police.

In October 1976 the operational tempo was interrupted when Jeff was selected as a member of an FAA team to compete in the Benson & Hedges Air Race. The FAA entered two Trackers that would fly from Western Australia's Jandakot Airport to Sydney's Bankstown Airport. Lieutenant Commander Peter Adams, Lieutenant John Dolan, with Chief Petty Officers Mudge and Jeffries crewed Air Race 101 and Lieutenants Jeff Dalglish and Max Smart, with Petty Officers Danny Griffen and Barry Thatcher, were Air Race 102.

Due to the complex handicap system designed to cover some 176 entrants the RAN aircraft never had any chance of winning the race but Air Race 102 was the third aircraft across the line at Bankstown after four days of flying. According to Jeff 'the race was deemed a great success, spawning many stories told by the entrants'.

Both of the RAN's Tracker squadrons, VC851 and VS816, suffered major setbacks on 4 December 1976 when most of their aircraft were destroyed in a deliberately lit hangar fire at NAS Nowra. At around midnight that evening, 'H' hangar was engulfed in flames and all but three of the Tracker fleet were lost.

This brought an abrupt four-year interruption to Jeff's Tracker flying as the matter was investigated and replacement aircraft sourced from the US. In the meantime, Jeff was loaned to VC724 to undertake Macchi MB326H conversion which was to stand him in good stead for a subsequent posting to Number 68 Flying Instructors Course at Central Flying School RAAF East Sale. On reflection Jeff was to find flying Macchi jets with VC724 most enjoyable, spending January to August 1977 on VC724 while still conducting some WST sessions.

On 20 August 1977, Jeff was promoted, Lieutenant Commander. During his time on VC724 Jeff was lent to the Aircraft Carrier Replacement Project in the Navy Office, Canberra, for a period of six weeks. Being involved with the project gave him an insight into the Navy's administration and bureaucracy but Jeff was never again to serve in Canberra.

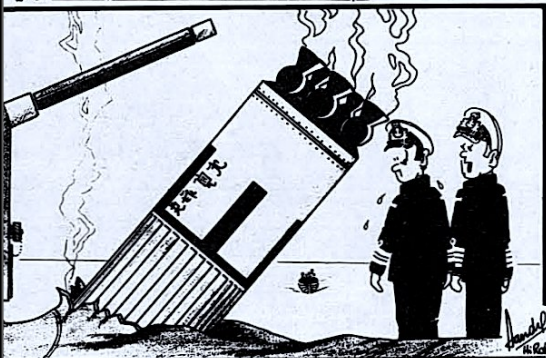
By early December 1977, Jeff had successfully passed his flying instructors course and in January 1978 the Dalglish family moved to Bullsbrook near RAAF Pearce, Western Australia, where Jeff was appointed as the Senior Naval Officer (SNO) for flying duties at No. 2 FTS. There he settled into the well-established routine of No. 2 AFTS and over the next two years, he saw twenty-seven naval pilots earn their 'Wings' and return to Nowra for Operational Flying School training. His own professional development was also to benefit during this time and he progressed from being a 'C' category QFI thru to becoming an 'A2' category QFI as well as a designated Instrument Rating Examiner on Macchi jet trainers.

In addition to flying instruction and administrative duties, Jeff maintained a close liaison with HMAS Leeuwin's Executive and Wardroom in an attempt to install naval traditions in the budding Naval Aviators in what was a very RAAF-dominated environment. The port of Fremantle, where Leeuwin was situated, and the nearby city of Perth had always proved popular with visiting warships of all nations and such visits were to prove a highlight for Jeff and the naval trainees during their time in WA. In August 1978 the nuclear-powered aircraft carrier USS Enterprise, CVN-65, anchored in Gage Roads bringing with her Jeff's former squadron, VS38, which was by then flying S3A Vikings.

Before completing his posting at RAAF Pearce Jeff's non-instructional flying was to include participation in a number of formation flypasts and in an air show to celebrate Western Australia's 150th anniversary.

Returning to the eastern states, and following a period of leave in Nowra, Jeff joined the RAN training ship HMAS Jervis Bay in Sydney on 7 January 1980 to undertake Bridge Watch-Keeping training. He completed three training cruises in the 'JB', culminating in him being awarded an Ocean Navigation Qualification during the final voyage

bandolier 1526, the Chinese ICBM and 'Vamps'.



Here they come — remember, look inscrutable...



THE SPACE EVENT support ship Yuan Wang of the navy of the People's Republic of China.

'SEA EAGLE' BEGINS

Ships and aircraft of the three ANZUS nations are currently taking part in a combined anti-submarine and weapons training exercise off the NSW coast.

