

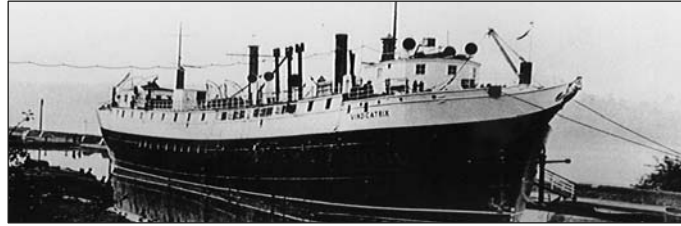


# T.S. VINDICATRIX ASSOCIATION NSW-ACT

*A part of the world wide Vindi family*



January 2009



Issue no. 66

Yet though her splendour may have ceased to be she played her sovereign part in making me.-John Masefield

## THE 2009 VINDI PICNIC DAY

Is now the Sunday 15th. Feb  
But your welcome to come &  
camp the 13/14/15 Feb.  
(I will be there so you are in for a treat)  
Bring your Swag your tent or  
your Caravan  
Don't forget to bring the wife  
the kids the grandkids and  
the dog  
**ALL WELCOME.**  
At the Tumbi scouts camp  
on the central Coast.  
Beautiful location come &  
hear the birds  
A large undercover BBQ &  
dining area.  
BYO everything.  
See insert for mud map.



**WHEREVER YOU ARE  
NOW  
A HAPPY & HEALTHY  
NEW YEAR**

## BRANCH NEWS

The January branch meeting  
was cancelled due to members  
being away on holiday.  
The next branch meeting at the  
Pymont Hotel will be our AGM  
on Saturday March 14 at 1100.

A good roll up will be appreci-  
ated, new ideas and people al-  
ways welcome come and give  
us a hand, take a position on  
the committee.

John Mears our co-editor of  
Vindi 1941 vintage is looking to  
gracefully retire.

No need to be a Sydneysider  
for this job, just have internet.

A 2009/2010 committee voting  
form is loose leaf inside the  
newsletter

## Mouse plague

Recently Logitech the big  
computer company sold  
it's **ONE BILLIONTH  
MOUSE**

## NEW AIRCRAFT CARRIERS FOR THE ROYAL NAVY

HMS Queen Elizabeth and HMS Prince of Wales,  
will be the largest vessels ever built for the Navy  
and will be nearly three times the size of the cur-  
rent Invincible-class carriers.

## Belfast 20 Jan 2009

The two historical & heritage listed  
cottages were Gustasve Wolff of  
Harland & Wolff lived were razed  
to the ground overnight.  
The last remnants of Wolffs estate

## MERCHANT NAVY ASSOCIATION

Following the death of  
Gordon Solomon and the  
demise of the Red Ensign  
The MNA is struggling to  
survive.  
More support from ex Red  
Ensign members & others  
is needed to keep the MNA  
afloat.

*More detail inside*

## VINDI WEDDING BOOPER

I have been castigated by Mr & Mrs  
Michael & Debbie Siegle who were  
our Vindi branches first couple to  
marry, not Len & Amanda Britton as  
I wrote In our last newsletter.

However M'lord in my defence I can  
only plead ignorance, in fact sir I am  
still waiting the arrival of promised  
details and photographs of afore-  
mentioned alleged happy event.

## A GRAND DAY OUT TO GARDEN ISLAND PICTURESQUE PANORAMIC HARBOUR VIEWS 'HISTORIC 'GARDENS' 'NAVAL HERITAGE CENTRE'

Garden Cafe  
11am ferry from  
Circular Quay  
Sunday March 22  
(our 51st wedding anniversary)  
[www.navy.gov.au/ranhc/](http://www.navy.gov.au/ranhc/)

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Terry's mobile 0407 37 57 38 for when we are out & about

## BRANCH BIZZO

The annual General meeting on March 14 will in line with the requirements of us being incorporated see a spill of all branch committee positions followed by an election to refill those positions. NSW/ACT branch members can nominate persons for the positions by filling in the enclosed Nominations forms and sending them to our Secretary Bill King.

Also If you have any items for the agenda please send those to Bill as well.

*And that concludes branch business for today. (I think)*

## Vindi Travelers

No news of any of our fellows winging off anywhere erotic except our erstwhile secretary Bill King and his good lady Jacqui who seem to spend an awful lot of time sitting on trains, trundling around the country and even more time sitting on houses or more correctly and comfortably "housesitting"

They have just finished a winter sojourn in the countryside near Queenbeyan, were the duties included looking after animals of various types and sizes.

## Vindi Visitors

Recently I had the pleasure of a three day visit from 1949 Vindi boy **Colin Hawkin**, Colin hails from Southampton, he contacted me via our website. An experienced Aussie traveler he has seen more of the country than I have! This trip he stayed mainly with old friends in Ingleburn. I showed him around the beautiful Kiama area and we went to the Bradman museum in Bowral us both being cricket fans and sampled the local brew each afternoon and sorted out most of the worlds problems.

**Brian Bowsher Vindi In May/June 54** is at this very moment accompanied by his wife is winging his way towards us and will be staying at a Sydney hotel for a week in February, Bill King answered his email and made arrangements for us to meet them at the Manly ferry gate **1030-1045 on Saturday the 7th. Feb**



Above Colin Hawkin

## Another great Christmas Party

marked the end of our 2008 Vindi year. It was good to meet new members George Murray waving his hand in the back row, on his left is Ron Stevens, Max Bergamini standing right front, all three from Sydney and to meet out of 'town' members— Geff Burrell (far left) from Cowes in Vic & next to him Derek Lewis holding a glass, from Junee who we hadn't met before & sitting far right is Jim Fullerton from Walkerton in QLD.

