AUSTRALIAN NAVAL PERSONALITIES

LIVES FROM THE AUSTRALIAN DICTIONARY OF BIOGRAPHY

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Selected and condensed by
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The Sea Power Centre - Australia (SPC-A - formerly the Maritime Studies Program) was established to undertake activities which would promote the study, discussion and awareness of maritime issues and strategy within the Royal Australian Navy (RAN) and the defence and civil communities at large. The aims of the SPC-A are: to promote understanding of sea power and its application to the security of Australia's national interests; to manage the development of RAN doctrine and facilitate its incorporation into ADF joint doctrine; to contribute to regional engagement; and, within the higher Defence organisation, contribute to the development of maritime strategic concepts and strategic and operational level doctrine, and facilitate informed force structure decisions.

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The *Papers in Australian Maritime Affairs* series is a vehicle for the distribution of substantial work by members of the Royal Australian Navy as well as members of the Australian and international community undertaking original research into regional maritime issues. Papers will be drawn generally from manuscripts not scheduled for publication elsewhere but that nonetheless merit extensive distribution. Candidates are considered by an editorial board under the auspices of the Director of the Sea Power Centre - Australia.

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Abstract

This *Paper in Australian Maritime Affairs* contains a selection of naval personalities that have been previously published within the *Australian Dictionary of Biography (ADB)*. Since 1966 the *ADB* has expanded, incorporating the lives of many of Australia's most famous and infamous personalities, and currently the work runs into sixteen biographical volumes which now cover individuals who passed away prior to 1980. By including some of the most interesting naval personalities from the *ADB* within this volume it is hoped that a wider audience may gain familiarity with the deep and lasting contribution that these individuals have made to Australian maritime and indeed national affairs. The selected biographies include naval officers, sailors, administrators, and professionals who have made a lasting contribution to Australia.

This collection is recommended as a source of inspiration. Naval personalities who have exhibited personal discipline, moral fortitude and strong leadership capabilities in the past, are most suitable role models for Australia's present and future naval personalities.

Editor's Note

Whereas the *Australian Dictionary of Biography* (ADB) is aimed at a wide audience, the biographies within this volume were selected from those individuals whose lives have influenced Australian naval and maritime traditions. Originally the selection was limited to persons who had made a lasting contribution to Australia's maritime tradition and the Australian Navy, however a thorough reading of the *ADB* identified numerous individuals who were influenced by our maritime traditions and who went on to make lasting contributions to Australian society. The Australian Navy itself has always consisted of a combination of naval professionals who are to some extent separate from the society that they protect, and a reserve element, drawn from the greater society, who meet the naval challenge in times of need. This volume aims to adequately represent all such groups.

It is as role models that these lives remain relevant to us today. Often their moral fibre, ingenuity and dedication in difficult situations can provide us with imagery that inspires us to think how we too might react in a similar situation. For contrast, a few characters that have perhaps been more infamous than otherwise are included.

The selected biographies by no means exhaust the available subjects, rather the current selection is mostly limited to persons who passed away prior to 1980 and were subsequently selected for inclusion within the *ADB*. A few biographies prepared for future volumes of the *ADB* have also been included. Some preference has been given to Australian-born and raised subjects, although this criteria has not been followed too stringently. Indeed the dominating role of the Royal Navy (RN) in the earliest history of Australia requires the inclusion of persons of British birth who served in Australian waters. Much of the early history of maritime affairs in Australia was enacted and written by British males, and subsequently women, Australian Aborigines and persons from non-British backgrounds are under-represented both in this volume and in the earlier volumes of the *ADB*. The most recent volumes of the *ADB* have helped to overcome this bias. Some readers may believe that famous names not included in the current volume should have been incorporated, however, the editor can only apologise in advance by stating that the selection has not been based upon individual merit alone, rather biographies have been selected to cover a broad range of naval activities. It is hoped that any significant omissions may be overcome in future volumes of Australian naval personalities.

The original *ADB* entries have been generally kept without alteration. For a minority they have been re-edited to remove selected non-military portions of the subject's life. It is hoped that the essence of the original *ADB* entries has been maintained. In a few biographies additional information has been supplied essentially to emphasise the subject's role in maritime or naval affairs. Readers who desire complete versions of the original biographies should consult the *ADB*.

Special thanks are due to Dr Di Langmore and the *ADB* staff at the Research School of Social Sciences, Australian National University who kindly assisted the editor in

the preparation of this volume and gave permission for their excellent work to be re-published in this form. I wish to thank the many authors who contributed to the original *ADB* volumes and whose biographies have been republished here.

The concept for this book grew from discussions among people who believe that many of the contributors to Australia's maritime and naval tradition have been under-represented within our community's consciousness. A combination of factors have caused this absence, including the relatively small numbers of persons directly involved during naval or maritime activities, a reluctance by naval professionals to describe the day to day activities of a fleet, especially when conducting diplomatic and constabulary tasks, and the tendency to see naval history in terms of ships and a ship's crew rather than as actions by individuals. This volume is a first step which hopefully will allow the voices of Australia's 'silent service' to be heard.

<div style="text-align: right">

Gregory P. Gilbert
1 February 2006

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For I am writing biography, not history, and the truth is that the most brilliant exploits often tell us nothing of the virtues or vices of the men who performed them, while on the other hand a chance remark or a joke may reveal far more of a man's character than the mere feat of winning battles in which thousands fall, or of marshalling great armies, or laying siege to cities.

<div style="text-align: right">

Plutarch, *Life of Alexander*.1
written about 110 AD

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Picture Credits

I wish to thank the Australian War Memorial (AWM) Canberra for their kind permission to use the numerous photographs and artworks reproduced within this publication. AWM reference numbers are listed after each photograph.

The State Library of New South Wales provided the photograph of Captain Hixson with his family.

The remaining images were reproduced from the Royal Australian Navy History Section's photographic collection.

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Abbreviations

ABDA	Australian-British-Dutch-American
AC	Companion of the Order of Australia
ADF	Australian Defence Force
AIF	Australian Imperial Force
AM	Member of the Order of Australia
ANMEF	Australian Naval and Military Expeditionary Force
ANZAC	Australia and New Zealand Army Corps
ANZUS	Australia, New Zealand, and the United States (treaty)
AO	Officer of the Order of Australia
AWM	Australian War Memorial
BANZARE	British, Australian and New Zealand, Antartic Research Expedition
BCE	Before the Common Era
BCOF	British Commonwealth Occupation Force
CB	Companion of the Bath
CBE	Commander of the British Empire
C-in-C	Commander-in-Chief
CMG	Companion of the Order of St Michael and St George
CNF	Commonwealth Naval Forces
CNS	Chief of Naval Staff
CVO	Commander of the (Royal) Victorian Order
DDG	Guided Missile Destroyer
DNI	Director of Naval Intelligence
DSC	Distinguished Service Cross
DSM	Distinguished Service Medal
DSO	Distinguished Service Order
FAA	Fleet Air Arm
GM	George Medal
HMAS	Her (His) Majesty's Australian Ship
HMCS	Her (His) Majesty's Colonial Ship
HMIS	Her (His) Majesty's Indian Ship
HMS	Her (His) Majesty's Ship
HQ	Headquarters

KBE	Knight Commander of the Order of the British Empire
KCB	Knight Commander of the Bath
KCMG	Knight Commander of the Order of St Michael and St George
KCVO	Knight Commander of the (Royal) Victorian Order
LSI	Landing Ship - Infantry
MC	Military Cross
MVO	Member of the (Royal) Victorian Order
OBE	Officer of the Order of the British Empire
q.v.	*quod vide* (for which see the full biography in this volume)
RAAF	Royal Australian Air Force
RAN	Royal Australian Navy
RANC	Royal Australian Naval College
RANNS	Royal Australian Naval Nursing Service
RANR	RAN Reserve
RANVR	RAN Volunteer Reserve
RM	Royal Marines
RMS	Rendering Mines Safe
RN	Royal Navy
RNR	Royal Navy Reserve
RNZN	Royal New Zealand Navy
SMS	*Seine Majestat Schiff* (His Majesty's Ship – German designation)
US	United States
USN	United States Navy
USS	United States Ship
WEA	Workers Education Association
WRANS	Women's Royal Australian Navy Service

An Introduction to Australia's Naval Tradition

Australia is an island continent in a maritime region. Today approximately 70 per cent of the world's population live within 150 kilometres of a coastline. In the case of Australia, this figure is well over 95 per cent and the figure is even higher for most of South-East Asia. This modern imperative was not always the case, the continent of Greater Australia (including New Guinea) was first settled by modern humans over 40,000 years ago (some archaeologists believe closer to 60,000 years ago). The first Australians made a sea crossing from the islands of Indonesia either directly across the Timor Sea or through the island chains leading toward the north west point of mainland New Guinea. Over a relatively short period these people occupied much of Australia, New Guinea and the Solomon Islands. The details of such maritime exploits were then buried in the depths of time, as these earliest populations adopted to the local environments and generally lost much of their maritime heritage. Around 1000 BCE, a maritime cultural group who had specialist knowledge of long-distance voyaging, the Lapita peoples, began to explore and colonise the Pacific region. Interaction between the original inhabitants and the Lapita peoples led to the development of maritime traditions in parts of the New Guinea, Solomon and Torres Strait Islands, while much of continental Australia was remote from these Pacific colonisers. Australia's maritime isolation continued until the 17th and 18th centuries, when small groups of the descendants of the first Australians interacted with South-East Asia mariners, including the Makassan trepang traders in northern Australia, and the regions' earliest European mariners, a number of Dutch, French and English traders/navigators. Unfortunately only vague references to these Australian maritime exploits were passed down in local stories and legends, and as a consequence no biographies have been written to represent this original Australian maritime tradition.

The British decision to establish an outpost at Sydney was a turning point in the history of the Australian continent. Lieutenant Cook's journeys in HMS *Endeavour* had brought the strategic political and economic importance of the Australian and Pacific regions to the attention of the British government and the Admiralty. Subsequently the settlement of Sydney was to become a link in the chain of Royal Navy (RN) bases that were established around the world. Although much has been written about the 'convict settlement' at New South Wales (NSW), the British objective was to establish a strategic port for the RN at minimum cost to the British Government. In the past slaves had been employed to provide a labour force for construction of the necessary infrastructure, such as happened in the West Indies, but slavery was coming under attack by evangelical reformers with increasing political power. The option to use convicts as enforced labourers was secondary to the policy decision that was aimed at establishing a strong base for British maritime influence in this part of the world, (John Knatchbull [q.v.]). The British maritime tradition was to become synonymous with Australia's maritime tradition for at least the next 200 years.

The colony of NSW operated as a RN outpost from its foundation in 1788. The first four Governors of NSW were naval officers, and many of the first settlers were retired officers or seamen. Captain Arthur Phillip, RN, the colony's first Governor was accompanied by 160 marines to defend the naval base from attacks by local Aborigines; invasion by a rival

trading power; or rebellion by the convict labourers. Resistance against the new settlers included a spear attack on Governor Phillip by an Eora man named Wileemarin, while the marines also participated in punitive expeditions against Aborigines in the Sydney area, (Watkin Tench [q.v.]). No direct attacks were made on the settlement of Sydney by other European powers, although a visit by a French warship under the command of Comte de La Perouse in 1788 did invoke a slight scare. Several convict rebellions were put down in the early years of British settlement, with assistance from a British army garrison unit – the New South Wales Corps. Disagreements arose between administrators who maintained a maritime strategy seeking to maintain a low cost naval outpost for the Admiralty in the Australian region, and those with a continental/military view who saw Australia's future lying in territorial and economic expansion. The revolt of the New South Wales Corps against Captain Bligh, RN, resulted from such underlying differences in outlook. In time both views were seen to be complementary rather than direct opposites, and the Admiralty used facilities in most Australian ports while the British army provided garrisons at strategic locations across Australia.

Economic opportunity was the cornerstone of Australian development during much of the 19th century. From a naval perspective, many of the officers and surgeons who had served with the RN during the Napoleonic Wars (1803–1815) were paid off and became land holders in Australia. Many more were able to gain employment in other professions, including the merchant marine, boat-building or whaling. A relatively small number continued to work for the RN on mainly diplomatic and constabulary tasks. RN surveyors opened up Australia's coastline for settlement and economic exploitation, (Phillip King [q.v.] and John Moresby [q.v.]). At this time British sea power was paramount through much of the world with the RN defending the Empire, oceanic trade and colonial expansion. The RN was present (if not a dominant force) at the founding of Britain's other Australian colonies in Tasmania, Western Australia, Victoria, South Australia, and Queensland. The ill-fated settlements at Fort Dundas, Victoria and Wellington in Northern Australia were established by Captain James Bremer, RN, accompanied by RN sailors, Royal Marines and British Army troops. The RN also sent detachments to colonial wars in the region, including the Maori Wars in New Zealand.

Australian agricultural exports helped to increase revenues in the Australian colonies, but it was the economic boom that accompanied the Australian gold rush during the 1850s and the subsequent increase in population that led to self-government for the Australian colonies. During the 1850s many second or third generation Australians believed that their patriotic duty was to support the British 'homeland' in the Crimean War. The Australian colonies raised their own defence forces, including some naval elements. These forces grew to include a number of Australian colonial navies that were limited to operations in local waters. The colonial naval forces could only be deployed elsewhere within the British Empire under the Admiralty's authority, and the Admiralty generally treated the colonial naval forces with contempt, cooperation between colonials and the RN being actively discouraged. Acknowledging the threat presented by Russian commerce raiders during the Crimean War, the Admiralty decided to establish a small permanent force of RN vessels, known as the Australian Squadron, under the separate command of an Australia Station, (James Goodenough [q.v.]). At that time, Australians who sought naval careers opted to serve in the RN, (Ernest and Guy Gaunt [q.v.]).

Royal Navy crews had used Garden Island in Sydney Harbour from the time of first settlement, firstly, as the name implies, as a garden, and subsequently the island was used as a port for shelter and replenishment. The earliest naval dockyard in Australia had been established on the western shore of Sydney Cove in 1795 and operated with varying success until 1833. The first dry dock in NSW was a commercial concern opened by Thomas Mort, in Sydney during 1854. By 1857, the NSW colony operated Fitzroy Dock on Cockatoo Island, while Garden Island was recognised as a naval depot for HM Ships from 1865. A second larger dock, Sutherland Dock, was completed by the NSW Government on Cockatoo Island by 1890. The Victorian Government did not want to lag behind its NSW counterparts, and a slipway was completed at Williamstown in 1858, a floating dock purchased, and Williamstown's Alfred Dock completed in 1874. By the late 1890s, Australian industries were expanding and the foundations of a maritime infrastructure were established in Australia. These works, in part meeting the requirements of commercial customers, also provided the framework necessary to support the RN in Australian waters.

By 1884 the Australian colonial naval forces had grown into five small but efficient units providing harbour and regional defence in support of the Australian Squadron. When Rear Admiral (Sir) George Tryon, RN, [q.v.] was given command of the Australia Station, he tried to rationalise the situation and encourage the colonies to contribute to the costs of trade protection. This led to the passing of the *Australasian Naval Defence Act, 1887* and the establishment of an additional 'Auxiliary Squadron' paid for by the colonies of Australia and New Zealand. The Auxiliary Squadron was the first step on a path to the creation of a truly Australian Navy.

The political moves toward federating the Australian Colonies in the 1890s included calls for more to be done to defend the island continent. In 1900 Captain (Sir) Robert Collins, RN (retired), [q.v.], Secretary for Defence for Victoria, made it clear that Australia's security from attack must rely upon naval defence and that Australia, due to its geographical position and manifest maritime destiny, could not rely upon the payment of subsidies for its maritime protection. On 1 March 1901, the naval forces of each separate Australian colony were transferred to the command of the Commonwealth of Australia and the Commonwealth Naval Forces (CNF) was formed. At the time of Federation, members of the colonial naval forces were serving in the South African War (1899–1902) and the Boxer Uprising (1900–01). The force sent to fight in China included a naval brigade of 500 from NSW and Victoria, as well as the South Australian ship HMCS *Protector* under William Creswell [q.v.] and Chapman Clare, [q.v.]. Creswell became the first Director of Naval Forces in December 1904, and subsequently played a critical role in the formation of the Australian Navy. On 10 July 1911, the Permanent Commonwealth Naval Force was granted the title 'Royal Australian Navy' (RAN) by King George V. In October 1913, an Australian fleet arrived in Sydney to formally take responsibility from the RN flagship of the Australia Station. The RAN had grown to include a battlecruiser HMAS *Australia*, the cruisers HMA Ships *Encounter*, *Sydney* and *Melbourne,* and the destroyers HMA Ships *Warrego*, *Parramatta* and *Yarra.* From that time until the 1960s, the RAN operated as a self-administered component within the British Empire's naval forces; maintaining intimate links with the personnel, technical and support services of the British Admiralty.