The exercise named "SEA EAGLE" commenced on May 26 and will conclude on June 13.

Australian participation in the Exercise includes the Guided-Missile Destroyer HMAS HOBART, the Destroyer Tender HMAS STALWART, the Fleet Oiler HMAS SUPPLY, the Oberon Class Submarines HMAS ONSLOW and HMAS ORION, together with six F-111C Strike Aircraft from No 1 Squadron RAAF AMBERLEY, QLD, and four P-3B Orion Maritime Aircraft from No 11 Squadron from RAAF Base EDINBURGH, SA.

The United States has two Frigates — USS COOK and USS O'CALLAHAN participating and New Zealand is represented by a P-3B Orion Maritime aircraft. RAAF and New Zealand aircraft are operating out of RAAF Base RICHMOND, NSW.

Chinese missile re-entries observed by 2 RAN ships

Two ships of the RAN's training squadron HMAS JERVIS BAY and HMAS VAMPIRE observed the re-entry of two Chinese inter-continental ballistic missiles which splashed down in the South Pacific Ocean a fortnight ago.

On May 18 HMA Ships JERVIS BAY and VAMPIRE were in a position 7 degrees South, 172 degrees East, approximately 750 nautical miles (1350 kilometres) NNW of Fiji when the first missile's re-entry was observed. Splash-down was at 12.30 pm EST.

A force of 18 ships of the People's Republic of China, was present in the recovery area.

The Chinese ships had been under regular observation by RAAF Orion long

range maritime patrol aircraft since they gathered in the impact area.

HMAS JERVIS BAY arrived in the area on May 15, and was later joined by HMAS VAMPIRE.

On May 21, a second missile re-entry was observed by the two RAN ships.

The Department of Defence later released photographs of several of the Chinese ships taken by a RAAF Orion.

They are a Luta-class

guided-missile destroyer, a replenishment tanker, a submarine rescue ship, and a space event support ship.

The photographs on this page indicate the quality of modern Chinese ship building and the Chinese Navy's developing open ocean capability.

The deployment to the South Pacific is believed to be the most distant deployment of a major naval force by the People's Republic of China.

The People's Republic of China have seven 'Luta' class DDG, records "JANE's". They are of 3250 tons, missile armed, carry a complement of approx. 200, are the first Chinese-designed destroyers of such a capability to be built, and are similar to the Soviet 'Kotlin' class.



A SUBMARINE rescue ship of the navy of the People's Republic of China.



A CHINESE LUTA-CLASS guided-missile destroyer.

"Although capable of foreign deployment none so far have been reported. Three of this class serve in the South Sea fleet," says "JANE's".

It is interesting to note that "JANE's Fighting Ships 1979-80" (published in August 1979) does not mention some of the Chinese vessels which were present in the recovery area but it does make this comment:

"While studying this section it must be remembered that not only is there a steady building programme of all classes in the modernised Chinese Yards but also the Chinese have the advanced nuclear and missile capability.

"This combination," says "JANE's", "will make the Chinese Navy, already more than twice as strong in manpower as the Royal Navy, an important element in the future balance of power East of Suez.

"Recently there has been evidence of delays in all the new building programmes except submarines and light forces. Whether this is due to problems of weapon production, faults discovered in new construction ships or a straight political decision is not known.

"It is of interest that these delays appear to date from 1972, shortly after the flight and death of Lin Biao, the Defence Minister under whom the programmes were presumably generated.

"This may be coincidence but the plain fact is that the main emphasis today is on defensive units rather than the long-range forces whose designs must have started in the mid or early 1960's.

"Recent changes in Government policy on foreign purchases have been reflected in interest being shown in European and US markets. This is believed to include equipment for ships of up to 10,000 tons," concludes "JANE's".

between Sydney and Fiji. It was during that time that the first female midshipmen were embarked in the ship for navigation and seamanship training. On arrival off Fiji Jervis Bay was joined by HMAS Vampire and both ships were subsequently sent to an area north of Fiji to observe Chinese ballistic missile firings tests.

On 18 June 1980, Jeff joined HMAS Melbourne as a bridge watch-keeping officer under training, a very different role and experience to that which he was used to as an aviator. The carrier subsequently deployed to the Indian Ocean and while in company with the guided-missile destroyer HMAS Perth Jeff was loaned to her to gain valuable experience as OOW (UT) in a DDG. On 15 December 1980 Melbourne returned to Sydney by which time Jeff had attained his full Bridge Watch-Keeping certificate. At the same time, he transferred to General List.