All the other fellows I guess you know from other times & photos



# THE MERCHANT NAVY ASSOCIATION

## Needs Support

I don't know how many of our branch are also members of the MNA, I know quite a few where members of the now defunct Red Ensign. Following the death of Gordon Solomon who was the long time president of both organizations the MNA formed a committee to carry out the program that had been arranged for 2008.

2009 will be a very different year as MNA income is limited to the \$15 subs per member and to date 213 members have not renewed and the committee require the help of the members to keep things going.

A program of events for 2009 has been drawn up (virtually the same as previous years) but it will not be possible to carry it out unless more funds/renewals come in.

Wreaths for the year 2008 amounted to nearly \$800 including the Canberra, Anzac Day, the Cenotaph Dawn Service and the Rookwood memorial, without more support all these events will slip into history for the Merchant Navy .  
*(That only 20% of members have renewed so far I can only put down to confusion as most people like me paid their MNA subs and the Red Ensign subs with the same cheque to Gordon Solomon and seem to think because he and the Red Ensign have gone there is nothing left, which is not so Ed. )*

So; if you are a member please think about sending your subs in, you should have received a reminder recently if you are not a member please think about joining to give them a hand.

It would be sad to have their banners vanish from sight prematurely, time will no doubt fade them away as very few younger ex MN people seem to be joining the ranks, but then they could outlast us as we do have a definite use by date. (1966+X)

## MNA PROPOSED 2009 PROGRAM

If you wish to support the MNA the addresses to write to are;

**Treasurer**  
**Peter Harris-Walker**  
**PO box 19 Gladesville 2111**  
**098616 3131**

**Secretary**  
**Kenneth Ryder**  
**PO Box 271 Baulkam Hills 2153**

**Mid Year Muster - Sat June 20**  
**End of Year Muster - Sat-28 Nov 28**  
**Both held at the Regents Park Com/ Bowling Club**

**Java Sea Remembrance service**  
**Martin Place Friday Feb 27 1030am**

**Rookwood Cemetery Remembrance service**  
**Merchant Navy garden Sun April 5 1030am**

**Anzac dawn Service Martin place fri April 25 0400**

**Anzac day march Sydney April 25 0830**

**Hospital ship Centaur service**  
**Concord hospital date TBA (expected May)**

**US Army Small ships Luncheon**  
**Grace Hotel date TBA (expected may)**

**Norwegian War veterans Assoc.**  
**Sydney Bowling Club Sat May 2 at noon.**

**Newcastle Merchant Navy Remembrance service**  
**Newcastle Saturday June 6 1100**

**Sea Sunday -The Sydney Missions to Seafarers**  
**TBA (expected July)**

**VJ day Service Cabra-vale ex Active Servicemen's club**  
**Cabra-Vale TBA (expected August)**

**Battle of Australia Remembrance service**  
**Martin Pl. Sydney Wed September 2**

**Merchant Navy Day**  
**Missions to Seafarers Sydney Thursday Sept 3.**

**Annual Seafarers Service**  
**St Andrew's Cathedral Sydney. TBA (expected Sept.)**

**Merchant Navy Remembrance weekend Canberra**  
**Sat 24 & Sun 25 of October.**

**World Maritime Day service**  
**Pymont Bridge (march to the Anchors memorial at the Maritime Museum) with MUA & other union members**  
**TBA (expected Sept 1100).**

**Armistice Day remembrance Service**  
**Blacktown RSL Sunday Nov 8**

**Armistice Day Service Bomaderry**  
**Bomaderry RSL Wed 11 Nov 1100**

**RSL legion life members luncheon**  
**Cabravale Ex-active-service club TBA (expected Nov)**

**Norah head Remembrance Service**  
**Toukley RSL Club Sat Dec 5 1030**

**Pearl Harbour Remembrance service**  
**Bankstown Monday Dec 7 1030**

## Cabin Boy's War.

Further to the reference to the BBC radio documentary, The Cabin Boy's War, in John's newsletter (No. 62) he featured a photograph and the story of John Brampton at 14 in a P O W Stalag after his ship, the tanker Lustrous was sunk by the German battleship Scharnhorst on February 22nd 1941, He has sent me this equally interesting second half story.

The photograph right was taken by the Nazi propaganda team that was assigned to the battleship. Taken prisoner with John, was another cabin boy (John "Jackie" Hipkin) who of course has a similar P O W experience. Using his own words, he said "It was great to be at sea, it really was." a sentiment I think we would all share as first trippers). "We were part of a huge convoy, arranged in rows and it was a magnificent sight. I had never seen so many ships together in one place. It was rather an uneventful voyage. No enemy planes or submarines around, thank God. Then this particular morning I woke up to find we were on our own. The convoy had obviously dispersed during the hours of darkness and each ship was allowed to make its own speed and head in its own direction. We thought this was great. You don't expect a German battleship to be loose in the Western Atlantic while we have the biggest Navy in the world; it's just not the thing to expect." When the order came to abandon ship I was in my cabin putting on my lifejacket. I whipped open the lid of my suitcase and on the right side of it was a box of 50 Woodbine cigarettes, a present for my father. On the left side was my Sunday school bible and, because I'm right handed, I instinctively grabbed the cigarettes and stuffed them down in my lifejacket and got out of the cabin as quickly as possible. Three lifeboats had been lowered and that's the first time I really became frightened because I had been told and read about seamen in open boats being machine-gunned and this is what I was afraid was going to happen to us."