The RAN inherited a strong naval tradition from this British association, but the practical realities of Australia's geographical environment have often imposed requirements that conflict with aspects of the British traditions. The establishment of the Australian Navy in 1901 created an avenue for a separate Australian maritime tradition to evolve. The process was mostly driven by Australians although RN personnel with experience in Australian waters often made significant contributions.

The RAN established its credibility as a professional institution during World War I. Australian's maritime forces participated in operations across the globe under the direction of the British Admiralty. In 1914, the Australian fleet, under Rear Admiral (later Admiral Sir) George Patey, RN, pursued the German East Asiatic Cruiser Squadron across the Pacific. They provided the force that pursued the German Vice Admiral Maximillian Graf von Spee and his fleet from the Pacific and hence assisted in their ultimate destruction by another British force off the Falkland Islands. The Australian Naval and Military Expeditionary Force (ANMEF), escorted by RAN vessels, conducted an amphibious assault on German forces in New Guinea and suffered the first Australian casualties of the war (Rowland Bowen [q.v.]). In November 1914, the Australian cruiser *Sydney* was detached from convoy protection duties to investigate an attack on the cable and wireless station at Cocos Island in the Indian Ocean and subsequently sank the German surface raider SMS *Emden*, (John Glossop [q.v.]). Throughout the war, Australian cruisers were also deployed to protect maritime trade and to escort British troopships, (for example see Reginald Creer [q.v.] and Claude Cumberlege [q.v.]).

The RAN played a critical role in the combined operations at Gallipoli, being the 'First In, Last Out'. The submarine *AE2* under Lieutenant (later Captain) Henry Stoker, RN, made a submerged passage of the Dardanelles on 24 April 1915 and then attacked Turkish forces in the Sea of Marmara. The Royal Australian Naval Bridging Train (RANBT), under Commander (later Rear Admiral Sir) Leighton Bracegirdle [q.v.], landed at Gallipoli during the Sulva Bay operations in August 1915 and continued to support British troops, with exceptional bravery and stamina until the last troops were withdrawn on 20 December 1915.

As the threat to the maritime sea lines of communication decreased, RAN fleet units were deployed with the British Grand Fleet conducting an open blockade of the German High Seas fleet. Despite frequent sweeps of the North Sea these operations were mostly uneventful, although *Sydney* was attacked by the German Zeppelin L43, and later aircraft were catapulted from the gun turrets off *Sydney* and *Melbourne*, in some of the earliest naval air operations (John Dumaresq [q.v.]). In February 1918, a number of crew members from the battlecruiser *Australia* volunteered for a bold commando style raid on the Belgian ports of Ostend and Zeebrugge. The Australians performed well under heavy fire and several subsequently received bravery awards for their efforts. At the end of the war the Admiralty, which had opposed the formation of a separate Australian Navy before 1909, stated that 'Australia may well feel pride in the record of its navy newly created in the years prior to 1914, but shown by the test of war to be in all respects ready to render invaluable service to the Empire in the hour of need'.

Although emphasis is often given to the fighting capabilities of the RAN during the war, it also operated 74 transports providing logistics support to military and naval operations.

The RAN supply organisations provided much needed victualling and naval stores throughout Australia and at times supported RN operations in Southern African, the East Indian and Chinese waters. The RAN operated a fleet of cargo vessels in an effort to regulate the export of food stuffs to Europe and the import of goods to Australia. This activity was taken over by the Commonwealth Government Line with its own merchant vessels from March 1918. The RAN also operated a number of hospital ships providing medical support across the globe. Naval engineering activities expanded during World War I. Cockatoo Island Dockyard (Commonwealth owned and operated from 1913) built three destroyers and two light cruisers, docked 16 warships, and refitted over 50 commercial ships. Garden Island operated refit and repair facilities, refitting over 42 ships. Williamstown Naval Depot operated repair shops, a naval stores depot and a training depot for naval officers and ratings. Radio-telegraphy facilities were enhanced, and organisations were established for censorship and the interception of enemy messages (Walter Hugh Thring [q.v.]). Australian industry expanded rapidly to meet Australia's wartime demands, and despite critical shortages, Australian manufacturers were able to supply metal products, munitions, clothing and foodstuffs. Commercial shipbuilding met the increased demand for transports and was capable of supplementing the naval programme with materials and equipment. The requirement for transports arose from British shipping controls that gave priority to the defence of Britain and did not adequately address Australia's strategic and economic needs. See the biography of William Clarkson [q.v.].

The decisions taken before and during World War I set the scene for Australia's naval tradition in the 20th century, for much that was gained before 1919 was lost during the 1920s and 1930s, only to be revisited during World War II. The interwar years witnessed a major decline in naval forces, initially because of disarmament treaties established by the war-weary Allies and later due to economic restraints accompanying the Depression that followed the stock market crash of 1929. Australian maritime industries, along with much of the Australian economy, were hit hard by the Great Depression, (Percival Hogan [q.v.]). At its low point during 1933, the RAN was reduced to 2800 seagoing personnel with only four ships in commission. Despite such limitations, the RAN maintained its professionalism with exercises and involvement in British Imperial operations off Malaita in the Solomon Islands (1927), Abyssinia (1935), and Palestine (1936–39).

The drift towards war in the 1930s was a gradual process, often punctuated with events that emphasised the possibility of future peace or alternatively presaged war. The naval reconstruction programme was also a slow reaction to world events, essentially the amount of money spent on rearmament increased only as the national economy improved. These funds were needed to rebuild the institutions and infrastructure that had dissipated since 1919. Australia's strategic outlook now recognised the role it needed to play in defence of the British Empire in the Asia-Pacific region, and the naval base at Singapore was the lynch-pin of regional defence plans. During the late 1930s, the British Government saw Nazi Germany as a direct threat to Britain, at the core of the British Empire, and subsequently while Britian was threatened the government was less likely to defend British interests in the Asia-Pacific region, (Ragnar Colvin [q.v.] and George Hyde [q.v.]).

On 3 September 1939 the British Prime Minister Neville Chamberlain broadcast the news that Britain was at war with Germany, and 75 minutes later the Australian Prime Minister Robert Menzies declared to Australian listeners that 'as a result, Australia is also at war'. This statement, which seemed to gloss over the constitutional issues surrounding Australia's role as a Dominion within the British Empire, accurately reflected the situation that Australia found itself at the beginning of World War II, indeed the RAN commenced hostilities on receipt of the British war telegram. While Australian maritime forces needed to work with other British Empire forces to secure the Asia-Pacific region, the security of Great Britain and the British Empire sea lanes remained of paramount importance for the defence of Australia's interests at home and abroad. Australian ships which were not considered essential for local defence were released to Stations overseas and placed under the British Admiralty's orders from 1939, (Patrick Perry [q.v.]). Under this arrangement HMA Ships served in every major theatre of the war and under every extreme of climate, (for example Arthur Callaway [q.v.] and Alvord Rosenthal [q.v.])

The early years of World War II were full of bad news for the British Empire and its allies. One European country after another was occupied by Germany, and the entry of Italy into the war on the German side only added to British concerns. British interests in the Mediterranean and the Middle East were clearly threatened. After the fall of France in 1940, the danger of the French fleet falling into German hands prompted a British attack, which included HMAS *Australia*, against the Vichy French Navy at Dakar. In action *Australia* forced the French destroyer *L'Audacieux* aground as a flaming wreck. Meanwhile RAN ships in the Mediterranean under the command of Admiral Cunningham, RN, contributed significantly during many operations against the Italian Navy and supported the British forces, including Australians, fighting in Libya and in Egypt's Western Desert. On 19 July 1940, HMAS *Sydney* under Captain John Collins, RAN, [q.v.] fought a battle which led to the sinking of the Italian light cruiser *Bartolomeo Colleoni*. Later during 1941, RAN destroyers operated the 'Tobruk ferry' carrying reinforcements, casualties, ammunition and supplies in and out of the harbour at Tobruk as it was besieged by the German Africa Corps, (Harry Howden [q.v.] and James Morrow [q.v.]). HMA Ships *Waterhen* and *Parramatta* were lost in these operations during 1941.

During this period, the Australia Station was seriously understrength, and its ability to protect Australian shipping was somewhat limited. The RAN managed to contribute ships to operations against German raiders, while a convoy system was introduced and many HMA Ships were allocated to escort duties. Measures to defend Australian ports were introduced, including the construction of harbour defences, harbour booms and minefields. Mine clearance work was required for defence of shipping in Australia, while a small number of RAN officers were dispatched to Britain to perform mine disposal work, in recognition, eight of them were awarded the George Medal (George Gosse [q.v.], John Mould [q.v.] and Hugh Syme [q.v.]). As the German submarine campaign intensified, RAN anti-submarine warfare specialists were sent to Britain where they worked alongside their RN colleagues during the long Battle of the Atlantic. In November 1941, *Sydney* disappeared with all hands in the Indian Ocean off Western Australia, after an engagement with the German merchant raider *Kormoran*, (Lionel Dalton [q.v.]).

From 1939 to 1941, the mobilisation efforts were cautious and designed to minimise problems for the economy as a whole, with financial controls having a dominant influence over the decisions made by the Australian Naval Board (Alfred Nankervis [q.v.]). For example, to minimise ongoing costs associated with RAN personnel, ratings were entered via the Volunteer Reserve to serve for 'Hostilities Only'. Shipbuilding once again became a priority with Cockatoo Island Dockyard constructing two sloops, three boom defence ships, and making plans to build three destroyers. Concurrently the Government decided to build up to 60 *Bathurst* class corvettes (36 for the RAN) in Australian shipyards. In July 1941, a decision was also made to build six River class frigates in Australia for the RAN. Australia's industrial capacity grew to include the local manufacture of small calibre naval munitions, sonar sets (then called ASDIC), and medium guns, as well as the capability to repair and reline 6- and 8-inch naval guns. Many merchant vessels were armed for protection and the armaments manned by RAN personnel. By late 1941 Australia's maritime infrastructure had largely been rebuilt, and although immature in some areas and often limited by financial constraints when the capabilities are compared with those of the early 1930s an extraordinary advance had been made. The RAN's hard won experience would prove invaluable when Australian defence environment was catapulted from a role defending the Empire into the defence of Australia itself.

In October 1941, John Curtin was elected Prime Minister of Australia and within a month the storm broke. The Japanese began offensive operations in December 1941, striking first at the United States Navy (USN) fleet at Hawaii and subsequently across much of Asia and the Pacific. The British battleships *Prince of Wales* and *Repulse* were sunk without halting the Japanese advance and 'Fortress Singapore' surrendered on 15 February 1942, (Robert Davies [q.v.]). The US Army fought a dogged last ditch stand in the Phillipines but it was unable to resist for long without adequate logistic support. The Imperial Japanese Navy prevented the arrival of these vital supplies because they controlled the sea approaches to the Philipines. British, American and Dutch ships were lost in vain attempts to resist the Imperial Japanese Navy, including HMAS *Perth* (Hector Waller [q.v.] and Robert Gray [q.v.]) and HMAS *Yarra* (Robert Rankin [q.v.] and Ronald Taylor [q.v.]). The Australian mainland was threatened and it became clear that there was little the British Empire or the RN could do to protect it. The port of Darwin was bombed by Vice Admiral Nagumo's Carrier Task Force on 19 February 1942. On 9 April Nagumo's fleet struck Ceylon, sinking HMS *Hermes* and HMAS *Vampire*, and the RN was withdrawn from the Indian Ocean.

The war against Japan found the RAN in a difficult position. Ship losses during 1941–42 could not be replaced rapidly and where the Australia Station had been previously kept short to assist Great Britain, it now needed to protect shipping and oppose Japanese offensive operations in its own waters. By necessity, and perhaps fortuitously, Australia now turned to the United States for assistance. This was recognised at a political level by the then Prime Minister John Curtin and the American General Douglas MacArthur, who became Allied Commander South West Pacific Area. RAN ships operated with USN units during most major operations in the South West Pacific area, including the Battle of the Coral Sea (May 1942), the Battle of Savo Island (August 1942, when HMAS *Canberra* was lost), and numerous amphibious operations along the coast of Papua and New Guinea (from Milne Bay 1942 to Morotai September 1944). For details of these operations see the

biographies of John Crace [q.v.], Harold Farncombe [q.v.], John Band [q.v.], Allan Cousin [q.v.] and Alfred Knight [q.v.]. Australian coast-watchers assisted the Allied forces during the campaigns fought in Australia's north, Papua, New Guinea, and the Solomon Islands. See the biographies of Rupert Long [q.v.], Eric Feldt [q.v.], Paul Mason [q.v.], and Charle One Lampungmeiua [q.v.].

From late 1942, smaller RAN ships operated in Australia's Northern waters. HMAS *Voyager* and later HMAS *Armidale* were lost while trying to relieve Timorese resistance forces, (Edward Sheean [q.v.] and Cuthbert Pope [q.v.]). The west coast of Australia was at first defended by less powerful units of the RAN but in time the RAN and USN presence increased. Fremantle became a major port for USN submarine offensive operations in the Asia-Pacific region. Although attacks upon shipping on the east coast of Australia were a more serious threat, the Imperial Japanese Navy units at Rabaul managed only infrequent attacks against shipping and Australian losses were not great considering the inadequate number of escort vessels in Australian waters.

The RAN contribution to the war in the Mediterranean did not end in 1941, for a number of Australian destroyers and corvettes continued to perform valuable work in operations such as the Malta convoy VIGOROUS (where HMAS *Nestor* was lost), the TORCH landings in North Africa in November 1942 and the invasion of Sicily during May 1943.

The RAN acted as an integral part of the US 7th Fleet during the invasion of the Phillipines, fighting at Leyte Gulf October 1944, and again at Lingayen January 1945. *Australia* was hit by Japanese *kamakaze* planes in both battles and despite casualties to the crew, damage control parties managed to save the ship, (E.F.V. Dechaineux [q.v.]). The Australian Squadron also operated with the US 7th Fleet during the amphibious assaults on Borneo at Tarakan and Balikpapan. Some Australian ships saw action at Okinawa and in the final attacks against the main islands of Japan. The war against Japan ended when two atomic bombs were dropped on the Japanese cities of Hiroshima and Nagasaki.

Between 1942 and 1945, Australia's resources were marshalled in an all out war effort. Although the threat of a Japanese invasion of Australia was dismissed by General MacArthur as early as March 1942, Prime Minister Curtin did nothing to alleviate the Australian community's fears until September 1943. Curtin died before the war ended and never had an opportunity to present his view in writing, but it is likely that his decision to maintain the pressure on Australian society assisted in the long-term development of Australia's infrastructure. The RAN's peak wartime strength was over 36,000 personnel (including some 2650 women) with a total of 337 ships in service. Women were employed for various non-combatant duties within both the Royal Australian Naval Nursing Service (RANNS), such as Annie Laidlaw [q.v.] and the Women's Royal Australian Navy Service (WRANS), Frances Provan [q.v.]. Training of the reinforcements became a key issue for the RAN both on land and at sea, (Morton Moyes [q.v.]). At sea, operational commanders recognised the need for crews to be given time for work up and drill, especially in weapon firings and tactics by day and night, if they were to achieve full fighting efficiency. Shipboard training became an essential component of the preparation phase for operations. In September 1942 a Combined Operations School, HMAS *Assault*, was established at Port Stephens to train the RAN in amphibious warfare. When war

commenced in 1939 Australia was without any worthwhile merchant shipping industry, but by 1946 Australian shipbuilders had constructed thirteen 9000-tonne merchant ships for the Australian Shipbuilding Board. The naval dockyards at Cockatoo Island and Williamstown grew rapidly and soon not only constructed major warships but provided valuable guidance to the commercial maritime industry throughout Australia. Before the end of the war, Cockatoo Island and Williamstown dockyards completed 18 *Bathurst* class corvettes while commercial yards completed a further 42 corvettes as well as large numbers of smaller craft, (for example see David McLarty [q.v.]). The naval dockyards and Garden Island performed valuable ship repair work on RAN and Allied vessels throughout the war, while construction of the Captain Cook Dock at Garden Island was completed prior to the arrival of the British Pacific Fleet in 1945. Australian industry had met all that was demanded of it during the war, and more (Charles C. Clark [q.v.]).