Returning to HMAS Albatross in January 1981 Jeff took up what proved to be a short-term appointment as the Chief Flying Instructor before joining VS816 Squadron as a short-notice operational relief. VS816 was scheduled to embark in HMAS Melbourne for a deployment 'up top' leaving little time for Jeff to reacquaint himself with Trackers, which he had not flown for four years. Nor was he current in carrier operations, resulting in much work to be done prior to embarkation which was scheduled for 12 March 1981.

During the period 6-12 March Jeff re-familiarised himself with S2Gs during the day and night operations was NATOPS checked, instrument-rated, and flew FCLP's to be ready for embarkation and deck landing practice on 12 March. In spite of the frenetic pace, Jeff successfully returned to operational flying duties assuming the role of Senior Pilot in time for Melbourne's departure for Perth on 27 April 1981.

Melbourne's deployment included port visits to Fremantle, Manila, Hong Kong, Singapore, and Darwin. While transiting from Fremantle to the Philippines, Melbourne exercised with the USS Midway Battle Group providing further cross-decking opportunities.

Surveillance, weaponry and ASW sorties continued throughout the deployment and it was Jeff's responsibility as the SP VS816 to ensure that all pilots remained operationally current in day/night deck landings within the limited deck time available and in all other aspects of embarked operations. The Singapore visit was of sufficient duration that VS816 was able to disembark some Trackers and conduct shore-based operations from RSAF Tengah while Melbourne remained alongside.

The carrier departed Singapore for Darwin on 8 July 1981 and after re-embarking the aircraft from RSAF Tengah, Melbourne continued south for Australia enjoying a more relaxed operational tempo. After the Darwin port visit the final leg of the voyage to Sydney saw VS816 disembark on 23 July 1981, by which time its Trackers had flown an impressive 970 sorties.

Following a short period of leave, the squadron set about making preparations to re-embark in Melbourne for participation in Exercise SEA EAGLE. During the leave period, there had been a change-over of personnel necessitating crew training and FCLP practice prior to embarking in Melbourne on 16 September 1981.

Exercise SEA EAGLE concluded on 22 September and following a short interlude at NAS Nowra VS816 re-joined Melbourne for participation in Exercise KANGAROO 81. It proved to be a busy end to what had been a high-tempo year for the Tracker crews. ASW and surveillance flights continued off the Australian coast until 10 November 1981 and this proved to be the last occasion on which fixed-wing operations were conducted from HMAS Melbourne. It was also Jeff's 225th-day catapult shot.

At the end of 1981, the RAN's ageing aircraft carrier was scheduled for a major refit that would extend its life while a replacement was sought. However, an opportunity for the Australian Government to purchase the light aircraft carrier HMS Invincible from the UK curtailed work on Melbourne and she was rapidly decommissioned.

Following the Falklands War of 1982, the Australian Government made a decision to abandon plans to replace Melbourne and discontinue fixed-wing aviation in the RAN. This came as a bitter blow to the Fleet Air Arm resulting in many of the RAN's aviators leaving the Service. Some were to transfer to the RAAF and RN while others moved into the civil aviation industry.

VS816 continued to operate ashore from NAS Nowra with an expectation to send a flight of aircraft to Darwin during the New Year of 1982 to continue coastal surveillance. As the Senior Pilot Jeff was readying himself to deploy but it proved not to be the case.

Just prior to Christmas 1981 Jeff was asked if he would accept a short notice posting to the RAN Staff College in January 1982 due to a prospective student being unable to attend. Following the submission of a hastily scripted book review required prior to commencing the Staff Course and rearranging leave plans, Jeff joined HMAS Penguin for RANSC 7/82 on 11 January 1982. The staff course progressed with the normal late nights, staff papers, syndicate discussions, guest speakers, and visits to obscure establishments until its completion mid-year.

Jeff was then posted to VC851 on 12 July 1982 for HS748 conversion training. A return to fixed-wing flying saw him cover all facets of HS748 flying which continued until 5 November 1982 when he flew his final check flight. During the



MACCHI JET FORMATION

Jeff Dalglish at RAAF Sale going to his next level in flying



CHANGE OF COMMAND

Jeff hands over command of VC851 Squadron to LCDR DRA Scott in April 1984



RAN VIETNAM UNIT CITATION

Jeff with other veterans of the RANHFV on the occasion of the award of a Unit Citation for Gallantry in recognition of the Flight's service during the Vietnam War

conversion, Electronic Warfare (EW) operational flights were also flown so that when he was signed up for Command he had also been checked out operationally.

On 14 January 1983, Jeff assumed Command of VC851 Squadron relieving Lieutenant Commander Trevor Peck in a ceremony involving Tracker 851 being ceremonially 'pulled' by Squadron officers harnessed in three Clydesdale horse collars supplied by one of the squadron officers.