Crew of the tanker SS Lustrous sunk by the German battleship Scharnhorst in the Atlantic on 22nd February 1941. All 37 crew were taken prisoner and interred in the POW camp Marlag und Milag Nord, Germany until liberated on 21st April 1945. Arrowed is survivor John Brantom who was a 16 year old galley boy on Lustrous.



The photograph on the left shows cabin boy Lewis Mahon with some of the crewmen of the Lustrous in the background, being interrogated by the Scharnhorst's captain, Kurt Hoffman, on the deck of his ship. Contacted sixty years later by the BBC for the Cabin Boy's Story program he chuckled: "I just told him a pack of lies."

It is worth mentioning that John Hipkin, motivated by his experiences as a prisoner of war, spent his retirement tirelessly campaigning for a pardon for the 300 plus British soldiers shot at dawn for desertion in WWI. His endeavours with others of similar conviction, culminating in success when the British Prime Minister, Gordon Brown, only a few months ago, announced a full pardon for every one of them.. John wrote about the

sadness of this chapter in WW1 history in one of his earlier newsletters (No 27). One of those convicted of desertion who was doomed to be shot through the heart, was only 17 years of age! *Ed.*



**Left** a view of the Milag Nord camp for MN seamen  
**Right** Louis Mahon & John Hipkin whn the BBC made the film in 2005 both have since have died.



*An amazing story of an amazing Australian ex Merchant Seaman that I for one had never heard of before  
from The Gander Newfoundland Beacon Newspaper*

## The Australian Navigator



Harold Charles Gatty is the fourth Australian aviation pioneer to be honoured by the Town of Gander by having his name on a street sign. The other notables are Don Bennett, Sidney Cotton and Harry Hawker. Kingsford Smith and Charles Ulm, who made the first trans-Pacific flight, will probably make it eventually.

Mr. Gatty is probably best known for guiding Wiley Post (Wiley Post Crescent, Gander) on the flight that set the record for aerial circumnavigation of the world, flying a distance of 15,747 miles (24,903 kilometres) in a Lockheed Vega, named the Winnie Mae, in eight days, 15 hours, and 51 minutes.



Photo on Left  
L-Wiley Post  
R- Harold Gatty

Photo on Right  
Wiley Post on his  
Lockheed Vega  
"Minnie Mae"  
That they flew  
around the world in  
80 days



Charles Gatty was much more than a brilliant navigator. As an example, he invented a ground speed and drift indicator, which became the basis for the automatic pilot.

He was known as the best navigator in the business, and was called on by pilots attempting long distance flights. When Wiley Post, in 1931, decided to fly around the world in the Winnie May, he asked Gatty to navigate for him. The flight was successful mainly because of a dead reckoning device that he had invented, the two fliers earning a ticker tape parade.



Leaving Roosevelt airfield  
for 'ticker Tape parade  
New York July 1 1931

He was only the second Australian to get a ticker tape parade through the streets of New York. Kingsford Smith was the first. He and Wiley Post were also given a reception at the White House by President Herbert Hoover.

The following year, after Congress passed a special bill that allowed the government to award the Distinguished Flying Cross to civilians, President Hoover pinned medals on the chests on the two aviators.

The Australian was also offered immediate US citizenship, so he could take up the specially created post of senior aerial navigation engineer for the US Army Air Corps.

When Mr. Gatty advised American officials that he wished to remain an Australian citizen, Congress passed another act that allowed a foreigner to hold the position.

Mr. Gatty's brilliance became legendary. Charles Lindbergh dubbed him, "the prince of navigators."

Mr. Gatty was born Jan. 5, 1903, in Campbelltown, in the Australian state of Tasmania. When he was 14, he was appointed a cadet midshipman at the Royal Australian Naval College. In 1918, he joined the Australian merchant navy and while standing watch at night he studied the sky and could tell the time by the position of the stars. In 1927, he emigrated to the United States and worked as a navigator on a 200-ton super yacht. Later he opened a school for navigators in Los Angeles teaching marine navigation to yachtsmen. In 1928, he changed his focus to aerial navigation — spurred on by the recent, highly publicized transpacific flight of fellow Australian airmen Charles Kingsford-Smith and Charles Ulm. He catered to the needs of pilots making long over water flights, where the aviator's traditional method of map reading by identifying features on the ground was no use. He realized that such training, learning the intricacies of navigating by the sun and stars, as well as how to determine and apply drift over the ocean, could well have saved lives in the disastrous 1927 Pacific Air Race, when three planes carrying seven fliers vanished while flying from California to Hawaii.

### **The Australian Navigator** *continued*

Mr. Gatty's inventions give a hint of his superb intelligence and ability. One invention, an air sextant, used a spirit level to provide an artificial horizon. Another was an aero chronometer that offset the inaccuracies that aircraft speed produced while taking a navigational observation. The best of all, however, was the Mr. Gatty's drift sight, which he refined into a superb ground speed and drift indicator widely used by airmen during the late 1930s, and eventually sold to the US Army Air Corps.

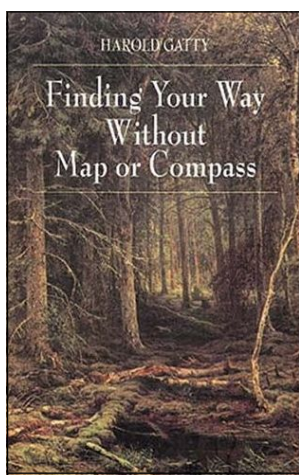
Mr. Gatty was consulted by many of the great names in aviation, such as Lindbergh and Admiral Richard Byrd. The following is an example of his work: On Easter Sunday, 1930, the Lindberghs crossed the United States in 14 hours and 45 minutes, setting a transcontinental record. After the flight, Anne Lindbergh wrote to Mr. Gatty: "I was very much surprised at how easy it was to take the sights and how quickly and easily one could use the curve and transfer it onto the Mercator chart, and, finally, how increasingly good the lines of position turned out to be....Thank you very warmly for everything you did to help us (including the plotting board and your kind word of encouragement, and for our two very absorbing and interesting weeks of work)."