The Japanese surrender ended World War II, but tensions remained between the victorious powers. During 30 years of conflict and two world wars, a new strategic environment had evolved. Only the United States and the Soviet Union could claim to be major powers, while much of Europe and the Asia-Pacific region lay devastated by the war, and the British Empire existed in name only. An almost bankrupt Britain attempted to hold on to power, while countries within the British Empire sought independence from colonial rule. The transition of power in India in 1947 set the stage for the dismemberment of the British Empire and its replacement by a British Commonwealth of free nations. In these changing circumstances the Australian Naval Board was not caught flat-footed. The strategic situation was examined in Navy Office and plans for a post-war RAN were in place before World War II ended. The events of 1942 had shaken Australia's defence planners into recognising that Australia needed its own dedicated forces capable of protecting Australia and Australian interests in the Asia-Pacific region. In reality Britain was no longer politically or economically capable of defending Australia on behalf of Australians, while the United States, as the new dominant power in the region and as the superpower rival to the United Soviet Socialist Republic (USSR), continued to act in its own best interests. Under Cold-War pressure, the close relationship between Australia, New Zealand and the United States was formalised by the ANZUS Treaty during 1951.

The RAN participated in the British Commonwealth Occupation Force (BCOF) in Japan between 1946–50, transported demobilised service personnel back to Australia, and swept mines from the region's shipping channels. The number of RAN personnel declined from 39,500 in 1945 to less than 10,200 by 1949. RAN experiences in the Mediterranean and especially in the Pacific demonstrated the inability of a naval force to operate without adequate air support, and efforts were made to acquire an integrated air capability for the RAN. Following Government acceptance in 1946, the Chief of Naval Staff, Admiral (Sir) Louis Hamilton, RN, discussed the options for an Australian Naval Air Arm (NAA) with the Admiralty and it was agreed that Australia should operate two aircraft carriers, three carrier air groups and one naval air station. After some delay, the Naval Air Station HMAS *Albatross* was established at Nowra in 1948, the aircraft carrier HMAS *Sydney* joined the fleet in 1949 and the second carrier HMAS *Melbourne* entered RAN service in 1955, (Roy Dowling [q.v.]).

When war came to Korea in June 1950, destroyers from the RAN were some of the first naval units to support the Republic of Korea. Australian naval operations in Korean waters included patrol and escort operations, fire support for land forces, evacuation of cut off troops, inshore operations, and naval air support from *Sydney*. Between 1950 and 1953, over 4500 RAN personnel served in the Korean operational area, (Otto Becher [q.v.] and David Harries [q.v.]). The Korean War was a major source of tactical and logistic experience for the RAN, which was of great benefit during the coming conflicts in South-East Asia. In April 1954, the Minister for Defence, Sir Philip McBride announced that Australia's defence was to be maintained for the 'Long Haul'. Australia supported the defence of South-East Asia under a forward defence strategy, the policy stated that 'while South-East Asia is held, defence in depth is provided to Australia and there will be no direct threat, except to sea communications in the form of submarine attacks and minelaying.'

From 1955 to 1972, Australia maintained a forward defence strategy, participating in the Malayan Emergency, the Indonesian Confrontation, and the war in Vietnam. The RAN provided extensive logistic support to Australian troops operating in Vietnam, *Sydney* making 23 runs to Vung Tau port during hostilities. Australia's destroyers were attached to USN forces off the Vietnamese coast conducting fire support operations 'on the gunline'. RAN Clearance Diving Team 3 was deployed to Vietnam to conduct coastal surveillance, mine clearance, recovery and ship search tasks. Members of the Fleet Air Arm also served in Vietnam flying helicopters with both No. 9 Squadron RAAF and the RAN Helicopter Flight Vietnam (Patrick Vickers [q.v.]).

In February 1964 HMAS *Voyager* was sunk, with the loss of 82 of its crew, after a collision with the aircraft carrier *Melbourne*, (Duncan Stevens [q.v.], Jonathon Rogers [q.v.] and Hastings Harrington [q.v.]). In June 1969, *Melbourne* again collided with a destroyer, USS *Frank E. Evans*, which also sank with great loss of life.

Much has changed in the RAN since the Vietnam War; a strategy of self-reliance during the 1970s (Anthony Synott [q.v.]), was followed by a period of uncertainty and change during the 1980s. The collapse of the Soviet Union led to the end of the Cold-War strategic framework, and many looked forward to a period of reduced tension, increased security and international peace. This was not to be - as the Cold War faded away into history, many regions grew increasingly unstable. The RAN has subsequently been involved in operations in the Persian Gulf, Iraq, Somalia, East Timor, Bougainville, and the Solomon Islands.

Details of these later operations should form part of subsequent volumes of Australian naval personalities. The biographies for many of those concerned have yet to be written. The efforts of the Australian Navy since 1945 are central to the development of the Australian naval tradition and an independent Australian naval force that represents the defence needs and aspirations of Australian society. Overall, the story of Australia's naval tradition as presented in this volume is bounded by its British colonial ideological origins. While much of the British naval tradition remains relevant today, much may still be achieved by breaking down the narrow historical boundaries of Australia's British colonial past.

Gregory P. Gilbert

BIOGRAPHIES AUSTRALIAN NAVAL PERSONALITIES

Abercrombie, Ralph (1881–1957)

ABERCROMBIE, RALPH (1881–1957), public servant, was born on 19 July 1881 at Mount Duneed, Victoria, ninth child of Andrew Thomson Abercrombie, a schoolteacher from Scotland, and his English wife Mary Anna, née Kenshole. Educated probably at government schools in his father's charge, on 2 September 1896 Ralph became a pupil-teacher at South Melbourne State School. A wish to remain in the city prompted him to transfer to clerical duties in the public service and he joined the Department of the Treasurer in July 1901. At the Victorian Amateur Athletic Association meeting in April 1907 he won the 100-yards (10.1 seconds) and 220-yards (23.2 seconds) championships. On 1 August 1911 he was appointed a receiver of public moneys and paying officer in the Navy Office of the Commonwealth Department of Defence.

Originally second-in-charge to Honorary Fleet Paymaster Albert Martin, Director of Navy Accounts, Abercrombie became acting Director of Navy Accounts when Martin departed for London in late 1914. Naval accounting functions expanded markedly during the war. The Naval Board became responsible for a fleet of seventy-four merchant ships, each of which was requisitioned and fitted out to transport troops, horses, stores and – when expedient – commercial cargoes; the board also operated twelve seized enemy vessels in a mercantile role. Claims arising between the Australian Government and shipping companies, merchants, ship-fitters and the Imperial authorities were brought to account in the Director of Navy Account's office. Abercrombie worked long hours. Though critical of some procedures, a report (September 1918) of the Royal Commission into Navy and Defence Administration was favourable overall and recommended that Abercrombie be confirmed in his position: the appointment was effected on 1 April 1919.

In 1923 he travelled to England to settle accounts concerning the repatriation of Australian troops. While attached to the Admiralty, he gained experience in Imperial accountancy organisation. Appointed OBE in 1935, he joined the Naval Board next year as Finance and Civil Member. On 1 September 1938 he succeeded H.C. Brown as Auditor-General for the Commonwealth. During World War II Abercrombie maintained government accounting and administrative standards in the face of daunting shortages of experienced staff. It was not a time for innovation, but in his final report (1946) he recommended an amendment (passed in 1948) to the Audit Act because the Naval Charter Rates Board had refused him access to its papers. The destruction of non-current records during his term was a loss to Australian administrative history. He retired on 18 July 1946.

Tall, slim, quietly spoken, modest and a bachelor, he had seemed remote in the office; away from officialdom, he was a keen golfer, merry companion and cheerful *habitué* of the billiards-room of the Hotel Canberra. Abercrombie was an associate member of the Commonwealth Institute of Accountants and a member of the Naval and Military Club, Melbourne. He died on 3 May 1957 at Hawthorn and was buried in Melbourne general cemetery with the forms of the Churches of Christ.

Robert Hyslop

Church service at sea given by Padre Alcorn, April 1943.

Alcorn, Cyril David (1911–1972)

ALCORN, CYRIL DAVID (1911-1972), Methodist minister, born on 16 July 1911 at Mutdapilly, near Ipswich, Queensland, eldest of nine children of David Ebenezer Alcorn, farmer, and his wife Mary Ellen, née Wells, both Queenslanders. Cyril was educated at Normanby and Tingalpa State schools, Brisbane State High School and the Teachers' Training College. Sent as a teacher to Greenup, in south west Queensland, he lived in a tent in the school grounds to save money for a theological training, but was known to swagmen during the Depression as one who would provide them with food. In 1935 he was accepted as a candidate for the Methodist ministry; he entered King's College, University of Queensland (B.A., 1940; M.A., 1964), and was ordained 3 March 1941.

At the Albert Street Methodist Church, Brisbane, Cyril married Joyce Carmichael, a domestic science teacher, on 29 March 1941. The couple had intended to go to India as missionaries, but their plan was frustrated by Japan's entry into World War II. From December 1942 until 1946 Cyril served as a chaplain in the RAN: he was initially stationed in Darwin and later sailed in HMAS *Shropshire* in 1944–45. While in Darwin he had made friends with Rev. Arch Grant, a former padre with the Australian Inland Mission; after the war he and Alcorn worked together in Darwin to help set up a United Church in Northern Australia. As Principal (1947–55) of Blackheath and Thornburgh Colleges at Charters Towers, North Queensland, Cyril improved the property and introduced a new course

in agriculture, as well as another in home science (run by his wife Joyce). In 1956 he became Superintendent Minister of the Ashgrove circuit and was Senior Naval Chaplain at the Port of Brisbane. He received a Bachelor degree from the Melbourne College of Divinity in 1958.

With his brother Ivan, in 1960 he established the Methodist Training College and Bible School (later Alcorn College) at Kangaroo Point, Brisbane, where students were prepared for the ministry.

When he was appointed MBE in 1966, Cyril's citation acknowledged the pastoral care he had given after the sinking of HMAS *Voyager* in 1964. He was respected as 'a great preacher and a compassionate man'. Survived by his wife, daughter and three of his four sons, Cyril Alcorn died of ruptured abdominal aneurysm on 15 May 1972 at Parkville, Melbourne and was cremated in Brisbane. As an embodiment of robust Christianity Cyril was a teacher, scholarly, thoughtful and without guile.

John E. Mavor

Band, John Morrell (1902–1943)

BAND, JOHN MORRELL (1902-1943), naval officer, was born on 22 March 1902 at South Shields, County of Durham, England, son of John Oliver Band, master mariner, and his wife Margaret, née Morrell. The family moved to London where young John's education at Enfield Grammar School was interrupted by trips to sea with his parents. He followed his father into the Merchant Navy, gaining his first-mate's certificate in 1924. When his venture as part-owner of a trading vessel was curtailed by the Depression, Band went to China and accumulated enough money to settle on a farm at Nyeri, Kenya. There he bred Ayrshire cattle and did safari work. In 1932 at Nanyuki he married Clara Violet Howes.

After his cattle died of disease, Band tried running guns and smuggling potatoes to Ethiopia, but was apprehended. By the late 1930s he was sailing in coastal steamers in the Pacific and had bought land at Woorim on Queensland's Bribie Island. Keen to be in uniform in the event of war, on 1 September 1939 he obtained an appointment as temporary sub-lieutenant in the Royal Australian Naval Reserve. From October that year to July 1940 he served in the armed merchant cruiser, HMS *Moreton Bay*, undergoing an arduous series of patrols in Japanese waters. His subsequent ships included HMAS *Moresby* and the cruiser, HMAS *Hobart*, in which he saw action in May 1942 during the battle of the Coral Sea. On 1 October he was posted to command the naval section of the Combined Training Centre at Toorbul Point, near Brisbane.

The school instructed Australian and American soldiers and sailors in amphibious warfare. Band was in his element, teaching landing operations to his students, and training them to be physically and mentally tough. Over six feet (182.9 cm) tall, well built, part buccaneer and part gentleman, he had a ready, sardonic grin which he used effectively when deriding his juniors. Although a strict disciplinarian, he could be charming and had a fund of stories about his adventures. In January 1943 he was promoted temporary acting lieutenant commander and in July took charge of the mobile base staff organisation in Port Moresby. Appointed port director at Buna, Papua, next month, he took initiatives which enabled its facilities to handle shipping twenty-four hours a day.

On 22 September 1943 Band led the beach party accompanying the seaborne assault against Finschhafen, New Guinea. As beachmaster, he was responsible for placing markers and for providing inshore navigational assistance to subsequent waves of landing craft. The first attackers arrived at 4.45 that morning, but – due to an error – found themselves at Siki Cove, south of their objective of Scarlet Beach. Band leapt ashore and called his men to follow. According to one account, a Japanese shouted, 'Who's there?' Band answered, 'The Navy', and was hit by a burst of machine-gun fire. Despite his wounds, he continued to direct operations and saved a group of vessels from beaching in the wrong position. He died next day and was buried in Bomana war cemetery, Port Moresby; his wife and daughter survived him; he was posthumously awarded the USN Cross.

Hugh Jarrett

Becher, Otto Humphrey (1908–1977)

BECHER, OTTO HUMPHREY (1908-1977), naval officer, was born on 13 September 1908 at Harvey, Western Australia, son of Francis Joseph Becher, orchardist, and his wife Antonia Amalie, née Vetter, both native-born. Entering the RANC, Jervis Bay, in 1922, Humphrey had a good scholastic record, and won colours for hockey and tennis. In 1926 he served in HMAS *Adelaide* and HMAS *Brisbane* as a midshipman, then travelled to Britain for further sea training and professional courses with the RN.

Returning to Australia in 1930, Lieutenant Becher went to sea in the RAN's heavy cruisers HMA Ships *Australia* and *Canberra* before electing to specialise; in 1932–34 he was based in England where he took the Long Course at the RN's Gunnery School, HMS *Excellent*. On 7 January 1935 in St Michael's Anglican Church, Vaucluse, Sydney, he married Valerie Chisholm Baird; they were to have three sons. Following postings to HMAS *Cerberus*, Westernport, Victoria, and to HMA Ships *Canberra* and *Stuart*, Becher was promoted lieutenant commander on 16 June 1938 and again sailed for Britain. At the outbreak of World War II he was Squadron Gunnery Officer in the cruiser HMS *Devonshire*. In May 1940 the ship supported the withdrawal of troops from the Namsos region of Norway: for his performance during the operation Becher was awarded the DSC. Joining HMAS *Napier* in November 1940, he saw action in the Mediterranean.

On 26 April 1942 he returned to *Cerberus* as Officer-in-Charge of the Gunnery School. He was posted in command of the destroyer, *Quickmatch*, on 3 March 1944. Pressing home a successful attack on the Japanese naval base at Sabang, off Sumatra, on 25 July, Becher showed such coolness, skilful ship-handling and courage in the face of enemy batteries that he was awarded a Bar to his DSC; he was mentioned in dispatches for his service in *Quickmatch*, and was promoted commander on 31 December. From 1945 to 1948 he performed staff duties at Navy Office, Melbourne, then went back to sea to commission the new aircraft carrier, HMAS *Sydney*. His posting in command of the Sydney shore establishment, HMAS *Watson*, was cut short on 28 July 1950 when he hurriedly relieved Captain (Vice Admiral Sir) Alan McNicoll as Commanding Officer of another destroyer, HMAS *Warramunga*, about to sail for Korea.

Throughout a busy deployment, Becher confronted numerous operational problems which included poorly-charted waters, severe weather conditions, and complex control arrangements involving senior commanders from Britain and the United States. On 5–6 December 1950 *Warramunga* took part in the hazardous evacuation of Chinnamp'o. Her accurate bombardment of Haeju in August 1951 received special praise. Becher had been promoted captain on 31 December 1950; he was awarded the DSO and appointed to the Legion of Merit (USA) for his exploits in Korea. In the period from late 1951 to 1962 he occupied senior staff posts in Navy Office, Melbourne and Canberra, among them appointments as Deputy-Chief of Naval Staff (1952–54 and 1959–62); he attended the Imperial Defence College, London (1956), and commanded the aircraft carriers, HMA Ships *Vengeance* (1954–55) and *Melbourne* (1957–58). Having acted in the rank for

twelve months, he was promoted Rear Admiral on 7 January 1960. He was appointed CBE in 1961, and was Head, Australian Joint Services Staff, London, in 1962–63.