VC851 operations continued for both the EW HS748 aircraft and the S2G's whose primary mission was supporting Operation ESTES, conducting Bass Strait restricted area surveillance, and carrying out Fleet support duties.

Jeff was again to complete a re-familiarisation on S2Gs and was to find that fleet requirement would take up much of the squadron's time for both types of aircraft. Morale within the squadron at that time was pensive as the future of the remaining fixed-wing units of the Fleet Air Arm was very much in doubt noting that HMAS Melbourne was not to be replaced. To the dismay of all affected, the anticipated decision to disband the fixed-wing elements was finally announced in May 1983 and would come into effect on 30 June 1984.

In the meantime, a unique opportunity presented itself for Jeff to captain an HS748 flying members of a board of inquiry from Australia to Singapore in May. The unscheduled ten-day deployment was to prove a good opportunity for the aircrew to experience a long-range deployment in international air space without the usual support that they enjoyed when operating from a carrier.

On 17 September 1983 VC851 deployed to Port Hedland in support of Exercise KANGAROO K83. One EW HS748 and four Trackers made the long overland trip via Broken Hill, Alice Springs, and Broome to join a tent city at the Port Hedland airport. The Trackers formed part of Orange Force and the EW748 acted as both purple and Orange Force. The squadron returned to Nowra on 15 October 1983 and during this period of operations Jeff notched up his 6,000th flight hour. At that time Jeff was thought to be the first RAN pilot to reach that milestone.

In the lead-up to the cessation of fixed-wing operations in June 1984, NAS Nowra hosted visits from senior officers, politicians, and Defence public servants to discuss the future of the FAA and how its personnel would be affected. Unbelievably for Jeff and his team, this came at a time when the tempo of operations in support of Operation ESTES patrols continued on a daily basis for the Trackers, as did the commitment to supporting the RAN Fleet's insatiable requirements for working up its units. The RAN's two EW HS748s were equally busy with Fleet requirements simulating hostile electronic warfare environments.

The New Year saw operations continue at the same tempo with participation in Exercise SEA EAGLE and Jindalee trials being conducted from Northern Australia. As the 30 June deadline approached, 851 Squadron personnel were given options to transfer to rotary wing (helicopter) operations, transfer category or Service, or retire. Jeff was informed that he could expect his next posting to be as the Executive Officer of the oceanographic research ship HMAS Cook. While this would be a challenging, interesting, and career-enhancing move, Jeff decided after numerous interviews and discussions with officers from the Department of Aviation that he would retire from the Navy and move into Civil Aviation. Having made that decision Jeff handed over Command to Lieutenant Commander DRA Scott on 9 April 1984.

His resignation became effective on 17 May 1984 having served in war and peace for 21 years.

Jeff subsequently joined the Department of Aviation in Sydney as an Examiner of Airmen General Aviation for four years. He also spent one year flying Westwind Corporate Jet Aircraft with a Charter/Corporate operation that involved the NRL Club the Canberra Raiders. The charter operation took him all over Australia and the Western Pacific area to New Zealand, Fiji, and Papua New Guinea.

In 1989 Jeff joined Air Niugini flying as a Check and Training Captain on the DHC7 aircraft on domestic operations which included simulator training for PNG National pilots in Toronto, Canada where the only DHC7 simulator was located. This was followed by a move to Hong Kong as a simulator instructor and then Simulator Training Manager (STM) on the B747 series aircraft with Cathay Pacific Airways. In addition to conversion, recurrent training for crews, and training material development on the B747-400, Jeff as the STM was responsible for simulator fidelity. This involved him acting as a flight test observer during CAD B747-400 Simulator Test Flights and B747-400 Aircraft Test Flights to fill the statutory quota plus aircraft acceptance flights for new aircraft out of Boeing in Seattle, USA, and refurbished aircraft out of the HAECO Engineering Facility in Xiamen China.

Jeff spent 20 enjoyable years with Cathay Pacific before retiring in 2013 and moving back to Sydney. Three more years were then spent with Cathay in a part-time capacity with many trips to Hong Kong to facilitate Senior Captain Authorised Examiner Training and to assist in the recruiting of junior pilots to the company.

By the time Jeff retired fully he had accumulated 8,994 flight hours as a pilot, completed 477 day and night fixed-wing carrier landings on six different aircraft carriers, carried out 77 helicopter carrier landings on two carriers, and 11,790 hours as a Simulator Instructor or Flight Observer on B747 series aircraft.