In 1937, Mr. Gatty was asked by Howard Hughes to manage his forthcoming around-the-world record attempt and join him as navigator in his Lockheed 14. Mr. Gatty had other commitments, but recommended one of his former students. When Mr. Hughes completed his record-shattering around-the-world flight he sent Mr. Gatty a cable, "Greetings and gratitude, trail-blazing pioneer. We only followed where you led."

During the Second World War, Mr. Gatty was made an honorary Group Captain in the Royal Australian Air Force, and worked in the South Pacific organizing the aerial evacuation of thousands of civilian refugees and service personnel from Java. Following the fall of the Dutch East Indies, Gatty was appointed director of Air Transport for the Allied forces, attached to General Douglas MacArthur's Australian headquarters.

Early in 1943, he wrote a book to help downed Navy airmen survive and navigate in their dinghies. Called *The Raft Book*, it was so successful that it was placed in the survival kits of all Allied airmen serving in the Pacific.

Following the Second World War, Mr. Gatty settled in Fiji where he served as a member of the government and formed Fiji Airways — the forerunner of Air Pacific.



Gatty's book still in print from Amazon 9 pounds

### **Other highlights of his life**

In September 1930 he accompanied the Canadian airman, Harold Bromley, in an attempt on the first flight across the Pacific, from Honshu in Japan to Tacoma in Washington State. After flying 1200 miles (1900 km) the plane was forced to return because of fuel tank trouble. With fog all the way, with no radio and using only his dead reckoning techniques, Gatty navigated Bromley back to their starting point on Honshu Island—perhaps one of the greatest air navigational feats.

Soon after the end of the war Gatty returned to Pan American Airways as South Pacific regional manager. He bought the beautiful Fiji island of Katafanga, where he worked a copra plantation. In 1948 he started a tuna fishing industry, South Sea Marine Products Ltd, at Suva. A fellow of the Institute of Navigation, England, he was writing of ocean currents and the migratory habits of birds when he died 30 August 1957, survived by his wife and the three sons of his first marriage. The book 'Nature is your guide' was published in 1958; the foreword referred to him as the 'foremost navigator of his time'.

A monument commemorating his round the world flight was erected at his birthplace in 1961.

### **Early life**

Son of James Gatty, schoolteacher, and his wife Lucy Fitzjohn, née Hall. With his three brothers and two sisters, Harold attended the state primary school at Zeehan. In 1916 with a bursary he attended St Virgil's College, Hobart, and next year won a place as cadet-midshipman at the Royal Australian Naval College, Jervis Bay.

He withdrew from the college in May 1920 to serve for three years as an apprenticed ship's officer with the Patrick steamship company of Sydney.

After gaining his 2<sup>nd</sup> Mates ticket in 1923, he joined the Union Steamship Co. Dissatisfied with conditions he returned to Tasmania, then went to Lakes Entrance in Victoria to earn a meagre living from fishing, interspersed with rabbiting in the Gippsland hills.

Later in Sydney, he acquired a small launch carrying goods to the Garden Island Naval Dockyard and to ships at anchor in Sydney Harbour, but his launch sank and he returned to Patrick's. On 3 June 1925 at Mosman, with Presbyterian forms, he married a divorcee Elsie Louise Boyd, née Limmex (known as Vera McCulloch), a pianist.

\*\*\*\*\*

**Wiley Post** also a scientific innovator developed a pressure suit that enabled him to reach heights of 50,000ft Post died with his friend Cowboy humourist **Will Rogers** whilst out on a joy flight.

**Will Rogers** said of Gatty; "He can take a one-dollar Ingersol watch, a Woolworth compass, and a lantern and at 12 o'clock at night he can tell you just how many miles the American farmer is from the poorhouse. He can look at the Northern Star and a Southern Democrat and tell you if Oklahoma will go Republican, or sane.

He knows the Moon like a lobbyist knows the Senators". - **Will Rogers**

## The wreck of the “MV Fedra”

*I know that some of you readers will have seen some of these photos on the internet, it made a big splash a couple of months ago, but I couldn't resist running it for those without internet and the the photos are spectacular*



Name: Fedra, formerly, Tenacity and Marine Ranger Port of Registry: Liberia  
Builder: Astilleros Españoles , Madrid, Spain. Completed: 1984  
General characteristics; Class and type: Double hull, bulk carrier-Tonnage: 63,940 DWT  
Length: 737.7 feet Beam: 105.8 feet Draft: 59.1 feet .