In January 1964 Becher succeeded McNicoll as Flag Officer Commanding HM Australian Fleet. Next month *Melbourne* and HMAS *Voyager* collided off the southern coast of New South Wales. The incident was to make Becher a controversial figure. He discussed the evidence he would give (to the Royal Commission inquiring into the loss of *Voyager*) with *Melbourne's* Commanding Officer, Captain R.J. Robertson, DSC, RAN, which gave rise to speculation of collusion. For all that, Becher's subsequent contention that *Melbourne* should have challenged *Voyager's* final movements may have helped to influence the Royal Commissioner Sir John Spicer to blame Robertson unduly for the disaster. In 1965 Becher became Flag Officer-in-Charge, East Australia Area; he retired on 6 March 1966. As Director-General of Recruiting for the armed forces in 1966–69, he opposed conscription, believing that it lowered professional standards.

Popular, personable and an accomplished ship's captain with vast operational experience, as a naval officer Becher displayed dash and occasional flamboyance. In his retirement he refrained from public comment on naval matters, and was chairman of the Council of the Institute of Marine Sciences, University of New South Wales. He enjoyed golf and tennis. Survived by his wife and sons, Becher died of myocardial infarction on 15 June 1977 in Sydney Hospital and was cremated.

Tom Frame

Bowen, Rowland Griffiths (1879–1965)

BOWEN, ROWLAND GRIFFITHS (1879–1965), naval commander, was born on 14 January 1879 at Taggerty, Victoria, seventh child of David Bowen, farmer, and his wife Margaret, née Hughes, both of whom were natives of Wales. His father died when he was 7 and the family moved to Petrie, Queensland, where Rowland attended the local state school; in 1895–1911 he worked in Brisbane as a railways clerk. He served in the Queensland Naval Brigade, became a sub-lieutenant in 1900 in the emerging Commonwealth Naval Forces and in 1911 joined the RAN as a lieutenant. He was District Naval Officer (DNO) at Thursday Island until February 1914 and assistant DNO in Melbourne until the outbreak of war. On 14 August, at All Saints Anglican Church, East St Kilda, he married Agnes Grace Mary Bell.

On 19 August Bowen sailed with the Australian Naval and Military Expeditionary Force (ANMEF) which had been hastily raised to destroy German wireless stations in the Pacific. In the force's first operation in German New Guinea he led a party of twenty-five naval reservists in an attack on the radio station at Bitapaka. The party was put ashore at Kabakaul on 11 September and, while pushing forward through dense jungle, was ambushed by a patrol of native soldiers led by three German officers. In the skirmish that followed one of the Germans was wounded, and surrendered. Bowen ordered him, under threat of shooting him, to call on his comrades to surrender, for 800 Australians were advancing. Soon afterwards Bowen was shot in the head by a sniper and evacuated; he was mentioned in dispatches for gallantry and was promoted acting lieutenant commander in November. His action in coercing a prisoner to act as a decoy was later described by the official historians as an apparent infringement, through ignorance, of the rules of warfare. Legal or otherwise, the incident had unforeseen consequences: the false report of the strength of the Australian troops reached the acting Governor of German New Guinea who ordered his small force to abandon the defence of the coastal belt. The military occupation of the colony followed without opposition.

Bowen resumed duty on the Melbourne naval staff in April 1915. Six months later his wife died, leaving him with an infant daughter. In 1916 he became first State President of the Returned Sailors' and Soldiers' Imperial League of Australia. Next year he was posted to Perth and on 22 November married Corinne Elizabeth Bruce-Nicol in St George's Anglican Cathedral. He was promoted commander in April 1919 and was DNO in Tasmania in 1919-23 and in Western Australia in 1923–35. He left the Navy in 1936 and settled in Sydney, holding a number of offices with the Order of St John. He retired to Canberra in 1957 and two years later was appointed OBE. Survived by a son and a daughter, he died on 21 October 1965 and was cremated with Presbyterian rites.

Tall and distinguished in appearance, brisk in manner and speech, conscientious and inflexibly high-principled, Bowen probably commanded respect more readily than he inspired affection. At ease with his friends, he was a man of considerable charm and had a fund of amusing stories.

Merrilyn Lincoln

AWM P01326.011

Bracegirdle, Sir Leighton Seymour (1881–1970)

BRACEGIRDLE, Sir LEIGHTON SEYMOUR (1881–1970), rear admiral and secretary to governors-general, was born on 31 May 1881 at Balmain, New South Wales, son of Frederick Bracegirdle, an English-born master mariner, and his wife Sarah Elizabeth, née Drewe. He was educated at Sydney High School and became a clerk. In August 1898 he joined the New South Wales Naval Brigade (naval militia) as a cadet, was promoted midshipman two years later and in 1900–01, during the Boxer Rebellion, served with the New South Wales contingent to the China Field Force. Next year he saw action in the South African War as a lieutenant in the South Africa Irregular Horse; once he narrowly escaped death when he was shot by a sniper after being thrown from his horse.

After the war Bracegirdle resumed work as a clerk, remained in the naval militia and on 19 December 1910 married Lilian Anne Saunders at St Philip's Anglican Church, Sydney. He joined the RAN as a lieutenant in 1911 and was District Officer at Newcastle until World War I. In August 1914 he enlisted in the Australian Naval and Military Expeditionary Force (ANMEF), served as a staff officer in the seizure and occupation of German New Guinea

and in November was made acting lieutenant commander. The ANMEF was disbanded on 18 February 1915 and later that month Bracegirdle was appointed commander of the 1st Royal Australian Naval Bridging Train.

Originally intended for service in Flanders, the train embarked in June, was diverted to the Dardanelles, and attached to the IX British Army Corps under General Bland. Its first operational task, carried out under continual shrapnel fire, was the erection of piers and pontoons for the Suvla Bay landing of 7–9 August. The unit served at Suvla until the evacuation and had charge of pier building and maintenance, the landing of troops, stores and ammunition and the provision of the beach water supply. On 28 September Bracegirdle was wounded while salving a wrecked store-lighter but he remained on duty. From early December the bridging train was preparing for the evacuation; Bland praised its work during this period, describing it as a specially valuable and well-commanded unit. Bracegirdle, who was hospitalised with malaria and jaundice on 19 December, was twice mentioned in dispatches for distinguished service at Suvla.

He resumed command on 31 January 1916 and for the next three months the train served with I Anzac Corps, operating on the Suez Canal. Late in April it was reassigned to IX Army Corps in the southern section where, in addition to controlling canal traffic and conveying military stores, it built substantial wharves for unloading heavy engines for the desert military railways. Bracegirdle was awarded the DSO in June and was mentioned in dispatches in September. In mid-December, during the advance into Palestine, his unit landed stores on the open coast of the Sinai Desert off El Arish. Early in 1917 the Naval Bridging Train was disbanded; he relinquished his command on 5 March. In April he was promoted commander and returned to Australia as Officer-in-Charge of troops on the *Willochra*. He was District Naval Officer at Adelaide in 1918–21 and at Sydney in 1921–23. He had also been a President of the Commonwealth Coal Board in 1919–20. He was made Director of Naval Reserves in 1923 and next year was promoted captain.

In 1931 Bracegirdle became military and official secretary to the Governor-General Sir Isaac Isaacs, and moved to a cottage in the grounds of Yarralumla, Canberra. His appointment continued during the terms of office of Lord Gowrie and the Duke of Gloucester, and extended into the early part of Sir William McKell's term. He brought to the post an appropriately commanding manner and an imposing presence but also coped well with the economies forced upon Government House administration by the Depression and World War II. He retired from the Navy in 1945 in the rank of rear admiral, and from his post as Official Secretary in 1947; in January he was appointed KCVO.

'Brace', as he was generally known, remained active throughout his retirement, working for many years for his friend Essington Lewis as a part-time liaison officer with the Broken Hill Proprietary Co. Ltd and holding directorships of three other companies. He had always enjoyed fishing, shooting and tennis and he and Lady Bracegirdle liked tending the garden at their Frenchs Forest home. A custom which they observed daily was the hoisting of the flag in the grounds. Survived by his two sons Bracegirdle died on 23 March 1970 and was cremated.

W.S. Bracegirdle

AWM 107001

Buchanan, Herbert James (1902–1965)

BUCHANAN, HERBERT JAMES (1902–1965), naval officer, was born on 10 March 1902 at Fitzroy, Melbourne, son of Herbert James Buchanan, a pastry-cook from Gippsland, and his English-born wife Emily Jane, née Wood. Educated at Scotch College, Melbourne, young Buchanan was a 1916 entrant at the RANC, Jervis Bay. Graduating in 1919, he went to Britain next year to take sea training and professional courses with the RN. In 1924 he returned to Australia, but after two years was back in England where he completed the Long and the Advanced Gunnery courses. Home again, he was promoted lieutenant commander in February 1932 while in charge of the Gunnery School at HMAS *Cerberus*, Westernport, Victoria. On 21 March that year he married Florence Knarhoi Ellis with Anglican rites at Christ Church, South Yarra.

During the next six years Buchanan was at sea. Promoted commander on 30 June 1938, he attended the RN Staff College at Greenwich, England, in 1939. He was Executive Officer of the British cruiser HMS *Diomede* when World War II broke out. In February 1940 he assumed command of the destroyer HMS *Valentine*. Operating off the coasts of Belgium and the Netherlands in support of Dutch and French forces, the ship was damaged by bombs on 15 May. Buchanan beached the stricken vessel and conveyed the wounded to safety; for his actions he was awarded the DSO. Sent to Dunkirk, France, later that month, he oversaw the evacuation of allied soldiers and was mentioned in dispatches.

As Assistant Director of Plans (1941–43) at Navy Office, Melbourne, Buchanan was involved in the development of Garden Island Dockyard, Sydney, and in equipping RAN ships with radar. In May 1943 he took command of HMAS *Norman*, attached to the British Eastern Fleet.

Promoted acting captain on 2 November 1944, he was transferred to HMAS *Napier* as senior officer of the 7th Destroyer Flotilla. He proposed innovations in gunnery and radar, and endeavoured to ensure that his ships received adequate logistic support. *Napier* supported sea-borne assaults in Burma, then accompanied Allied forces to Japan. There, on 30 August 1945, Buchanan led a naval landing battalion in the occupation of Yokosuka; he was mentioned in dispatches for his service in *Napier*.

In October he was posted as Deputy Chief of Naval Staff to Navy Office where he played a key role in postwar planning, particularly for a carrier force. Buchanan next commanded the cruisers HMAS *Shropshire* (1946–47) and *Australia* (1947–48). He completed the course at the Imperial Defence College, London, in 1949. While Commodore Superintendent of Training at HMAS *Cerberus* in 1950-52, he enlisted community support in Melbourne to found the White Ensign Club for sailors. In 1953 he captained the aircraft carrier, HMAS *Sydney*, at the Coronation Naval Review in England and was appointed CBE. That year he was promoted commodore, 1st class, and joined the Naval Board as Second Naval Member and Chief of Naval Personnel. At a time of budgetary restraint, his attempts to improve pay and allowances achieved little. Buchanan's interest in officer training saw better results, with more emphasis on the recruiting of older entrants and the initiation of plans to return the RAN College to Jervis Bay.

His forthright, determined and sometimes abrasive approach could provoke unnecessary conflict, and his relations with the Minister for the Navy (Sir) William McMahon were strained. The politically acute Chief of Naval Staff, Vice Admiral (Sir) John Collins [q.v.], came to believe that Buchanan's obduracy was not helping the Navy's cause. The qualities which had helped to make him an excellent seagoing leader were not suited to staff work. In February 1955 Buchanan was made acting rear admiral and Flag Officer in Charge, East Australia Area. Despite professional and social success in Sydney, he retired on 9 March 1957 as a substantive captain and honorary rear admiral.

Remaining in Sydney, Buchanan became Managing Director of Bell's Asbestos & Engineering (Australia) Pty Ltd and a board-member of other companies; he was President (from 1957) of the Executive Committee of the Australian Outward Bound Memorial Foundation. He had a happy family life and enjoyed sailing as a recreation. Survived by his wife and two sons, he died of cancer on 15 March 1965 at Point Piper and was cremated.

J.V.P. Goldrick

Callaway, Arthur Henry (1906–1941)

CALLAWAY, ARTHUR HENRY (1906–1941), accountant and naval officer, was born on 3 April 1906 at Woollahra, Sydney, son of Arthur Henry Callaway, vocalist, and his wife Cecilia Frances, née Thomson, both Sydneysiders. Educated at Bondi Superior Public School, by 1923 young Arthur was a clerk with Rosenfeld & Co. Pty Ltd, merchants. He joined the Royal Australian Naval Reserve on 1 July 1924 as a midshipman and in April 1928 transferred to the Volunteer Reserve with the rank of lieutenant. His recreations were yachting and rowing; in 1931-33 he was honorary treasurer of the Sydney Rowing Club. An associate member of the Federal Institute of Accountants, from the early 1930s Callaway practised in the city. In 1932 he became a director and manager of Hygienic Feather Mills Pty Ltd, feather-purifiers of Botany. On 23 November 1935 in St Michael's Anglican Church, Vaucluse, he married Thelma May Rowe.

Having specialised in anti-submarine warfare, Callaway was promoted lieutenant commander on 23 June 1939. He was mobilised in September and served in HMAS *Yarra* until March 1940. Lent to the RN, in November he sailed for England. In June 1941 he assumed command of HM Trawler, *Lady Shirley*, which operated from Gibraltar; of 477 tonnes gross, she and similar vessels had been requisitioned for patrol duties. Tall, blue eyed and bearded, Callaway was a quiet, reflective and purposeful man who trained his crew thoroughly and ran a happy ship. On 4 October *Lady Shirley* was searching for a merchantman lying damaged 400 nautical miles (741 km) west of the Canary Islands. At 8.40 am the trawler altered course to investigate a sighting, soon confirmed to be the conning tower of a German U-boat. The submarine dived to periscope depth.

As *Lady Shirley* closed with her quarry, Callaway dropped a pattern of depth charges and was surprised to see the submarine, *U 111*, surface in his wake. He immediately turned his ship to bring the four-inch (101.6 mm) gun to bear and, if necessary, to ram the U-boat. Callaway directed operations in a fierce exchange. When a cannon-shell killed *Lady Shirley's* gunlayer, an officer swiftly took his post; the ship's two Hotchkiss-gunners were wounded, but were able to continue firing. *U 111's* 105-mm main armament could not be brought into the battle. With their commanding officer slain, the crew scuttled the battered submarine and surrendered. The engagement was over in nineteen minutes. *Lady Shirley's* adversary had been twice her size, and the forty-four prisoners taken to Gibraltar outnumbered the trawler's complement. For his part in the action, Callaway was awarded the DSO.

Between 3 and 4 am on 11 December 1941, while on patrol in the Straits of Gibraltar, *Lady Shirley* disappeared with all hands. It was later concluded from German records that she had been torpedoed and sunk by a U-boat (*U 374*) at 35°15'N, 5°26'W. Callaway was survived by his wife and daughter, and by his son Ian who became a commodore in the RAN.

Darryl Bennet

Carr, William James (1883–1966)

CARR, WILLIAM JAMES (1883–1966), naval medical officer, was born on 30 January 1883 at Thornton-in-Craven, Yorkshire, England, son of James Carr, solicitor, and his wife Mary Ellen, née Spencer. He was educated at Marlborough College and Trinity College, Cambridge (B.A., 1904; B.C., 1908), and did the clinical training for his medical degree at the London Hospital (L.R.C.P., London; M.R.C.S., England, 1908). He remained at the hospital as a resident medical officer in 1909–10, was medical officer on a tramp steamer in 1911, and a locum tenens in London and Kent in 1912.

Carr joined the RAN in London on 9 December 1912 and was posted to the cruiser HMAS *Melbourne* in the rank of surgeon. He remained in the *Melbourne* until late 1917, seeing war service in the Pacific, North Atlantic, West Indies and the North Sea. His experiences in the West Indies led to a paper on tropical bubo, delivered to the Australasian Medical Congress in 1923. In October 1917 he was transferred to the battlecruiser HMAS *Australia*, then in March 1918 to the cruiser HMAS *Sydney*. He was promoted surgeon lieutenant commander in December and next year, on 5 August, married Leonora Constance Eddington at St John's Anglican Church, Toorak, Melbourne. He was Medical Officer at the RANC, Jervis Bay, Australian Capital Territory, from August 1920 to March 1923 and was then appointed to the naval wing of the Prince of Wales Hospital, Randwick, Sydney; he was promoted surgeon commander in June 1924. Next year he went on an

exchange posting to the Royal Naval Hospital at Haslar near Portsmouth, England, and on his return in June 1927 joined the hospital staff at Flinders Naval Depot, Victoria.