JEFFERY WILLIAM DALGLIESH

O. 2403 - RAN Service Record - 1963 to 1984

RAN Recruiting Office Brisbane 15th March 1963
HMAS CERBERUS JRTS - JR 17 Mar-Dec 1963

HMAS LEEUWIN Topman Course-Jan1964-Jan 1965

Commissioned as MIDSHIPMAN (SL) - 1st Feb 1965

HMAS CERBERUS - No 1/65 Basic Air Training Course (BATC) Modified - 1st Feb - 5th Mar 1965

HMAS CERBERUS - for No 57 RAAF Pilots Course
No. 1 Basic Flying Training School (BFTS) RAAF Point Cook Victoria - 5th Mar-31st Oct 1965

HMAS LEEUWIN-for No 57 RAAF Pilots Course
No. 1 Advanced Flying Training School (AFTS) RAAF Pearce Bullsbrook, Western Australia-31st Oct 1965-29th Apr 1966

Promotion ASLT SLEX (P) and Awarded Pilots Brevet (Wings) on Graduation from Pilots Course 28th Apr 1966

HMAS ALBATROSS-723 Squadron for Helicopter Conversion Iroquois UH-1B. 725 Squadron for Operational Flying School (OFS) Wessex 31A - 29th April-2nd Dec 1966

HMAS ALBATROSS/HMAS MELBOURNE-817 Squadron for Flying Duties as a Wessex 31A Pilot-2nd Dec 1966-31st July 1967

Promotion SBLT SLEX (P) 28th Apr 1967

HMAS ALBATROSS-723 Squadron for RAN Helicopter Flight Vietnam (RANHfV) on Formation for pre Deployment workup and US ARMY Aviation Indoctrination - 31st July-15th Oct 1967

HMAS PENGUIN (additional) for 1st Flight RANHfV/135th Assault Helicopter Company(AHC) United States Army-Vung Tau Air Base South Vietnam and Blackhorse 11th Armoured Cavalry US ARMY Base-15th Oct 1967-10th Sept 1968

HMAS ALBATROSS - VC851 (Squadron) DC 3 conversion and flying duties and S2E OFS

VS816 S2E Operational Flying including numerous Instructor, ASW, Jungle Survival and Joint Warfare Courses-10th Sept 1968-26th Oct 1970

Promotion LEUT SLEX (P) 20th Aug 1969

Moved to PSEX List 1970

HMAS MELBOURNE/HMAS ALBATROSS-VS816/VC851 Embarked and Shore based S2E Operational Flying including x/deck ops with USS TICONDEROGA during RIMPAC 71-26th Oct 1970-15th Jan 1973

WARATAH for Exchange Duties with the US Navy-VS41/VS35/VS38 flying duties S2E/G Tracker Aircraft with CVW11 mainly from CV63 USS KITTYHAWK and NAVAL AIR STATION NORTH ISLAND Coronado California and included two Western Pacific Deployments-15th Jan 1973-15th Sept 1975

HMAS ALBATROSS - S2E Weapons System Trainer (WST), VC851 and VC724 for Instructor Duties WST, S2E Flying Duties and Macchi MB326 Conversion-15th September 1975-29th Aug 1977

Promotion LCDR PSEX (P) 20th Aug 1977

HMAS CERBERUS for RAAF East Sale Victoria Central Flying School (CFS) for Macchi Flying Instructors Course Graduated as Qualified Flying Instructor (QFI)-29th Aug-6th Dec 1977

HMAS LEEUWIN for RAAF Pearce Bullsbrook WA No 2 AFTS as Senior Naval Officer (SNO) and as a Macchi QFI-6th Dec1977-6th Jan 1980

HMAS JERVIS BAY/HMAS MELBOURNE/HMAS PERTH Bridge Watchkeeping Training-7th Jan-15th Dec 1980

Moved to GLEX List on award of BWKC Dec 1980

HMAS ALBATROSS-Chief Flying Instructor (CFI)-15th Dec 1980-9th Mar 1981

HMAS ALBATROSS/HMAS MELBOURNE - VS816 as Senior Pilot (SP) Ashore/Embarked-9th Mar 1981-10th Jan 1982

HMAS PENGUIN for Royal Australian Navy Staff College (RANSC) - Graduated (psi)-11th Jan-11th Jun 1982

HMAS ALBATROSS - VC851 for HS748 EW Aircraft Conversion-12th Jun 1982-13th Jan 1983

HMAS ALBATROSS - VC851 in COMMAND-14th Jan 1983-9th April 1984

HMAS ALBATROSS - VC851 additional 10th April 1984

RAN Resignation - May 1984

By the time Jeff retired fully in 2016 he had accumulated 8994.0 flight hours as a pilot, completed 477 day and night fixed-wing carrier landings on six different aircraft carriers, carried out 77 helicopter carrier landings on 2 carriers and 11,790.0 hours as a Simulator Instructor or Flight Observer on B747 series aircraft.