*from loyds list below*

*Fedra crew rescued as vessel breaks up*

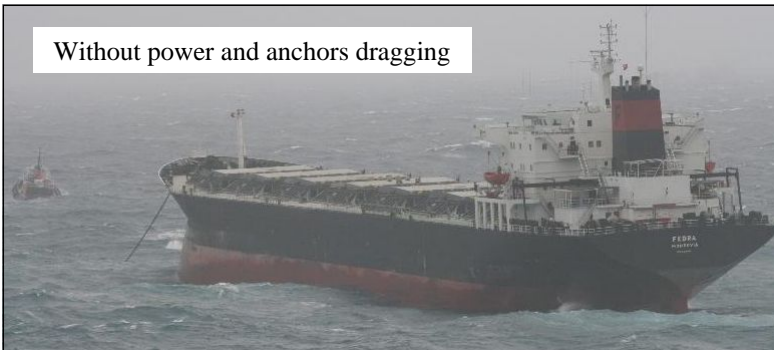
*By Brian Reyes in Gibraltar - Saturday 11 October 2008*

*From Lloyds list; THE crew of a cargo ship that ran aground in Gibraltar was plucked to safety in a perilous nighttime rescue by Gibraltar and Spanish emergency services last Friday.*

*Defying extreme gale force winds, a Spanish maritime rescue helicopter airlifted five men from the bow of the 24-year old bulk carrier Fedra as it lay pinned by pounding waves at the base of sheers cliffs in Europa Point. But the savage weather played havoc with the helicopter's engine, forcing the pilot to make an emergency landing and leaving teams on land to find another way of getting the men off the ship.*

*Using a crane positioned on the cliff edge above the bow, Gibraltar rescuers rigged a cradle that was lowered to the seafarers below. In small groups throughout the night, they were hauled up wet, shivering and terrified. At one point, with 11 men still on board, the operation had to be suspended as the storm intensified. "We thought we were going to lose them," said one exhausted rescuer. "But at around 7am, we had a small weather window." "We knew this was the only chance they had."*

*In a dramatic end to the operation, all remaining 11 men were winched to safety in one hoist. The men, mostly Filipino sailors, were treated in hospital but were later released and taken to a local hotel.*



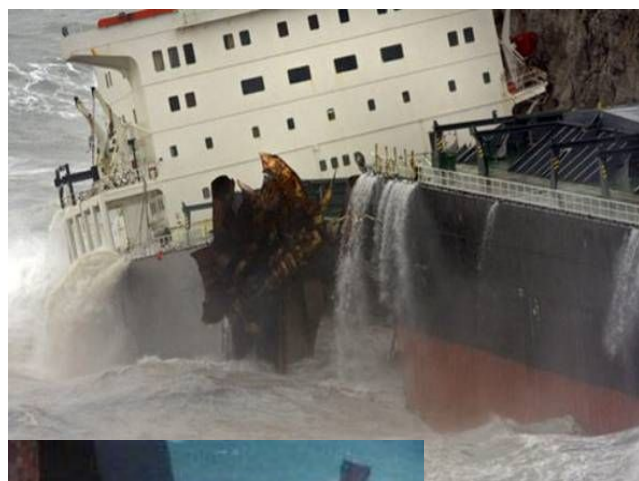
Some of the worlds biggest & best salvage tugs are based in Gibraltar but they couldn't save her



**FEDRA** *continued*

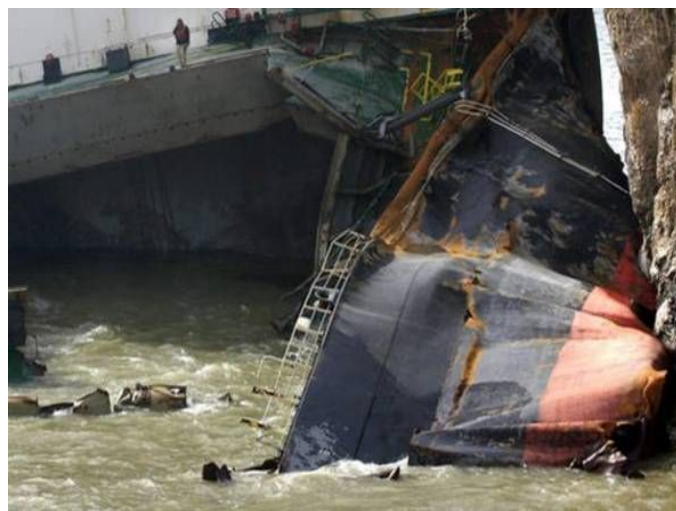


*The ship is managed by the Greek company Dilek Shipping. The ship has a tarnished inspection record, inspected numerous times in recent years, with long lists of deficiencies regularly detected. Last August it was detained by Chinese inspectors who found 18 deficiencies, including three relating to its propulsion systems.*



**From the Gibraltar Chronicle**

The Fedra ran aground on Friday evening after suffering engine failure that morning and dragging its anchor. Other vessels on the East Side were able to raise their anchors and sail away to ride out the storm.



*The Gibraltar Chronicle is a national newspaper published in Gibraltar since 1801. It became a daily in 1821. It is Gibraltar's oldest established daily newspaper and the world's second oldest English language newspaper to have been in print continuously*

## **"Chief Petty Officer Bill Stone (1900-2009) - the last UK veteran to have served in both world wars.**

When Stone received a letter summoning him to Exeter for conscription into the army in September 1918, he took the train to Plymouth and joined the navy instead. He served for only a few months of the WW1 and, on Armistice Day, was training at the naval barracks at Devonport.



Spanish flu, which killed more men than all the casualties of the war, was then raging and Stone contracted it, later, in the sick bay, he heard the man in the next bed say he felt better and the doctor reply: "Fourteen days leave!" Stone repeated the fib, and also obtained leave.

When a brother who was a stoker asked why he had become an ordinary seaman, he replied that he didn't know, and transferred to stoking. The following year he joined the three-funnel battle cruiser Tiger at Rosyth. When he failed to rise at 5.15 on his second morning, the chief stoker shouted at him: "What's the matter with you? Out of that bloody hammock and run down the passage singing 'Should auld acquaintance be forgot'."

Shortly afterwards Stone witnessed the scuttling of the German High Seas Fleet at Scapa Flow. He had vivid memories of the stoker's job of trimming the bunkers when hundreds of tons of coal had to be embarked at speed. Worse, he recalled, were his watches when the four furnaces had to be cleaned out.