In December 1932 Carr was appointed Director of Naval Medical Services and held this post until his retirement in 1946; he was promoted surgeon captain in December 1934. In World War II his considerable administrative ability was directed to the medical problems of the much enlarged RAN which expanded from 5300 personnel in 1939 to almost 40,000 in 1945. The medical supply system which he developed stood the test of war and his pre-war emphasis on reserve training bore fruit in the numbers of competent doctors who chose to serve in the Navy: by 1945 the service had 110 medical officers, most of whom were reservists. Carr oversaw the formation of the Women's Royal Australian Naval Nursing Service in 1942 and coped well with the additional strains imposed on the medical supply organisation by the requirements of the British Pacific Fleet from 1944.

Carr retired on 8 March 1946 as surgeon rear admiral, the first RAN officer to attain this rank. However, it appears that the promotion was more the result of agitation by the *Medical Journal of Australia* than recognition by the Naval Board of his pioneering work. He was appointed CBE in 1937 and became a Fellow of the Royal Australasian College of Physicians in 1943. In retirement at Frankston, Victoria, he took an active interest in Liberal Party politics and was a keen follower of many sports. Survived by his wife, a son and two daughters, he died on 16 May 1966 and was cremated after an Anglican service.

Denis Fairfax

Clare, Chapman James (1853–1940)

CLARE, CHAPMAN JAMES (1853-1940), naval captain, was born on 23 June 1853 in the Bay of Biscay on the *Matilda Wattenbach*; his father was James Coughron Clare, master of the ship. Educated at Cheshunt and Edmonton in England, at 15 he began a merchant marine apprenticeship with Smith, Fleming & Co. of London, and worked on sailing ships until 1873 when he became a mate on a steamer of the Belgian Royal Mail Line.

In 1875–80 Clare served on the opium steamers of Apcar & Co., Calcutta, trading between Hong Kong and Calcutta. Resigning in 1880, he came to South Australia where on 15 June he joined the Marine Board. Four years later he was given command of the steamer *Governor Musgrave* which was used to service lighthouse installations and navigational aids along the coast. He married Ellen Minnie Cotgrave at Semaphore on 5 April 1885; they had two sons and a daughter.

After a period in the colony's naval reserve Clare was commissioned as a lieutenant commander in the South Australian Naval Forces on 1 December 1886. He remained nominally in charge of the *Governor Musgrave* until 1900, although he was often involved with naval reserve training and other duties in the cruiser HMCS *Protector*. He was promoted commander in May 1900, was transferred to the *Protector*, and in July was appointed Naval Commandant in succession to Captain W.R. Creswell [q.v.].

In December he was promoted captain and from 1901 was second in seniority in the Commonwealth Naval Forces. During the Boxer Rebellion the South Australian Government offered the British Government the *Protector*; it was accepted on condition that it be commanded by an officer of the RN. This problem was overcome by Clare's agreeing to serve as Executive Officer under the command of Creswell [q.v.] who had served in the RN. For his services during the rebellion Clare was appointed CMG in 1902 and from then until 1910 commanded the *Protector* in home waters.

On the formation of the RAN in 1911 Clare became District Naval Officer in Western Australia. During World War I he was awarded the Japanese Order of the Rising Sun in recognition of his association with the Japanese Navy, then engaged in convoying Australian troops to Europe. He returned to South Australia in 1918 and was District Naval Officer until he retired in July 1919.

In retirement Clare lived at Glenelg, Adelaide. Survived by his wife and children, he died there on 28 September 1940 and was cremated.

H.J. Zwillenberg

Group portrait of the Naval Board during 1956 on the occasion of the visit of the British First Sea Lord, Admiral the Earl Mountbatten of Burma. Left to right: Commodore D.M. Russell; Rear Admiral C.C. Clark; Vice Admiral R.R. Dowling, First Naval Member and CNS; Earl L. Mountbatten; Senator N. O'Sullivan, Minister for the Navy; Mr T.J. Hawkins, Secretary of the Department of the Navy; Commodore J. Morrow; Mr F.G. Cummins.

Clark, Charles Carr (1902–1965)

CLARK, CHARLES CARR (1902–1965), naval officer, was born on 21 August 1902 at East Talgai, near Warwick, Queensland, seventh child of George Carr Clark, a grazier from England, and his native-born wife Maria Gertrude, née Clark. Educated from 1911 at Toowoomba Preparatory School, Charles was a 1916 entrant at the RANC, Jervis Bay. He graduated in 1919 with an average scholastic record and colours for cricket. Next year he sailed to England in HMS *Renown*.

While undergoing sea training with the RN, Clark was offered voluntary retirement as part of the planned reductions in Australia's armed forces, but decided to remain in the Navy and to specialise in engineering. In 1923–24 he studied at the RN Engineering College, Devonport, played cricket in the first XI and revealed a latent academic ability which won him a place on the Advanced Engineering Course at Greenwich. He returned to Australia in August 1926 and went to sea. On 12 December 1928 he married Margaret Granville Haymen at St Andrew's Anglican Church, Indooroopilly, Brisbane. From November 1929 to June 1932 he was second assistant to the engineer manager, Garden Island Dockyard, Sydney, then again served at sea. While Flotilla Engineer Officer in HMAS *Stuart*, Clark was promoted engineer commander on 31 December 1936.

He went back to Garden Island in January 1938 as First Assistant. Involved in major refits of the cruisers HMA Ships *Australia* and *Adelaide*, he was plunged into a hectic round by the outbreak of war: planning *Australia's* final fitting out and trials, readying the destroyer flotilla for deployment to the Mediterranean, preparing reserve ships for service, arming and equipping merchant vessels, overseeing civilian contractors and supporting visiting troop-ships. On 31 May 1942 the ferry, HMAS *Kuttabul*, which lay alongside the dockyard and provided accommodation for sailors, was sunk by a torpedo from a Japanese midget submarine. Accompanied by the engineer manager, Clark immediately boarded and searched the vessel, wading through deep water in dark and hazardous conditions to assist the survivors.

In October 1943 he was posted to HMAS *Australia* as Engineer Officer. He was present at operations off Cape Gloucester, New Britain (December), Hollandia, Netherlands New Guinea (April 1944), and Morotai Island (September). During the landings at Leyte Island in the Philippines, on 21 October *Australia* was hit by a Japanese aircraft which dived, apparently deliberately, into the foremast above the bridge. The crash occasioned damage, casualties and fires. Clark left his action station in the forward engine-room to direct fire- and damage-control parties in the bridge area; his deeds led to his being appointed OBE. Between 6 and 9 January 1945 at Lingayen Gulf, Luzon Island, *Australia* survived five kamikazi attacks. For his actions throughout those days, Clark was awarded the DSC.

On 5 November he was promoted acting engineer captain (confirmed 31 December 1946) and appointed General Manager, HMA Naval Dockyard, Williamstown, Melbourne. He headed an active shipbuilding and refitting programme. In 1950–52 he was Naval Engineer Officer on the staff of the Australian High Commissioner, London. Posted to Navy Office, Melbourne, in September 1953 he was promoted Engineer Rear Admiral, and appointed Third Naval Member of the Naval Board and Chief of Construction. During his tenure he was responsible for the building of the *Daring* class destroyers. Although he fought hard to have four ships built, he was obliged to accept a political decision to reduce the number to three. He began the follow-on type 12 frigate construction programme and advocated the production in Australia of auxiliary machinery for these ships. Later, he initiated development of the *Ikara* anti-submarine weapon system. As a member of the Australian Shipbuilding Board, he ensured that the design of certain merchant ships embodied naval requirements. Clark was dedicated to naval technical excellence. Appointed CB in 1958, he retired on 21 August 1959 to a grazing property near Seymour.

Clark was a Director (from 1959) of Broken Hill Proprietary Co. Ltd and a Board member of Commonwealth Aircraft Corporation Pty Ltd. He was a Member (1946) of the Institution of Engineers, Australia, and the Institute of Marine Engineers, London, and Vice-President (1964) of the Naval Association of Australia. Tallish and thin, with receding, dark hair, he was quiet, friendly, even tempered and very much a family man. He enjoyed tennis and trout fishing. Survived by his wife, two sons and two daughters, he died of lymphosarcoma on 29 January 1965 at Richmond, Melbourne; after a naval funeral, he was cremated.

M.P. Reed

AWM 305331

Clarkson, Sir William (1859–1934)

CLARKSON, Sir WILLIAM (1859–1934), naval officer, was born 26 March 1859 at Whitby, Yorkshire, England, son of James Nicholson Clarkson, draper, and his wife Mary, née Dixon. Educated at a private school in Whitby, he was articled to the shipbuilding firm of R. & W. Hawthorn of Newcastle upon Tyne and later worked there as a marine engineer.

In May 1884 Clarkson joined the South Australian Naval Service as an engineer lieutenant, coming to the colony in HMCS *Protector*. On 24 August 1887 he married Louisa Clarissa Hawker at Christ Church, Adelaide. Serving under Captain W.R. Creswell [q.v.], he shared his enthusiasm for the development of an Australian naval force. Clarkson was a staff engineer aboard the *Protector* during the Boxer Rebellion in 1900–01, then transferred to the Commonwealth Naval Forces. Promoted engineer commander in October 1905, two years later he was selected to visit Japan, the United States and the United Kingdom to study naval dockyards and ship construction. In 1908–11 he remained in the United Kingdom overseeing the building of destroyers for the CNF which became in 1911 the Royal Australian Navy.

Clarkson was promoted Engineer Captain, CNF, in July 1910 and on the establishment of the RAN in 1911 was appointed Third Naval Member of the Australian Naval Board; he held this post until his retirement in 1923. He was responsible for the construction and engineering of ships, for ships' repairs, and for control of naval dockyards and bases. In 1913 he was appointed CMG and on the outbreak of World War I became Controller of Shipping for Australia as well as Director of Transports. He was promoted engineer rear admiral in 1916 and created KBE in 1918; that year the Interstate Central Committee was established to operate coastal shipping requisitioned for Imperial service, and he was appointed chairman and controller. These responsibilities made him well known, but his work as Third Naval Member was his most important. In 1918 he was without peer in Australian maritime affairs.

By the end of the war Clarkson had contributed much towards providing Australia with a considerable naval shipbuilding capacity. The Royal Commission on Navy and Defence Administration in 1918 lamented the effect on Clarkson's naval duties of the many other activities with which he was entrusted, yet recommended that in a reconstituted Naval Board he be appointed business member with wider naval responsibility. Cabinet later refused to accept the Commission's recommendation that he concentrate solely on his naval duties.

In 1919–22, under Clarkson's guidance, the RAN developed a modernisation programme, including construction of ships, submarines and a fleet air arm. The level of naval construction and engineering expertise over which he presided (relative to overall industrial development and to the complexity of naval ships) has not since been equalled. Clarkson was promoted engineer vice admiral in November 1922 and transferred to the retired list. On the formation of the Commonwealth Shipping Board in August 1923, he was appointed Chairman, serving until 1927.

Survived by his wife and their two sons, Clarkson died at his home in Darling Point, Sydney, on 21 January 1934 and was cremated with full naval honours. He was remembered by his fellow officers as a dignified and reserved person who was held in high regard not only in Australia but in the United Kingdom. In senior technical circles at the Admiralty and on the Clyde, he was respected for his appreciation of modern engineering development. His acceptance by the Admiralty was no mean feat for an ex-colonial and RAN officer during the period.

B.N. Primrose

RAN

Collins, Sir John Augustine (1899–1989)

COLLINS, Sir JOHN AUGUSTINE (1899–1989), naval officer and diplomat, was born on 7 January 1899 at Deloraine, Tasmania. He was the fourth son of Dr M.J. Collins and Esther née Copeland. His father had spent many years as a merchant navy doctor and died a few months before John was born. Esther Collins had a strong interest in federal politics and she took John to a session of the first Federal Parliament in Melbourne. By happenstance it was discussing Australia's naval defence and the creation of the RANC.

In 1913 John Collins joined the inaugural entry of the RANC. Initially the College was at Osborne House, Geelong but was relocated in 1915 to its permanent home at Jervis Bay. The 1913 Entry, known as the *Pioneer* class, collectively made a significant contribution to the RAN. A high proportion of the class excelled in their initial training but none more so than Collins and Harold Farncomb [q.v.]. Collins became a Cadet-Captain and on the sporting field gained his colours in rugby and athletics. In his professional studies he was awarded prizes for seamanship and engineering and on passing out in 1916 was awarded maximum time gained which accelerated his promotion to lieutenant.

In 1917, Midshipman Collins was sent with his class to the UK for training with the RN. Collins' first sea appointment was to the battleship HMS *Canada*, a unit of the Grand

Fleet. As World War I drew to a close Collins joined the destroyer HMS *Spencer* becoming her gunnery officer. In 1919 he joined the new destroyer HMAS *Stalwart*, which upon completion steamed directly to Chatham to be held with the Reserve Fleet. Collins finally returned to Australia in 1921 to join the cruiser HMAS *Melbourne*.

In 1922 Lieutenant Collins returned to the UK to complete the Long Gunnery course at HMS *Excellent*. He topped his course and received the Commander Egerton Memorial Prize. On return to Australia in 1925 Collins rejoined *Melbourne*, this time as her Gunnery Officer. No sooner had he joined *Melbourne* than she deployed to the British Mediterranean Fleet as the first unit of an exchange cruiser program. *Melbourne's* commission with the 1st Cruiser Squadron was professionally invaluable preparation for Collins' subsequent service in the Mediterranean. On *Melbourne's* return to Australia Collins was honoured by being appointed as the Naval Liaison Officer for the 1927 Royal Visit by the Duke and Duchess of York. Collins accompanied the Royal Party at both the opening of Parliament House in Canberra and in the subsequent passage in the battlecruiser HMS *Renown* back to the UK.

On arrival in England Collins joined the new heavy cruiser HMAS *Australia*, fitting out at Clydebank, as her Gunnery Officer. Following a relatively short period in *Australia*, Collins was appointed to command the destroyer leader HMAS *Anzac* in 1930. This was a clear recognition of Collins' potential for higher rank and the Navy's desire to round out his professional development. Within a week of assuming his first sea command he married Phyllis McLauchlan. In 1931 Collins was posted as the First Lieutenant of Flinders Naval Depot, the first of three consecutive shore postings. More significantly, this appointment was followed by attendance on the Staff Course at the Royal Naval College, Greenwich. In 1933 Commander Collins joined the Plans Division of the Admiralty to develop plans for Imperial port defences. In 1935 while on leave in Cornwall, Collins rescued a girl swept away by a rip at Portwinkle. Phyllis assisted in the rescue by manning an improvised lifeline. Collins received a Royal Humane Society's Parchment for his actions.

Later that year the new light cruiser HMAS *Sydney* was fitting out at Newcastle-on-Tyne and Collins was appointed her Executive Officer. His Commanding Officer was the at times brilliant, but unpredictable, Captain J.U.P. Fitzgerald, RN, who made Collins' duties even more of a challenge. While on her maiden voyage to Australia, *Sydney* was attached to the Mediterranean Fleet in response to the Abyssinian Crisis. Due to the ongoing threat of war with Italy *Sydney* did not arrive in Australian waters until August 1936, by which time Phyllis had given birth to their only child, a daughter, Gillian. Collins left *Sydney* in 1938 on promotion to captain to be Liaison Officer for Australia's 150th Anniversary Celebrations. After this short diversion Collins became the Assistant Chief of Naval Staff and Director of Naval Intelligence at Navy Office in Melbourne. Collins played an important staffing role in developing much-needed anti-submarine escorts. These plans resulted in the very successful *Bathurst* class corvettes. Another pressing issue was the production of various naval mobilisation plans and procedures. This work pressed ahead after the flaws in defence arrangements were made clear during the 1938 Munich Crisis.