Awards & Decorations

- Normal Vietnam and Service Medals for 12 months in Vietnam and 21 years' Service
- Mention in Despatches (MID) for Service with the RJoinedANHFV.
- American Air Medal (AFM) with 39 Clusters for RANHfV Service
- The Royal Australian Navy Helicopter Flight Vietnam Unit Citation for Gallantry
- Republic of Vietnam Cross of Gallantry with Palm Unit Citation for Service with RANHfV

Family Status

Jeff met his wife Jules in the main street Nowra shortly after graduating from Flying Training in 1966. They had mutual friends and during the tour of duty with the RANHfV they corresponded and started dating when Jeff returned from Vietnam. Married in 1969 at the HMAS Watson Naval Chapel, they have two children and three grandchildren living in Victoria and Great Britain.

Jules and Jeff have enjoyed travelling, both with their chosen professions and during recreation time, and hope to continue travelling in the near future.

Jeff married Jules in 1969 at the HMAS Watson Chapel and she and their two children, Kirdi and Stuart have, through curiosity, followed Jeff on numerous adventures around the world.

On 30 January 2018, Jeff attended the Last Post Ceremony for his old friend Tony Casadio held at the Australian War Memorial (AWM), and later the same year, on 18 August he joined other RANHFV veterans who were presented with retrospective Unit Citations for Gallantry at the AWM in conjunction with another Last Post Ceremony for the late Petty Officer Darky Phillips (RANHFV).

Jeff is now enjoying his retirement in Mosman, NSW, with his wife Jules.

Story by JOHN PERRYMAN

*

FOOTNOTE - THE FOUR JR s SELECTED FOR OFFICER TRAINING FROM THE FIRST INTAKE

- **Bruce Griffen** - Graduated HMAS Leeuwin OC and was selected for RANC (Officer School) and posted to HMAS Creswell as a Cadet Midshipman for Senior entry in 1965. He successfully worked his way through the navy ranks and became a Supply Officer last heard he was as an LCDR.
- **Garth Richardson** - Was not selected for RANC and he left the navy. Garth was at Moorabbin Airport south of Melbourne when I was competing in the Benson & Hedges air race in October 1976 we caught up, he was out of the navy and in civilian employment at that time.
- **Stuart Young** - Voluntarily returned to the RAN Fleet (as an ORD sailor) mid-way through the Topman Cours in 1964 - Don't know how long he stayed or anything more about his career.
- **Jeff Dalglish** - I think you already have my story to date!



HONG KONG

Big and busy, Cathy Pacific career.



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JEFF'S LAST ISSUE

ROYAL AUSTRALIAN **Navy News** PICTORIAL

VOLUME 27, No 9

Distributed throughout all RAN ships and establishments
and to serving personnel wherever they may be

MAY 18, 1984

Donna adopted: P6



IBIS goes: P6, 7



Our Samaritan: P9



FIRST SQUIRREL FLIES IN

Trials with FFGs set for October

The first Navy Squirrel helicopter arrived at the Naval Air Station HMAS ALBATROSS on Monday to join HC723 Squadron.

Lieutenant Commander Jim Llewellyn was at the controls of what is the first of six Squirrels on order for the squadron.

Earlier a RAAF B707 transport aircraft flew into RAAF Fairbairn with five of the helicopters after a 10,000 km flight.

Another four are scheduled to arrive by B707 later this month, with five of the initial nine going to RAAF and four to Navy.

The Government has ordered 24 of the helicopters known as Ecureuil AS350B – or more simply Squirrels.

Six will go to the Navy for light utility work while the remaining 18 will replace the RAAF's Iroquois UH-1B models as search-and-rescue aircraft.

Some of the six are likely to embark on the RAN's guided missile frigates in a limited operational role as an interim arrangement.

A Federal Government decision is expected soon on what helicopter it will buy as the definitive FFG aircraft.

Already the decision has been narrowed to the Westland Lynx 3 or the Sikorsky Sea Hawk.

The 723 Squadron "CO", Lieutenant Commander Crispin George said the Navy would run Squirrel sea trials with the FFGs later this year, aiming to embark the first flight in February 1985.

Contract for the 24 helicopters is valued at \$18.1 million.

The squirrel is a six-seat helicopter, with a range of 240 nautical miles and a cruising speed of 121 knots. It is powered by a Turbomeca Arriel engine.

The men behind the scene – page 2.



The new Squirrel is "shadowed" by the "old" – Bell Iroquois. (Picture by ABATA John Thomas.)