Hot ash had to be removed with a shovel, before lumps of coal were broken up, and the furnace was laid and ignited with scoops of burning embers from the next furnace. Even in the heat of the boiler-room Stone wore a cap, to keep the condensation off, while sucking a piece of coal to keep his mouth moist. Between watches he hung his clothes on a rail, and, afterwards, his trousers, stiff with perspiration and coal dust, would stand up on their own.

The 10th of a farm labourer's 14 children, he was born on Sept 23 1900 at Ledstone, Devon. At 13 he left home to work on a nearby farm and, two years later, he walked to Kingsbridge to join the navy. But his father, who had four brothers and three sons at sea, refused to sign his papers. While other farm labourers joined the Army, never to return, young Bill drove a water cart and, later, a steam roller before getting his chance when he was called up two weeks before his 18th birthday.

He sailed to Spain in HMS Tiger, where he bought eau de cologne, a Jacobs pipe, and later, three sets of clippers, scissors and comb from the ship's barber, who was retiring. He used these to good effect in the battle cruiser Hood, when he and a marine bandsman shared a cabin equipped with a mirror, charging 4d a time for haircuts, until he discovered that the marine was charging 6d but entering 4d in their joint accounts. In November 1923 Hood set out on a voyage round the Empire, known to the sailors as "the world booze cruise". After visiting Cape Town, Adelaide and Wellington (where he was given two weeks' leave to visit an uncle) the ship passed through the Panama Canal and up to Halifax and St John's. By the time she returned to Devonport after nine months Stone had earned the considerable sum of £100 with his clippers.

He was next drafted to the sloop Chrysanthemum, based at Malta, where he remembered being liberally paid in tots of rum, and then into the submarine chaser P40. He then went to the carrier Eagle, on which one of his customers was the Spanish pilot Ramon Franco, brother of the future Spanish leader, who had been picked up several days after crashing into the Atlantic.

A spell in the destroyer Thanet was followed by another in the cruiser Carlisle on the South African station, when she had the unusual task of delivering a live bull to the island of Tristan da Cunha.

Back home, Stone was posted to Harebell, a fishery protection sloop whose skipper was in the practice of giving half the crew leave and then go off fishing himself. On one such leave, Stone took the opportunity to marry Lily Hoskin, with whom he had a daughter the week before war broke out in 1939.

He was in the Grimsby-based minesweeper Salamander the following year when she ferried troops back to Dover from Dunkirk. As the men waded and swam out under fire, he helped to haul them on board, and took potshots with a rifle at the low-flying Germans. Salamander was hit several times but completed five trips and brought back some 1,000 soldiers. Some had no clothes and, when one grabbed Stone's coat as he went up the gangplank, Stone said: "Good luck to him." On returning to port for the final time Stone learned that a submarine had fired a torpedo at Salamander, but it had passed underneath the ship's shallow draft.

After minesweeping operations based at Murmansk, he was sent to the new cruiser Newfoundland, building in the Tyne; Stone's comment about being in harbour after over a year at sea was succinct: "It was nice."

Covering the Allied landings on Sicily Newfoundland she torpedoed in the rudder on July 23 1943 by Capt Ernst-Ulrich Brüller's U-407. She limped to Malta for emergency repairs before crossing the Atlantic, steered only by propellers, for major repairs in the Boston navy yard. Stone was mentioned in despatches for his part in saving her. After eight months she visited St John's, the capital of her namesake. When the war ended in May 1945 Stone was given khaki uniform to wear with his naval cap and trained to use a revolver before being sent to the island of Sylt, off the northwest German coast, where he and 12 men were charged with guarding against any possible pockets of resistance.

On returning home, Stone took up a full-time career as a hairdresser, buying a barber's and tobacconist's shop in Paignton, where he prospered until he could retire to a house overlooking Torbay. In his latter years he moved close to his daughter at Watlington, Oxfordshire, where he kept himself busy as a member of the British Legion and several veterans' associations.

He was proud to have met many members of the Royal family, and claimed to be having the time of his life in his second century. When attending reunions he liked to sing All the Nice Girls Love a Sailor and then Abide with Me.

## **Obituary Captain Peter Jackson** *from the UK Daily Telegraph*

Peter Jackson, Master of QE2 during Falklands War, with the Queen Mother Captain Peter Jackson, who has died aged



86, was master of the Cunard steamship Queen Elizabeth 2 during the Falklands War.

He was on leave when he heard that his ship had been requisitioned to carry troops to the South Atlantic. He returned on board to find his cabin full of generals and admirals, but he soon took charge with the same tact and skill which he used on his wealthy, and sometimes difficult, peacetime passengers.

Over the next eight days Jackson oversaw QE2's conversion in from transatlantic liner to troop carrier. The soft furnishings and her five grand pianos were landed; the panelled bulkheads and carpets were covered with plywood; and 90 days' worth of food embarked.

The cabins (for 604 first-class passengers and 1,223 tourist) were turned into barracks for 3,500 Gurkhas and Welsh and Scots Guards. Flight decks were fitted over the swimming pool and on the forecastle to take helicopters, and the skeet shooting stand was used by the soldiers for training.

Jackson chose 640 Merchant Navy volunteers to man QE2 and she steamed unescorted, to Cumberland Sound in South Georgia, 800 hundred miles east of the Falklands.

QE2's speed enabled her to reach the South Atlantic in only 12 days, but once there Jackson reverted to age-old measures to protect his ship. Slowing to nine knots, he hid from aircraft under the overcast skies, and, switching off his radar and radio, he navigated by eye among the icebergs, zigzagging to avoid detection by submarines.