In many respects the period in Navy Office prepared Collins well for his most memorable operational appointment that of commanding *Sydney*. Collins had a good grasp of the strategic environment and knew his superiors from the Prime Minister down. In May 1940 *Sydney* once again joined the Mediterranean Fleet which was commanded by the redoubtable Admiral (Sir) Andrew Cunningham. Cunningham's leadership style was based on broad direction with the expectation that subordinates would use commonsense and initiative to achieve the strategic aim. Captain 'Hec' Waller [q.v.], RAN and the 10th (*Scrap Iron*) Flotilla had already flourished under this approach. The less flamboyant, but highly competent and astute Collins was to equally prosper.

In the early months in the Mediterranean *Sydney* took part in the bombardment of Bardia, the Battle of Calabria and sank the Italian destroyer *Espero*. In July 1940 *Sydney*, in company with the destroyer HMS *Havock*, conducted a sweep off the Cretean coast while at the same time providing support to four British destroyers. Collins used the latitude provided by Cunningham to remain closer to the destroyers while they remained vulnerable to attack in the Aegean Sea. On the morning of 19 July the destroyers encountered two Italian cruisers the *Bartolomeo Colleoni* and the *Giovanni delle Bande Nere*. Collins decided to maintain radio silence while closing for battle. This tactic proved decisive. *Sydney's* appearance caught everyone by surprise including Cunningham, and in the ensuing engagement *Colleoni* was stopped and subsequently sunk by torpedoes from two destroyers. Outnumbered *Bande Nere* escaped using her superior speed. The Battle of Cape Spada was the first substantial naval victory in the war against Italy and catapulted Collins and the *Sydney* into the world's headlines. Collins was immediately made a Companion of the Bath. In Australia, he became a national hero and was to wear that mantle for the remainder of his life. *Sydney* returned to her name port on 9 February 1941 to a tumultuous welcome. Collins had only three months remaining in command. But in that time *Sydney* took the First Naval Member Admiral (Sir) Ragnar Colvin [q.v.] to a conference in Singapore. Here it was decided that Collins would be appointed Australian Naval Representative to Commander-in-Chief China (based in Singapore) Vice Admiral (Sir) Geoffrey Layton.

In June 1941, Collins took up his duties in Singapore accompanied by his wife and daughter. His immediate duties were to work on the plans for the employment of Allied air and naval forces. Collins established a good rapport with Layton and was disappointed when he was relieved by Admiral Phillips. On news of the sinking of the British capital ships *Prince of Wales* and *Repulse* with the loss of Phillips, Collins had the presence of mind to rush to the departing *Dominion Monarch* to recall Layton to duty. So began a particularly gruelling period for Collins. Having organised for the evacuation of his family, Collins became Commodore Commanding China Force. This was a force of RN and RAN cruisers and destroyers based out of Batavia. It was a significant command and Collins as a Commodore 2nd class was junior for the post. Collins exercised command within the complex and unwieldy Australian-British-Dutch-American (ABDA) Command. Despite these difficulties, Collins employed his ships either escorting shipping to and from Singapore or assigned them to the Dutch commanded Western Task Force. After the surrender of Singapore and the Allied defeat in the Battle of the Java Sea, it was

clear to Collins that Batavia would fall. He organised evacuations of civilians and military personnel to Australia and India and embarked in one of the last departing ships. Collins was deservedly mentioned in despatches and Queen Wilhelmina of the Netherlands later made him a Commander of the Order Oranje Nassau.

On arrival in Fremantle Collins became Senior Naval Officer Western Australia. During his tenure he was involved in the controversial decision to relieve classmate Commander Paul Hirst of his command of the corvette HMAS *Toowoomba*. The details of the decision remain unclear but appear to have centred on Hirst's refusal to sail his ship because of his concerns about her material state.

In 1943 Collins flew to the UK in 1943 to take command of the newly commissioning heavy cruiser HMAS *Shropshire*. Collins took *Shropshire* to the Pacific theatre where she joined other RAN ships attached to the US 7th Fleet. In May 1944 on Prime Minister John Curtin's insistence, Collins was appointed to Commodore 1st class and given command of the Australian Squadron. Collins' force took part in the New Guinea and Philippines campaigns and on Trafalgar Day 1944 his flagship, *Australia* was struck on the bridge by a Japanese dive-bomber. Captain Emile Dechaineaux and 25 men were killed while Collins was seriously wounded. After convalescence Collins returned to command the Squadron and was the RAN representative for the Japanese surrender onboard USS *Missouri*. The United States Government made Collins an Officer of the Legion of Merit.

In 1948, after promotion to Rear Admiral and attendance at the Imperial Defence College, Collins became the first Australian-trained officer to become Chief of Navy Staff (CNS) and First Naval Member of the Australian Commonwealth Naval Board. Collins considered himself too young at 49 for the post, however, Prime Minister Ben Chifley was adamant that an Australian must lead the RAN. Promoted to Vice Admiral in May 1950, Collins remained in the appointment until 23 February 1955. This long tenure was partly the result of the war losses suffered by Collins' generation. Collins proved to be a shrewd and capable administrator who enjoyed the respect of the higher echelons of Defence and Government. These qualities were much needed as the Navy was reshaped to meet changing strategic, social and fiscal circumstances. Collins also oversaw the introduction of aircraft carriers into the Fleet as well as the involvement of the RAN in the Korean War and the Malayan Emergency. He also instigated coordinated strategic and operational planning by the RAN, RN and RNZN. Collins followed this success in 1951 with similar arrangements with the USN. The resultant Radford-Collins Agreement came to symbolise the post-war primacy of the RAN's relationship with the USN. Also in that year he was made a Knight Commander of the Order of the British Empire.

As his tenure as CNS neared its end Collins was offered governorships by at least two State governments. Instead he accepted the appointment of High Commissioner to New Zealand. By virtue of his wife's New Zealand heritage and his frequent naval visits, Collins was well acquainted with his host nation. In his new role Collins proved to be a sensitive observer of national affairs. Collins had an unrestrained love for the natural beauty of New Zealand. In particular he was a keen angler and he travelled widely through the country. His travels were further extended when in 1957 he also became one

of the Australian Commissioners on the South Pacific Commission. In all, Collins was High Commissioner for nearly seven years, the last five years of which he was Dean of the Diplomatic Corps.

On return to Australia Prime Minister Robert Menzies offered him the Governor Generalship but he refused the honour. Instead, after fifty years service to the Crown, Collins retired to Sydney. He kept in regular contact with his former naval comrades, particularly at their long-standing social centre, the Royal Sydney Golf Club. In 1965 Collins set out his memoirs in *As Luck Would Have It*. He also further pursued his hobby of book binding.

From the outset of his brilliant naval career it was clear Collins was a clever and ambitious officer. The reports by his superiors on his performance are striking in their consistently outstanding assessments. Most notable in their estimation were his professionalism, cool head and keen sense of judgment. These attributes were most ably demonstrated in the Battle of Cape Spada. As a leader Collins was brave, and forceful. He was conservative by nature and actively maintained the traditions of the Service. His patience would occasionally be tested by poor performances from subordinates. This probably led him to be viewed with more respect than affection by his ship's companies. This respect and confidence was heightened post-1940 by his victory at Cape Spada and the associated national fame.

Collins was a handsome and extremely well turned out naval officer. He was for a generation the public face of the Australian Navy. Unlike most naval officers Collins was very aware of the importance of the media and some officers accused him of being self-promoting. Whatever the case, his contribution to the positive public image of the Navy was considerable. There are numerous artworks of Collins including a fine drawing by Captain D.W. Smith and an oil painting by William Dargie both held at the Australian War Memorial.

In 1988 Collins was named among the Australian Bicentennial 200 Greatest Australians. He died on 3 September 1989. His funeral at St Andrews Cathedral, Sydney was with full naval honours.

Peter D. Jones

Sir Robert Collins on far left with the Victorian Defence Minister
and senior Victorian Colonial Force officers in 1892.

AWM A05616

Collins, Sir Robert Henry Muirhead (1852–1927)

COLLINS, Sir ROBERT HENRY MUIRHEAD (1852–1927), naval officer and public servant, was born on 20 September 1852 at Chew Magna, Somerset, England, son of Charles Howell Collins, surgeon, and his wife Henrietta Jane Heaven, née Grosett. Educated at Taunton and as a cadet in HMS *Britannia,* he entered the Navy in 1866, served in flying squadrons in 1868 and 1872 and on the Channel and Australian Stations to 1876. That year he was promoted lieutenant.

Retiring from the Navy in 1877, Collins was appointed lieutenant in the Permanent Victorian Naval Forces. In 1883 he was sent to England to assist in bringing to Victoria two gunboats and a torpedo boat. After courses of instruction in gunnery and torpedo practice on the HM Ships *Excellence* and *Vernon* he returned in command of the gunboat HMCS *Albert* in June 1884, offering his vessel for service in the Sudan War at Suakim on the way; he was promoted commander in December. Becoming Secretary for Defence on 12 April 1888, he continued as commander on the unattached list until 1896 when he was retired with the rank of captain.

For twelve years Collins presided over a Defence Department which, though affected by financial depression, was the largest in the Australian colonies. In matters of policy he was a 'navalist'; for example, in February 1890 he opposed an increase in the Victorian military forces, suggesting that the money would be better applied to naval reparations. An equally ardent Federalist, he believed defence should be one of the powers unreservedly given to a central government. He argued for a reduction of dependence upon England; and, against the Admiralty's scheme of 1898 for a Royal Naval Reserve in Australia, he

proposed the termination of the 1887 Naval Agreement, whereby the colonies subsidised an Australian Auxiliary Squadron. He wanted a locally manned and maintained fleet, with continuing Imperial naval ties – basing his plan on the implications of the *Colonial Naval Defence Act (1865)*. His ideas were accepted at a conference of naval officers from New South Wales, Victoria, South Australia and Queensland in August 1899, but it was not until 1907 that such principles were adopted by the Deakin Government.

On the foundation of the Commonwealth in 1901 Collins became Secretary to the new Department of Defence. Under several Ministers, he ably administered the Department in a time of rapid growth but financial stringency: colonial forces were amalgamated and defence policy hammered out, particularly under the direction of Sir John Forrest. Melbourne *Punch* observed that 'Officers did not love him because he curbed expenditure, and steadfastly set his face against vain display ... Widely read, always posted up-to-date, wise with the wisdom of experience and a shrewd judge of human nature, he was a match even for Sir Edward Hutton', with whom he quarrelled. *Punch* commented that 'His light, ladylike figure is no index to his character ... dressed with the daintiness of a dandy and the art of an artist ... a first class clerk'. He left behind him 'a smoothly working Department on the clerical side' when, in March 1906, he was seconded to London as official representative of the Commonwealth.

The London position, which Collins had sought as early as February 1901, was planned to handle large orders for defence stores, to obtain information on defence matters, and to pave the way for an Australian High Commission. His appointment was generally well received, the *Australasian* observing that 'he is an official with a special aptitude for checking, criticising and organising'. (Sir) Timothy Coghlan's criticism of his social ambition was probably stirred by jealousy of Collins' capture of the plum job. In London Collins cooperated with Coghlan and the other agents-general and established a 'sound nucleus around which the larger more complex office of High Commissioner could be built'; but he bemoaned his meagre allowances and regretted the disinclination of the government to use him more as a supplier of naval intelligence.

When Sir George Reid arrived as High Commissioner in 1910 Collins stayed on as Official Secretary. In 1906 he was a member of the British Royal Commission on Shipping Rings and in 1913 as Commonwealth representative attended the international conference in London on safety of life at sea. On Reid's election to the House of Commons in 1916, Collins advocated abolition of the High Commission in favour of permanent Australian representation in the British cabinet. After his retirement in September 1917 he sat for a year on the committee for Australia of the Imperial Institute. From 1919 he resided at Bath, where he campaigned against litter and roundabouts. A Conservative, he bitterly opposed socialism. He had been appointed CMG in 1904 for his administrative services during the South African War and was knighted in June 1919. In September he returned to Australia for a brief visit.

Collins died on 19 April 1927 at Bath. He was survived by his wife Elizabeth, née Brush, whom he had married on 30 July 1885 at All Saints Church of England, St Kilda, Victoria, and by one son, Major Howel Collins. Although his influence on government policy was minimal, and his social pretensions made him slightly ridiculous, Collins was a capable administrator in both the Colonial and Commonwealth service.

Chris Cunneen, Ann G. Smith

AWM 128063

Colvin, Sir Ragnar Musgrave (1882–1954)

COLVIN, Sir RAGNAR MUSGRAVE (1882–1954), naval officer, was born on 7 May 1882 at Whitehall, London, son of Clement Sneyd Colvin, civil servant, and his wife Alice Jane, née Lethbridge. He joined the RN as a cadet in HMS *Britannia* in 1896 and was commissioned lieutenant six years later. Qualifying as a gunnery specialist in 1904, he had various appointments ashore and afloat until 1913 when he was promoted commander. In World War I he served as Executive Officer in the cruiser HMS *Hibernia* and in the battleship HMS *Revenge*, seeing action in the battle of Jutland. Promoted captain on 31 December 1917, he was posted to the Admiralty as Assistant Director of Plans and was appointed CBE In 1918 he married Sibyl Kays.

After the war Colvin commanded the cruiser HMS *Caradoc* in the Black Sea and the Mediterranean; in 1922–24 he was naval attaché in Tokyo. He rejoined the *Revenge* as Flag Captain to the Commander-in-Chief, Atlantic Fleet, and in 1927 became Director of the Naval Tactical School, Portsmouth. Colvin was promoted rear admiral in 1929 and soon afterwards was made Chief of Staff to the Commander-in-Chief, Atlantic Fleet. In 1932 he was appointed CB and posted to the 2nd Battle Squadron. Vice admiral in 1934, he became President of the Royal Naval College, Greenwich, and commander of the Royal Naval War College. He was appointed KBE in 1937.

In October that year Colvin became First Naval Member of the Australian Naval Board. During the early part of his term he was not able to change the illusively secure view of the international strategic situation and the leisured approach to naval problems taken by Australian governments, under Lyons and Menzies, following the 1937 Imperial Conference. Although in direct touch with the First Sea Lord, it is probable that the Admiralty did not inform him of its increasing secret fears about war in Europe; as a result the pace of Australian rearmament remained unrealistic until the Munich crisis in 1938.

G.H. Gill [q.v.] described Colvin as 'an outstanding administrator, of reliable judgment and quick decision' with the 'ability to strip unessentials and get down at once to the basis of a problem'. He was tall and 'of commanding appearance, albeit essentially human and approachable and with a ready wit'. During his term of office the Navy expanded and maintained its high standard. It acquired three six-inch gun cruisers and began building *Tribal* class destroyers, corvettes, frigates and motor torpedo boats which saw useful active service later in World War II. In April 1939 Colvin led the Australian delegation to the Pacific Defence Conference in New Zealand and also represented the Admiralty; in May he was promoted admiral. By late 1940 his health was failing and on 11 March 1941 he resigned from the Naval Board.

Colvin returned to London and in 1942–44 served as Naval Adviser to the Australian High Commission. Survived by his wife, a son and a daughter, he died on 22 February 1954 at the Royal Naval Hospital, Haslar, Hampshire.

B.N. Primrose

The Official party at the Anzac Day parade at Kure, Japan, 15 April 1946. Left To Right:
Front Row: Major General Nimmo; Captain J.A. Grindle RN; Air Vice Marshal C.A. Bouchier;
Captain F.S. Bell RN; Major General D. Tennant Cowan.
Middle Row: Air Vice Marshal F.M. Baldin; Brigadier W.M. Anderson; Colonel A.G. Wilson;
Captain A.P. Cousin RANR; Lieutenant Commander G.F.E. Knoc RAN.
Back Row: Colonel Murray H. Ellis, US Army; Colonel G.G. Epley, US Army.

Cousin, Allan Paterson (1900–1976)

COUSIN, ALLAN PATERSON (1900–1976), naval officer, was born on 29 March 1900 at Mount Pleasant, Back Plains, near Clifton, Queensland, seventh child of John McLean Cousin, a farmer from Scotland, and his Victorian-born wife Jane, née McLean. In 1914 Allan entered the RANC, Geelong, Victoria, and next year moved to Jervis Bay, when the college was relocated there. He was awarded colours for cricket and graduated in 1917.

Promoted midshipman in January 1918, Cousin was sent to Britain and appointed to HMS *Agincourt*. In 1919 he returned home and served in several ships, including HMAS *Marguerite*. Back in Britain for courses in 1921, he was promoted lieutenant in October and embarked for Australia in November 1922. Cousin resigned his commission on 23 April 1923. He joined the Union Steam Ship Co. of New Zealand Ltd in 1924 and plied the trans-Pacific route to North America. Appointed lieutenant, Royal Australian Naval Reserve (Seagoing), on 1 April 1925, he was promoted lieutenant commander in 1930 and commander on 30 June 1936.