SWOC — a \$3m saving: P3

***Jeff as member of
Flight Crew
conducting an
Airworthiness Flight
Test schedule on a
B747-400***





CERBERUS

Colourful Navy Memories Junior Recruit School

"Several weeks after submitting my navy life story and flyboy pics to Sqizzy Taylor for this publication, I was cleaning out an old sea chest during my Sydney Covid lockdown days.

Luck has it, I stumbled across an old box of coloured slides from early 1960s. Colour film was all new to our generation back then. Our family had lived through decades of black and white images on daily news papers, with coloured weekly magazines a new product to the consumer, the only colour photographs back in those days.

I had a new camera when I joined the navy and slide film was also a new process. The pictures over these few pages tell their own story when you considered they could easily have been in black and white with different effect.

Certainly some fond memories as a new Junior Recruit from a period of new schooling in my early navy days"

JR Jeff Dalgliesh

G BLOCK & ADMIN BUILDING

JRs marched this stretch of roadway many times over there 12 month training period, life was all about out to and from G Block, the new home for the Junior Recruits of Cerberus



MATES - SEAMANSHIP & BIG GUNS

"Most things in the navy were big compared to home life. Big group of new mates, very classrooms with lots of equipment and guns, many types small and super big, not your average down town high school!"



HMAS CASTLEMAINE at CERBERUS SEAMANSHIP SCHOOL

HMAS Castlemaine had an extended life after her service days as the sea-boat at Cerberus Seamanship School. She was often used taking recruits for day trips out of Westernport Bay. Still afloat today in 2022 she is part of the nautical museum at Williamstown, Victoria.



OLD NAVY DAILY ROUTINES

The Cerberus JRs were introduced to old style navy hammocks, a big shock for most after leaving their cosy bed at home the night before. Upon graduation, only a few JRs went to sea on ships that still had hammocks, as they were being phased out for new style wire bunks with small mattress. The daily routing was to 'roll it and stow it' a locker was provided for every other item you owned, which was about double the size of the one you would receive on your first ship.



HOME DUTIES - NAVY STYLE

*How do young 15 year old boys hang out their washing?
With great difficulty, and it did not stop there. Not long after joining they
were introduced to auto washing machines, drying rooms and
mates borrowing your items, as required!*

*Two young Cerberus lads, at the rear of G Block, clothes line with solid
wooden pegs, in uniform; must have been before or after Sunday church!*



OLD NAVY WAYS

"Stand easy - smoko" would be the order from the Chief. A ten minute period of relieve in the life of most young recruits in their hectic daily routines, most boys smoked or took up smoking at this stage in their life.

A picture for mum - her boy in new navy uniform, makes all family very proud of young JR Stuart Young.





CERBERUS LANDMARKS

The Cerberus flagstaff and St Marks church, are two of the great institutions that have stood the test of time with many changes and upgrades to the navy base over the past 100 years.





JR BASE RECREATION

There is a funny story why that petrol bowser is on its side, tucked away inside this publication is the finer details.

Left: JRs Young, Laumarinta and Graham after a day at the athletics track.

Above: JR Vern Passfield, record player and his collection of prized Elvis recordings.

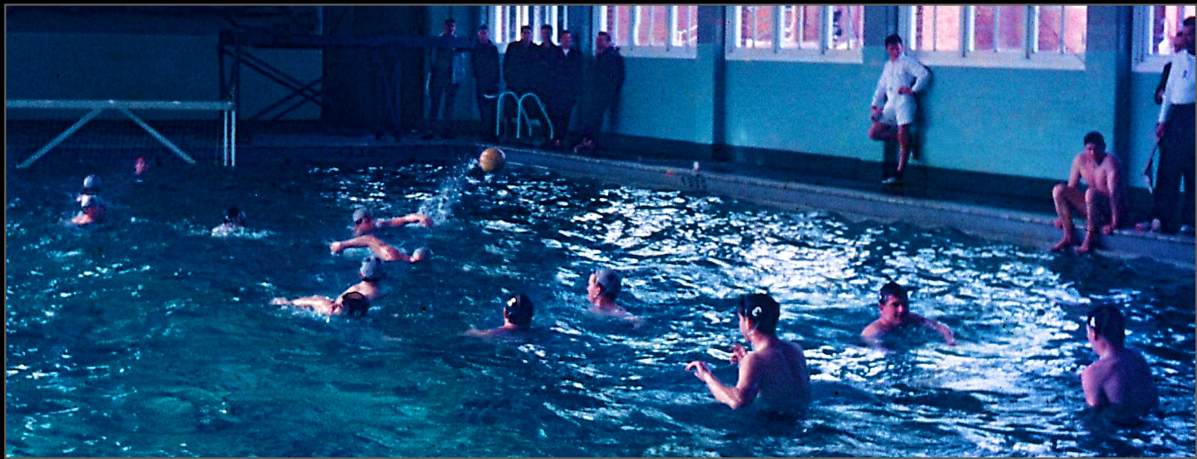


NAVY HOME LIFE

Each intake had a Leading Seaman as his immediate supervisor. LSQMG Dusty Miller, was like a 'father and friend' to many young recruits over his days on staff at HMAS Cerberus Junior Recruit School.