As so often in war at sea, the weather was a greater threat than the enemy. In the fog and snow he was mindful of the fate of the Titanic. The largest iceberg Jackson saw was 300ft high and a mile long.

Three days later, on a black, moonless night, he crept into his anchorage and began at once to transfer his troops and 2,000 tons of stores and ammunition to waiting ships.

Jackson embarked 650 survivors from the warships Antelope, Ardent and Coventry and in less than two days QE2 was on her way back to Southampton.

There it took 60 days to turn her back into her normal guise as a luxury vessel. Cunard used the opportunity to give QE2 a £10 million refit and a new colour scheme, including a pearl-grey hull.

Peter Jackson was born July 6 1922 at Cleethorpes, Lincolnshire, and educated at St James's choir school, Grimsby, until he went to sea as a 16-year-old cadet with Alfred Holt's Blue Funnel line. His first ship was Helenus, trading to China, Japan and Australia. As a junior officer Jackson helped ferry the British Expeditionary Force to Cherbourg. He also took part in the Norwegian campaign, and, in the chartered Glen Affric, made repeated crossings in June 1940 to bring back troops from Dunkirk, Brest and St Jean de Luz.

Sailing from New Orleans, Jackson's ship Mentor was torpedoed north of Cuba on May 28 1942 by the U-boat ace Hermann Rasch. Rasch surfaced in U-106 to question Jackson in his lifeboat, and though Jackson tried to give false information, it was evident that Rasch, who had sunk three ships in as many days, was working from intelligence he had received from agents in the US. Jackson was adrift for five days before being rescued by another Blue Funnel ship, Antilochus, one of whose midshipmen was Robert Arnott, who would eventually relieve Jackson as master of the QE2.



The Antilochus was our late member Tom Hodgson's first ship in 1949. The trip was the breakers in S Wales

Jackson obtained his master's certificate in 1948, and his first command was the liner Franconia, in 1968. When he retired in 1983 Jackson had spent 36 years under the Cunard house flag, all but two of them at sea.

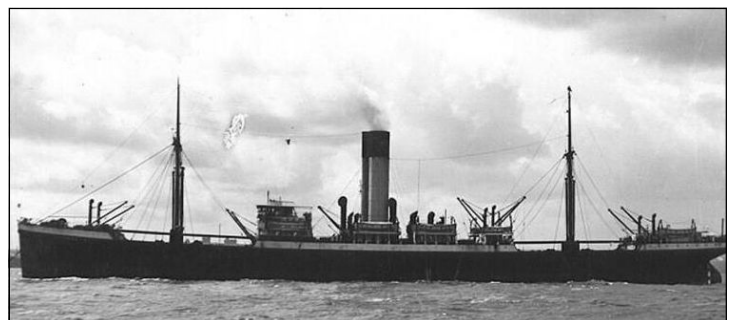
He hated his one shore job, which was as marine superintendent. In 14 years as master Jackson had commanded all but one of the Cunard passenger liners. His favourite ship was the Coronica (nicknamed "The Green Goddess" for her hull colour), in which he met his second wife, who was serving on board as a nurse. Jackson loved music and played the piano to a high standard. He was pleased to meet and befriend many of the great entertainers of the age on Atlantic crossings. Once, after meeting Jackson going into a concert hall in Southampton, Mstislav Rostropovich altered the music program to include a selection of nautical music "to honour my friend Captain Peter".

A warm and modest man with a quiet sense of humour, Jackson also had a phenomenal memory for the names of the hundreds of passengers who had been in his care. He always left and entered Southampton with three long blasts on the ship's whistle, not a signal from the Rule of the Road, but a cryptic, romantic message to his wife.

Peter Jackson died on Christmas Eve 2008. He married first, in 1949, Barbara Manders Priestley, who died in 1953. His second wife, Pamela, whom he married in 1957, survives him with their daughter.

### **Photo Right the 'Helenus'**

Thet Capt Jackson did his first trip on in 1922



## ENEMY ALIENS

A phrase that draws up an image of evil people threatening us but in reality the people labeled with this name are often totally innocent and often the first to suffer in any war between nations.

One "enemy alien" tragedy that I know of - my sister's late husband was of Italian stock, his grandfather migrated to UK in the early 1900s yet in 1939 many of the family were rounded up and interred as aliens, three of his uncles were drowned along with 464 other Italian males when the Blue Star liner 'Arandora Star' was torpedoed by U47 (capt Gunther Prien) off the coast of Ireland on July 2 1940.

The ship, designed to carry 500 passengers was grossly overloaded having a total of about 1900 aboard, 1500 of them Italian, German, and German Jewish internees plus 86 POWs, some of the German internees were crews from German merchant ships. The total loss of life was about 682 one of them was German Captain Otto Burfeind from the 'SS Adolph Woermann' who stayed aboard the sinking ship organizing the ship's evacuation until he was lost when it finally sank. The surviving Italian internees were shipped off to camps in Australia the week after they were rescued! There is plenty to read about the ship's loss and the internees on the internet it all makes an interesting but a sad and sorry story.