Cousin was mobilised for full-time service in March 1941 and took command of HMAS *Katoomba* on 17 December. She joined the 24th Minesweeping Flotilla at Darwin and

participated in the action in which the Japanese submarine *I-124* was sunk on 20 January 1942. Three days later *Katoomba* was rammed by the American tanker, *Pecos*, and was towed to Darwin and placed in the floating dock. The corvette was still out of the water on 19 February when Japanese aircraft raided the town. Cousin used her guns to harass one plane which attacked the ship and dock.

Deployed under Cousin on escort duties in northern Australian and Papuan waters, in August 1942 *Katoomba* rescued the crew of the USN submarine *S 39* from Rossel Island Reef. With a sister-ship,HMAS *Ballarat*, she was targeted by dive-bombers, off Buna-Gona, on 28 November; neither ship suffered damage or casualties, and one bomber was shot down. *Katoomba* was again attacked by aircraft in January 1943, near Oro Bay, but was unscathed.

On 27 January 1944 Cousin was appointed to command HMAS *Manoora*, a landing ship, infantry. As Senior Naval Officer, Australian Landing Ships, he also had charge of *Kanimbla* and *Westralia*. The LSIs supported the offensive in the South West Pacific Area. Between April 1944 and July 1945 *Manoora* landed troops in Netherlands New Guinea at Tanahmerah Bay, Wakde and Morotai, in the Philippines at Leyte and Lingayen Gulf, Luzon, and in Borneo and Brunei at Tarakan, Labuan and Balikpapan. Cousin was awarded the DSO (1945) for his 'gallantry, fortitude and skill' during the amphibious assaults.

The efficiency of the Australian LSIs drew widespread praise. Tropical service in the vessels was arduous: they lacked air conditioning and were usually crowded. Cousin had found a three-week break in Sydney's cooler weather (July 1944) 'a veritable God-send' and the crew's spirits lifted. After hostilities ceased in 1945, *Manoora* repatriated prisoners of war and transported personnel of the British Commonwealth Occupation Force to Japan.

Promoted acting captain in February 1945 and confirmed in the rank on 30 June 1946, Cousin was a skilful seaman, respected by those who served with him. Although tall, robust and rugged in appearance, he had a retiring nature. He remained with the LSIs until he was demobilised on 10 May 1949. Settling in Brisbane, he worked as a clerk in the War Service Homes Division of the Commonwealth Department of Social Services. On 22 December 1949 at Mowbraytown Presbyterian Church, East Brisbane, he married a divorcee Cena Ethel Gundry, née Christesen (d.1974). He died on 7 January 1976 at his Norman Park home and was cremated.

L.M. Hinchliffe

AWM 305285

Crace, Sir John Gregory (1887–1968)

CRACE, Sir JOHN GREGORY (1887–1968), naval officer, was born on 6 February 1887 at Gungahleen, New South Wales (Gungahlin, Australian Capital Territory), eighth child of Edward Kendall Crace, an English born grazier, and his wife Kate Marion, née Mort, a Queenslander and niece of T.S. Mort. Having attended The King's School, Parramatta, Jack sailed for England in October 1899 for further private schooling. In May 1902 he joined the RN's training ship HMS *Britannia* on a colonial cadetship.

Pursuing a career with the RN, in 1911 Crace specialised as a torpedo officer. He returned to his native land for tours of duty in 1908–10 and 1913–14, the second while serving in HMAS *Australia*. On 13 April 1920 he married Carola Helen Baird with Episcopalian rites in St Mary's Cathedral, Glasgow, Scotland. For the next nineteen years he served at sea and in instructional and staff duties ashore, advancing from commander (1920) to captain (1928). Promoted rear admiral in August 1939, next month Crace was appointed Commander of the Australian Squadron. He arrived in Sydney and found that the Government had committed most of his ships to theatres outside Australia. The few

vessels remaining in home waters performed escort and counter-raider operations for the succeeding two years. Although he was appointed CB in July 1941, he was frustrated by the low level of local activity and by the Naval Board's interference in operational matters. He sought to be replaced and, in October, tried to resign his post.

After Japan had entered the war, in February 1942 Crace became commander of the allied naval squadron, Anzac Force. During operations in New Guinea waters with a carrier task force of the USN, he was dissatisfied with the minor supporting role given to his ships. In April command arrangements in the Pacific were reorganised and Crace's squadron was renamed Task Force 44, but, despite his seniority, he was made subordinate to the USN tactical commander.

On 1 May 1942 Crace's force was ordered from Sydney to join two USN carrier groups that were deployed to the Coral Sea in anticipation of a major Japanese move southwards. The squadron was detached on 7 May to intercept troop-ships heading for Port Moresby. Lacking air cover, it came under heavy enemy attack and the flagship, HMAS *Australia*, narrowly escaped being bombed. Crace received no further orders and knew little of the crucial carrier battle which was fought next day, east of his position. He withdrew on 10 May when fuel was running low and it was obvious that the enemy's advance had been checked. The battle of the Coral Sea marked the end of Japanese expansion in South Pacific waters.

Handing over his command on 13 June 1942, Crace returned to England. As vice admiral, then admiral, on the retired list, he superintended Chatham Naval Dockyard until July 1946. Appointed KBE in 1947, he retired to Hampshire. Sir John died on 11 May 1968 at Liss and was cremated; his wife and three sons survived him.

C.D. Coulthard-Clark

Creer, Reginald Charles (Ferrers) (1881–1958) and Herbert Victor (1881–1969)

CREER, REGINALD CHARLES (FERRERS) (1881–1958), and HERBERT VICTOR (1881–1969), naval officers, were born on 21 September 1881 at Watsons Bay, Sydney, twin sons of Joseph Creer, a Manx mariner, and his second wife Sarah Needham, née Ferrers, a South Australian. They were educated at Sydney Boys' High School and in 1898 became cadets in the New South Wales Naval Brigade.

In August 1900 as a sub-lieutenant Reginald sailed with the New South Wales naval contingent to the China Field Force. In January 1902 he went to the South African War as a captain with the 3rd Battalion Australian Commonwealth Horse, but saw no action. His transfer to the Commonwealth Naval Forces was backdated to 1 January 1901.

In 1899 Herbert had sailed as ship's boy in the *Balmore*. He claimed to have served in the South African War in 1900–02. Between May 1902 and August 1905 he made three voyages in the square-rigged *Mount Stewart*. On 30 December 1907 at Christ Church, North Sydney, he married 36-year-old Veronique Lilian Violet Greville (d.1956), daughter of the second Baron Greville.

Between 1907 and 1911 the Creers obtained their mates' and masters' certificates for foreign-going steamships. Late in 1911 as sub-lieutenants they were among the first to join the RAN and a year later were made lieutenants.

In January 1914 Reginald joined the light cruiser HMAS *Pioneer*. After patrolling the north west coast of Australia, he sailed for East Africa via the Cocos Islands, where he acquired the beached *Emden's* crest and her captain's bridge table. He led a landing party in the capture of Bombamyo on 15 August 1916. From October that year to June 1917 he served in HMAS *Brisbane* in the Mediterranean and the Indian Ocean. On 15 June at Carlton, Melbourne, he married Eulalie Henty, granddaughter of Stephen George Henty. In July he transferred to HMAS *Una*, and patrolled German colonial waters north of Australia. From December 1918 he was stationed at HMAS *Penguin*, the Sydney depot.

Herbert served in HMAS *Melbourne* from August 1914 until April 1918 on patrol and convoy duty in the Indian and Atlantic oceans, and from 1916 with the Grand Fleet in the North Sea. In mid-1918 he rejoined *Brisbane*. He was appointed to the first of his six commands, in the *Success*, on 19 July 1920. Both brothers were promoted lieutenant commander late in 1920. Reginald's first command was the destroyer HMAS *Swordsman*, from 21 July 1921. He held five commands including HMAS *Parramatta* (coinciding with Herbert's command of HMAS *Yarra* for nearly four months) and the boys' training ship HMAS *Tingira* from December 1922 until November 1925. Herbert commanded HMAS *Anzac* from December 1922 until January 1925. The twins retired as commanders in 1926 and contemplated operating a sea-transport business in the islands.

In 1927 Reginald was divorced, and his wife later changed her name to Henty-Creer and took her children to England. On 27 August that year at Darling Point, Sydney, he married Kathleen Marianne Silver. He was master of merchant ships off the China coast. In February 1938 he was commanding the *Asian* when she was captured by the Japanese and held for eleven days.

Meanwhile Herbert commanded a private yacht in Britain for some years. In 1938–39 he was master of the *Gemlock*, chartered to a Japanese company, and passed intelligence to the RN until he beached his ship in a blizzard; the officers reached the Manchurian coast in an open boat and were found by police; the British ambassador secured their release. In 1940 the twins joined the RN. Reginald in 1940–41 was senior officer in command of the gunboat flotilla, China Station, Hong Kong, sunk in the Japanese attack in December 1941. He was a prisoner of war from 21 January 1942 in Hong Kong Camp 'N' at Sham Shui Po until 19 September 1945, when he returned to Sydney. Herbert was senior naval officer at Shanghai and commanded a gunboat flotilla. He became Naval Officer-in-Charge at Singapore, and supervised the embarkation of the Australian nurses in the ill-fated *Vyner Brooke*. Until his discharge on 31 March 1946 Herbert held several posts: Naval Officer-in-Charge Addu Atoll in 1942, and in Ceylon as Commandant, Duty Naval Camp, Diyatalawa, in 1942–44, Resident Naval Officer at Jaffna in 1944–45 and Officer-in-Charge Ketti Camp in 1945–46. He returned to Sydney in HMS *Indefatigable* in June and lived at the Imperial Service Club.

Reginald died on 29 June 1958 at the War Veterans' Home, Narrabeen, and was buried with Anglican rites in Northern Suburbs cemetery. He was survived by his second wife and two daughters of his first marriage. His son, Lieutenant Henty Henty-Creer, died commanding his midget submarine *X5* after the attack on the German battleship *Tirpitz* in Altafjord, Norway, in 1943.

In October 1951 Herbert became Master of the *Vila Star*. On 12 June 1957 at St Stephen's Church, Sydney, he married a divorcee Lynda Mary Martin, née Williamson. She died two months later. On 14 July 1960 he married a widow Bonita Allen, née Mackellaig. He died on 5 August 1969 at the War Veterans' Home, Narrabeen, and was cremated with Anglican rites. He was survived by a son of his first marriage.

As junior officers with identical looks and mannerisms, the Creer twins often stood in for each other at social functions, where their charm and gentlemanly manners made them very popular with the ladies. They were excellent seamen, good 'ship handlers' and highly regarded by their senior officers.

Jean P. Fielding

AWM 106183

Creswell, Sir William Rooke (1852–1933)

CRESWELL, Sir WILLIAM ROOKE (1852–1933), vice admiral, was born on 20 July 1852 at Gibraltar, son of Edmund Creswell, the colony's Deputy Postmaster General, and his wife Margaret Mary Ward, née Fraser. Educated at Aitken's Private School, Gibraltar, and Eastman's Naval Academy, Southsea, England, he entered the RN's training ship HMS *Britannia* as a cadet in December 1865. Promoted midshipman in May 1867 he joined HMS *Phoebe*; two of his four years on it were spent on a world training cruise, including Australia late in 1869.

Creswell's next posting was to HMS *Minotaur*, flagship of the Channel Fleet. He was promoted sub-lieutenant in 1871 and later transferred to the Thalia on the China Station. He also served in the gunboat *Midge* and on 16 September 1873, during a skirmish with pirates on the Malay coast, was shot in the hip. However, he remained at his post and for his gallantry was specially promoted lieutenant. Invalided home, on recovery he studied at the Royal Naval College, Greenwich. His next sea going appointments were

with HM Ships *Topaze*, *Undaunted*, flagship of the East Indian Station, and from 1877 the HMS *London*, a depot ship at Zanzibar, East Africa. Here the Navy was suppressing the slave trade and Creswell, who quickly became an interpreter in Swahili, commanded a flotilla until fever invalided him. The Foreign Minister Lord Salisbury thanked him for his services at Zanzibar.

On resuming duty in April 1878 Creswell took a torpedo course on the HMS *Vernon*, then commanded HMS *Lion*, a training ship at Devonport. Disappointed at the slowness and uncertainty of promotion within the RN, he retired on 6 September 1878. Next year, hoping to become a pastoralist, he migrated to Australia with his brother Charles, and until 1885 pioneered in the Northern Territory, exploring and cattle-droving. Despite his fine physique and determination he never came to terms with the outback. In 1885 while visiting Adelaide, he met an old shipmate, Commander John Walcot, Naval Commandant of the South Australian Defence Forces, who offered him an appointment as a lieutenant commander. Creswell took up duty on 12 October as First Lieutenant of the cruiser HMCS *Protector*, the only ship in the colony's defence force.

In 1886 Creswell began speaking out on the need for adequate Australian naval forces to supplement the RN squadron based at Sydney. In the *South Australian Register* in 1886 he argued that it would be better to develop local forces instead of subsidising the British squadron. Though such views had been raised earlier by Rear Admiral (Sir) George Tryon [q.v.], Creswell's articles stimulated much debate. On 29 December 1888, at St Jude's Anglican Church, Port Elliot, he married Adelaide Elizabeth, daughter of R.I. Stow.

Five years later, in the rank of commander, he succeeded Walcot as Naval Commandant. He was promoted captain in June 1895 and appointed CMG in 1897. That year one of his reports was taken to the colonial conference by the South Australian Premier. It recommended enlisting Australians in the Royal Naval and a RN Reserve in Australia for British squadrons east of Suez. The conference rejected these proposals and Creswell later abandoned them; in 1899, at a conference of Australian naval officers in Melbourne, he recommended instead the raising of an Australian force.

Creswell was appointed Commandant of the Queensland Naval Forces on 1 May 1900. The *Protector* was offered to the British Government on the outbreak of the Boxer Rebellion, and Creswell was released to take command of his old ship; he served from August 1900 to January 1901, impressing the Commander in Chief of the China Fleet, under whose command the ship carried out survey and dispatch work. In September Creswell, responsible to the Minister for Defence in the newly formed Federal Government, reported on 'the best method of employing Australian seamen in the defence of commerce and ports'. He urged that Australia establish her own naval defence gradually, beginning with one modern warship, manned by Australians. However, the Colonial Conference of 1902 resulted in a naval agreement which provided for a financial subsidy and the acceptance of Australians for service as sailors (but not officers) in RN ships on the Australian Station. The Admiralty continued to insist on a free hand strategically, and on the restriction of colonial naval activity to local defence.

Parliamentary debate on this agreement showed that Creswell was not alone in wanting an Australian Navy. He was being looked upon as the nation's chief spokesman on naval matters, and the Government appointed him on 25 February 1904 to a newly created position of Naval Officer Commanding the Commonwealth Naval Forces. This was additional to his duties as Naval Commandant in Queensland and, after 20 October 1904, in Victoria. In December he became director of naval forces, pending a board of administration, and in January 1905 he was made a member of the Council of Defence and of the Australian Navy Board, while remaining Navy Commandant in Victoria. Through frequent changes of Defence Ministers, Creswell consistently pressured and preached for new ships and increased manpower for the Commonwealth Naval Forces; he was indefatigable and in line with Australian national sentiment. He believed that adequate Australian naval forces were needed to open careers in which Australians could render that personal service necessary for the country to contribute to Empire naval strategy.

In 1906 Creswell urged in his annual report the creation of a torpedo and destroyer force. That year he was sent to England to study naval developments and especially to look into the destroyer question. He found himself *persona non grata* at Whitehall which considered that agitation for an Australian Navy was largely due to personal self-interest. Creswell's proposed Australian Navy was dismissed as having 'no strategical justification'. In his history of the Navy in Australia Rear Admiral H.J. Feakes [q.v.] remarked that 'to one of Creswell's orthodox service upbringing and temperament the rejection by the Admiralty of both himself and all his works was the unkindest cut of all'.