Mops, buckets, Lightburn washing machines and a sailors mess, a normal routine on many days of navy life.

Tied to ones hammock would often take on different interpretations for some young sailors!



SPORT AND MORE SPORT

JRs were the fittest in the fleet when they drafted to their first ship. Australian football, rugby, athletics, cross country, deck hockey, waterpolo, swimming, cricket, were just some of the activities most weekdays and on many weekends over the 12 months.

The divisional school staff would organise, umpire and officiate all sport for the JRs.

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

HMAS Leeuwin 30th intake Reunion

**10 - 12 November
2023**

Bungendore NSW

*(just outside of Canberra)
November 2023*

10th – Meet and Greet

11th – Attend

Remembrance Day Service
at Bungendore

11th – Dinner

12th – Farewell BBQ
breakfast

For full details please
contact **Rodney Smith**
maragita1@bigpond.com

Rod Smith

0402 - 415 387

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)

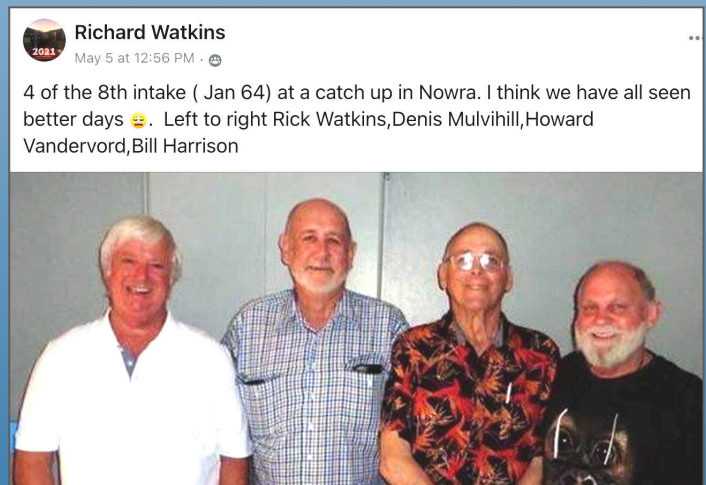
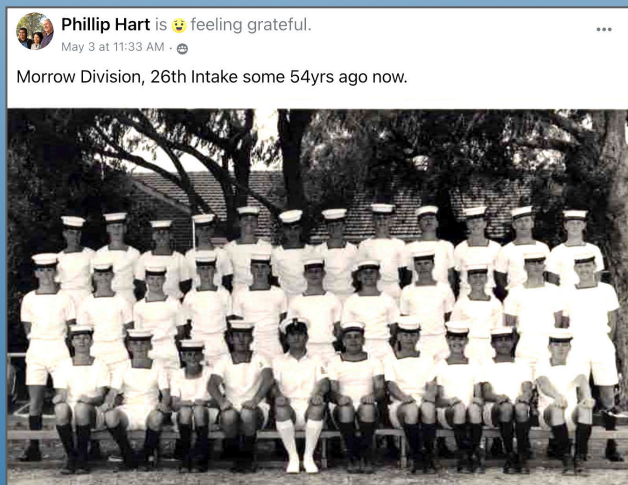
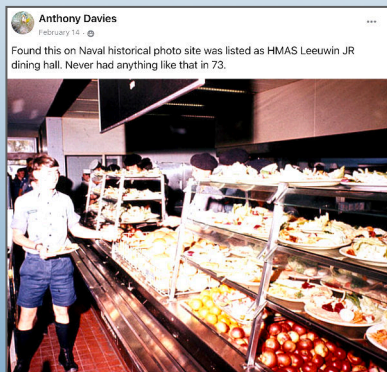
Phone: 0488 977 312

Email: bluevicki1@hotmail.com

Website:

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

SOCIAL MEDIA - JRs Communicating



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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.





Australian Navy Cadets – TS Tingira

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.



Adventure and fun are the key ingredients for activities covering everything nautical from sailing, knots, powerboating, seamanship and marching, to camps, ceremonial parades and events, sailing regattas and interstate trips. We also help you learn skills you will need in the future: leadership, teamwork, self-confidence, independence, resilience, trust and respect.

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.

EMAIL.

tstingira@navycadets.gov.au