**Left**– the U47 passing the Scharhorst for a salute in 1939.

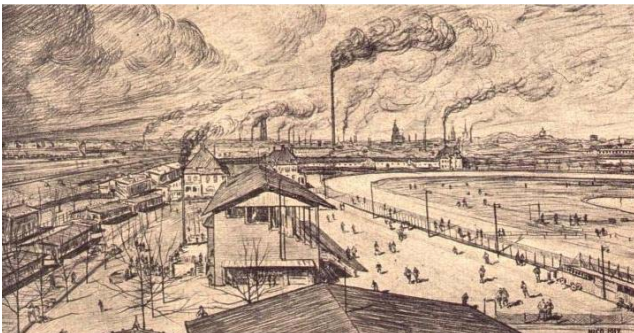
**Right**–  
A Blue Star postcard showing the Arandora Star anchored in Valetta



## The Ruhleben detention camp

An 'Internee' story echoing back to WW1 that I learnt of recently was a report on the BBC Scotland website about a program on Nov. 28 last showing an old black & white film of the arrival of a ship in Lieth on Nov 28 1918 when the whole population turned out to welcome back the first of 5,500 British civilians who had been incarcerated in the notorious Ruhleben detention camp for the duration of the conflict.

The prisoners, who had been working in Germany, were rounded up by the authorities after Britain declared war, many of them Merchant Seamen caught on their ships in German ports at the outbreak of war or captured at sea later. The camp was a converted racecourse six miles outside Berlin, there are several books about it and information on Wikipedia.



**Left**  
A pen drawing of the camp  
**Right**  
A queue for hot water



## BERRIMA NSW

Closer to home in Berrima NSW is another "enemy alien" story, throughout WW1 the crews from German merchant ships were kept in a camp there, the story is told in Berrima museum; below is an extract from the museum's website.

"The outbreak of fighting in Europe in August 1914 immediately brought Australia into the 'Great War'.

Within one week of the declaration of war, all German subjects in Australia were declared 'enemy aliens' and were required to report to the government. In February 1915 enemy aliens were interned voluntarily or on an enforced basis. In NSW the principal place of internment was the Holsworthy Military Camp where between 4000 and 5000 men were detained. Women and children of German and Austrian descent, detained by the British in Asia, were interned first at Bourke and later at Molonglo, near Canberra. Former gaols were also used. Men were interned at Berrima Gaol (constructed 1840s) and Trial Bay Gaol (constructed 1889). At these camps the internees organised themselves into arts and craft societies and organised large German events and festivals to pass their time and to retain a sense of identity. residents to rescue animals, fight bushfires and deal with unwanted snakes in the house".

Camp authorities (at Berrima) allowed the internees a large degree of freedom and self-organisation. The majority were German Merchant Seamen, mainly engineers, officers and NCOs from the German warship SMS Emden, sunk off the West Australian coast by the Australian cruiser HMAS Sydney in 1914. The regimented and structured nature of Navy culture resulted in the Berrima internees being largely self-regulating and self-managing.

### Berrima continued

The internees also found a welcoming community because some of the families in the area were descended from German settlers who came to the district in the 1840s. Despite the anti-German diatribes from mainstream media, the Berrima residents warmed to the internees who purchased bread and meat from local shops (Australian newspapers were banned, and internees preferred to get their newspapers from neutral countries) and rented houses for their private use, thus bolstering the local economy.

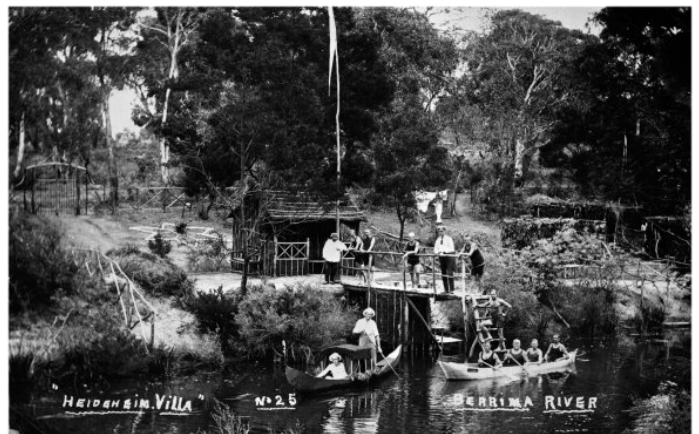
Simmons (*author of book Prisoners in Arcady, Bowral, 1999*) notes that 'there were certainly guardsmen who ... came to respect the industry and abilities of their charges and to be friendly towards them'. The daughter of Sergeant Bennetts, a private in the Berrima Guard, tells that a 'Sincere respect existed' between guard and internee and when he had to escort an internee home for a serious crisis, without exception the guard was made welcome in the internee's family home.

Like those at Trial Bay Gaol and Holsworthy, the internees formed art and craft groups to make toys for children at other internment camps such as Molonglo and to do artwork or photography. Like the internees of Trial Bay this activity provided a distraction to camp life and reinforced a sense of their own cultural identity. But, unlike the internees at Trial Bay - who considered themselves among the top 500 of the German elite in NSW - the Berrima internees were seamen, some of whom had served time on windjammer clippers. They were used to long periods away from home and music was very much a group activity they appreciated. These pictures from the National library collection show the German MN seamen at a hut and river jetty they



National Library of Australia

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National Library of Australia

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built and some of the 40 plus boats they built there.

Each year they celebrated the Kaiser's birthday by staging a maritime spectacle, in which the boats were dressed up as everything from Zeppelins to U-boats and a model of the Kaiser's steam yacht. The square-rigger (technically a brig) is one of these "dress rigs", on a canoe of dugout construction. These events were much appreciated by the locals, with picnic parties coming from Sydney to see them (it's a 2 hour drive today so this was quite an excursion in 1917).

Interestingly, at the end of the war the German's scuttled the whole fleet (shades of Scapa Flow!) before being repatriated; and it still lies in the sand at the bottom of the river (except for one dugout which is on display in the local museum after being raised about 30 years ago).

*I have it from visiting UK Vindi boy Colin Hawkin that the museum and the walk along the river in Berrima are well worth a visit. Perhaps a Vindi picnic there later?*