Back home, supported by naval commandants in all the States, Creswell continued to press for a local naval force. Prime Minister Deakin accepted these views but in February 1907 the British naval commander, Vice Admiral (Sir) Wilmot Fawkes, urged him to abandon the destroyer scheme. Creswell wrote a comprehensive memorandum for Deakin to take to that year's Colonial Conference but his views were not acted upon. He followed up with memoranda to the Minister for Defence T.T. Ewing on destroyers, submarines and changes in the world naval situation. In October Deakin sent a message to the Admiralty proposing that Australia should provide a thousand seamen and purchase submarines or destroyers.

In a report presented in 1908 Creswell opposed the acquisition of submarines. He declared that 'the excellence or otherwise of a service rests first and last with the Legislature, who can have any service they desire'. And he added: 'Criticism of a government proposal by a government officer is of course unusual and I much regret the present occasion. There are however responsibilities impossible to disregard'. Later that year an Admiralty memorandum was issued, detailing a scheme for the acquisition by Australian of destroyers and submarines but nothing came of this. Creswell's patience was at its limit but on 5 February 1909 the Fisher Government decided to order three destroyers.

The 1909 Imperial Defence Conference, alarmed by the rapid increase of German naval power, recommended the acquisition of one battlecruiser, three unarmoured cruisers, six destroyers and three submarines. Creswell had never aimed so high, and the proposal adopted was, therefore, not written by the one man who had so persistently advocated

an Australian Navy. The proposal came from the Admiralty which now acknowledged Australia's needs in the existing international situation. It was pressed through in Australia by Deakin who brooked no delay in placing the order for construction of the new vessels.

Having been an advocate for a navy Creswell now found himself administering one. Following a report to the government by Admiral (Sir) R. Henderson, giving detailed advice on naval defence, he was promoted rear admiral and became First Naval Member of the Australian Naval Board on 1 March 1911. He was appointed KCMG in June. On 10 July King George V granted the title of 'Royal Australian Navy' to the Permanent Commonwealth Naval Forces and the work of building it up proceeded. Ships had to be constructed, stores and dockyard facilities taken over from the RN, recruits found and systems of manning and training worked out. Officer cadets had to be appointed and a naval college founded. In all this, Creswell worked closely with the minister, (Sir) George F. Pearce.

The Australian Fleet assembled in Sydney on 4 October 1913 and Admiralty control of the Australian Station then ceased. That the Australian ships were ready for active service when war began in August 1914 was in large part due to Creswell's efforts, and this was the climax of his career. It was the pride of his later years that in 1914 Australia had a fleet, that it was the strongest British naval force in the Pacific, that it had effectively deterred the squadron of German cruisers in the Pacific, and that an Australian ship, HMAS *Sydney*, had destroyed the raider SMS *Emden*.

Paradoxically, Creswell's influence now declined. His objective had been attained, and in greater measure than he had anticipated. The ships of the Australian Fleet were dispersed into various British squadrons and the Naval Board's orders for the fleet were controlled by the Admiralty. But the Board remained a part of the Australian Government and Creswell the Government's naval adviser. This situation, so full of anomaly, might easily have been a source of conflict between the British and Australian Governments; that it was not stands to the credit of those involved, including Creswell. His work during the war was concerned more with administration than with operations or strategy. He was involved in ship construction in Australia, the development of shore support and the arranging of convoys.

Creswell was active in formulating a postwar defence programme based on lessons of the war. To his mind that experience reaffirmed the importance of continued development of the RAN and not a return to reliance on one great Imperial navy. It also focused his attention and that of other members of the Naval Board on the strategic importance to Australia of the Pacific island groups near the Equator occupied by Japan. The Naval Board frequently urged the Australian Government to counter Japanese claims to permanent occupation. There was substantial evidence in the closing years of his career that Creswell was acutely aware of the growing divergence of strategic priorities between Australia and Great Britain.

Creswell was appointed KBE in 1919; he relinquished office on 14 August, was formally transferred to the retired list on 27 November, and was promoted vice admiral in September 1922. In retirement he engaged in farming at Silvan, near Melbourne, and kept up his interest in public affairs. Survived by his wife and three of their six children (two sons had been killed in action) he died on 20 April 1933 at Armadale, and was buried in Brighton cemetery after a state funeral.

Creswell combined a keen sense of humour with breadth of outlook, an appreciation of issues other than naval matters, an ability to get on well with politicians and the public, and patience with parliamentarians even when they disappointed him. It was 'a most effective combination'. Undoubtedly he played a major role in developing Australian naval policy. From the 1880s he had begun to press for Australia to take her naval defence seriously and to contribute adequately to it. And from 1901, when he accepted the principle that Australia needed her own Navy, he strenuously advocated it until his hopes were realised by the decision in 1909. The rightness of this decision has not been disputed and much credit for it must go to him. His accomplishment as professional head in organising and administering the new Navy in 1909–19, with all that this responsibility involved, was no less outstanding. He has deservedly been called 'The Father of the Royal Australian Navy'.

Robert Hyslop

Cumberlege, Claude Lionel (1877−1962)

CUMBERLEGE, CLAUDE LIONEL (1877–1962), naval officer, was born on 9 June 1877 at Marylebone, Middlesex, England, son of Lieutenant Colonel Alexander Bulstrode Cumberlege of the Madras Staff Corps, and his wife Emily Florence, née Broadwood. On 15 January 1891 he entered the RN's training ship HMS *Britannia* as a cadet, and in 1893 was posted as a midshipman to HMS *Tourmaline* on the North American and West Indian Station. Over the next ten years he served with the Channel and Mediterranean Fleets and was promoted sub-lieutenant in 1897 and lieutenant in 1899. He held commands in the Mediterranean in 1905–11, was promoted commander in June 1911 and returned to the Home Fleet. In October 1912 he was appointed to the 4th Destroyer Flotilla in command of HMS *Lurcher*, the Navy's fastest destroyer.

On 7 November 1913 Cumberlege was transferred on loan to the RAN and appointed, in the rank of commander, to HMAS *Warrego* which, with HMA Ships *Parramatta* and *Yarra*, constituted the RAN's first destroyer flotilla, which Cumberlege commanded from December. By temperament and personality he was well suited to destroyer command: he was handsome, unconventional, dashing and breezy, and his courage, initiative and lack of 'frill' inspired respect and affection. He expressed himself in very direct language and his letters and written reports were always precise and succinct.

When war was declared on 5 August 1914 the destroyer flotilla joined other ships of the Australian Squadron in a search for enemy warships in the Pacific. It was believed that German cruisers were based at Simpson Harbour, New Britain, and as A.W. Jose, the official historian, has written, it was 'in expectation of almost certain battle' that Cumberlege's destroyers slipped into the harbour on the night of 11 August. No warships were found and next day Cumberlege made an armed landing at Rabaul in an attempt to locate the radio station; he then resumed the search for the German Squadron.

In September his destroyers escorted the Australian Naval and Military Expeditionary Force to German New Guinea. Cumberlege was commended for his services during the capture of the wireless station at Bitapaka on the 11th: when a party sent ashore under Lieutenant R. G. Bowen [q.v.] came under fierce fire, Cumberlege landed a destroyer contingent, pending the arrival of reinforcements from the expeditionary force. In the summer of 1914–15 his Flotilla patrolled the New Guinea coasts and surrounding islands and searched the Sepik River for German ships and installations. It left for Sydney in February after work which 'probably more than any other single factor, established British dominance in the huge area of scattered island-groups so recently taken from Germany'.

In 1915 the Flotilla patrolled in eastern Australian waters and in the Timor and Arafura seas, then from November served with the RN in the Malay Archipelago. Cumberlege was promoted captain on 30 June. In January 1916 he was transferred to command the cruiser HMAS *Encounter*, which served in home waters. In October he took over the new

light cruiser HMAS *Brisbane*, which joined the British Mediterranean Fleet in December, but early in 1917 was recalled to the East Indian Ocean. From October until January 1918 it patrolled in the Gilbert and Solomon Islands and Nauru and then in the Torres Strait.

Early in 1919 Cumberlege returned to the RN but in April was appointed to command the battlecruiser HMAS *Australia*, flagship of the Australian Fleet. It sailed from Portsmouth, England, that month and on 1 June, at Fremantle, Western Australia, a mutiny occurred when Cumberlege refused a request from some of the ship's company to delay her departure by one day. Always imperturbable in a crisis, Cumberlege took firm action and after arrival at Sydney five of the mutineers were court-martialled. The incident caused considerable controversy but Cumberlege retained the *Australia* until September 1920 when he was appointed to command HMAS *Melbourne*.

On 9 May 1922 he returned to the RN but soon afterwards retired. He was promoted rear admiral on the retired list in 1926. After 1922 he took paid command of a nobleman's steam-yacht which cruised the Mediterranean. He published his reminiscences, *Master mariner*, in London in 1936. Little is known of his later life, but he finally made his home on a sailing craft with a shifting postal address from Ostend via Biarritz to Gibraltar and the Mediterranean. He died on 22 November 1962.

R.S. Veale

Dalton, Lionel Sydney (1902–1941)

DALTON, LIONEL SYDNEY (1902-1941), naval officer, was born on 26 October 1902 in South Melbourne, second son of Edward Lisle Dalton, a clerk from Adelaide, and his Victorian-born wife Annie Myra, née Oliver. Educated at Middle Park State School, in 1916 Syd entered the RANC, Jervis Bay. He did reasonably well academically, won colours for cricket and Rugby Union football, and gained a reputation as a good 'all rounder' who was prepared to 'have a go'. In January 1920 he was promoted midshipman and sent to sea in HMAS *Australia*.

Based in England for further training from 1921, Dalton served in several RN ships. He was promoted lieutenant in December 1924, graduated from the RN Engineering College at Keyham, Devonport, in 1925, and returned to Australia that year. After postings to HMA Ships *Anzac* and *Adelaide*, he went back to England in 1927 to commission the new vessel, *Australia*. On 24 March 1928 he married Margaret Mary Anderson at St Andrew's parish church, Plymouth. Home again, in 1931 he was posted to the seaplane carrier, HMAS *Albatross*. While an instructor (1932–34) at the Engineering School, HMAS *Cerberus*, Westernport, Victoria, he was promoted engineer lieutenant commander. In 1934 he found himself once more in England, standing by the six-inch-gun cruiser, HMAS *Sydney*, then under construction at Wallsend, Northumberland. He sailed in her to Australia and in 1937 transferred to HMAS *Adelaide*.

Promoted engineer commander on 31 December 1937, Dalton rejoined *Sydney* in June 1939 as Engineer Officer. In May 1940 the ship was deployed for service in the Mediterranean. On 19 July, while patrolling off Cape Spada, Crete, a flotilla of British destroyers sighted two Italian cruisers, the *Bande Nere* and *Bartolomeo Colleoni*. Some forty nautical miles (74 km) to the north, *Sydney* changed course to lend assistance: she pursued the Italian vessels at high speed down the west coast of Crete, destroyed the *Bartolomeo Colleoni* and damaged the *Bande Nere*. Dalton's steadfastness and professionalism ensured that *Sydney's* machinery performed faultlessly throughout the engagement. He was awarded the DSO.

Sydney's action against a superior force was widely regarded as Australia's most significant naval victory. Dalton recorded the ship's arrival in Alexandria harbour, Egypt, next day: '[We] … steamed down the line of battleships and cruisers, receiving a welcome that was wonderful. All ships cleared lower deck and gave us three cheers as we proceeded, and anyone would have imagined that we had won the war'. In 1940 the demands made on Dalton and his staff were enormous, with the ship steaming a total of 66,000 nautical miles (122,300 km). *Sydney* returned to Australian waters in February 1941.

On 19 November 1941, about 150 nautical miles (278 km) south-west of Carnarvon, Western Australia, *Sydney* challenged a disguised merchant vessel, later known to have been the German raider, *Kormoran*, which lured the cruiser closer then opened fire. Both ships were lost in the action, *Sydney* with her entire complement of 645 men. Dalton was survived by his wife and son David who became an Engineer Officer in the RAN and rose to captain.

Alan Hinge

Flinders Naval Depot, Victoria, 1939. Group portrait of Cadet
Midshipmen who originally joined the RANC in 1937. Left to right,
Back row: Thrum, Molony, Willis, John Austin, Robert Davies.
Centre row: Bruce Dowling, Guy Griffiths, Bodman, Hamer, Tatham.
Front row: Peter Gyllies, Parker, Russell, Kennedy, Thompson.

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Davies, Robert Ian (1923–1941)

DAVIES, ROBERT IAN (1923–1941), naval officer, was born on 13 November 1923 at Greenwich, Sydney, son of Thomas Robert Davies, a native-born clerk, and his wife Mabel Irene, née Saville, from England. 'A friendly, fresh-faced lad', Bob attended North Sydney Boys' High School. In 1937 he entered the RANC, Flinders Naval Depot, Westernport, Victoria. He gained colours for athletics and for Rugby Union football, a game in which he also showed 'strong, determined running'. Graduating near the top of his class in 1940, he was promoted midshipman on 1 January 1941 and sent to England for sea training. On 8 March he joined the battlecruiser, HMS *Repulse*, accompanied by Midshipmen John

Austin, Bruce Dowling, Guy Griffiths and Peter Gyllies. Although involved in little action, the ship spent long periods at sea and Davies demonstrated his mettle as an officer of quarters of close-range guns.

In October 1941 the British Government decided to deploy a battle fleet to Singapore with the aim of deterring Japan from entering the war on the side of the Axis powers. It was intended that the principal units of the new Eastern Fleet would be *Repulse,* the battleship, HMS *Prince of Wales*, and – to provide 'all-important self-contained air cover' – the aircraft carrier, HMS *Indomitable*. The fleet was not to have *Indomitable's* services, however, as she ran aground in the West Indies in November. An 'unbalanced token force' of two capital ships and their escort of destroyers arrived at Singapore on 2 December.

On 8 December the Japanese landed troops in Malaya and Thailand. That afternoon *Prince of Wales*, *Repulse* and four destroyers sailed, as Force Z, to intercept enemy transports and their escorts at Singora, Thailand, which was thought to be the main invasion point. Because the Royal Air Force could not provide cover at Singora, Force Z's only hope was to make a surprise attack and withdraw. Next day Japanese aircraft were seen shadowing the force. The operation was abandoned and the ships altered course for Singapore. At dawn on the 10th they approached the Malayan coast at Kuantan to investigate a report of a new landing. The information proved to be false and they turned east, steaming towards the Anambas Islands. About 10 am Japanese aircraft were sighted.

Force Z could have had air support on 10 December 1941. Yet Admiral (Sir) Tom Phillips, the Commander-in-Chief, did not request it. His reasons for not doing so are unknown. He died that day. Shortly after 11 am high-level bombers attacked, causing minor damage to *Repulse*. Twenty minutes later a formation of torpedo-bombers appeared. *Repulse* evaded the torpedoes, but *Prince of Wales* was hit and stricken. Although a second assault by conventional bombers proved as ineffectual as the first, two more waves of torpedo-bombers destroyed both ships. Struck five times, *Repulse* rolled over and sank at 12.33 pm Davies' shipmates last saw him 'firing an Oerlikon gun at enemy aircraft when he and the gun mounting were slowly submerging'. The other Australian midshipmen were rescued. Davies was posthumously mentioned in dispatches.

Darryl Bennet

RAN

Dechaineux, Emile Frank Verlaine (1902–1944)

DECHAINEUX, EMILE FRANK VERLAINE (1902–1944), naval officer, was born on 3 October 1902 at Launceston, Tasmania, son of Florent Vincent Emile Lucien Dechaineux, an artist from Belgium, and his native-born wife Isabella Jane, née Briant. The family moved to Hobart where Emile was educated at the Friends' High School. In 1916 he entered the RANC, Jervis Bay. An average scholar and sportsman who was popular with his peers, he graduated in 1919 and was promoted midshipman in January 1920.

After cruises in HMA Ships *Australia* and *Anzac,* Dechaineux was sent to Britain for sea and shore training with the RN. He returned to Australia in 1924, joined HMAS *Brisbane* and was promoted lieutenant before transferring to HMAS *Melbourne* in 1925. Back in England in 1926–29, he qualified as a torpedo officer and a naval (air) observer, and was awarded the Ogilvy Medal (1929) for gaining first place in the Advanced Torpedo Course. In 1929–34 he served in turn in *Anzac* and *Australia*, and in HMS *Kempenfelt*. Promoted lieutenant commander (September 1932), in 1935-36 he was Squadron Torpedo Officer in HMAS *Canberra*. On 20 November 1936 he married Mary Grant Harbottle in St David's Anglican Cathedral, Hobart.

In 1937 Dechaineux travelled to England to attend the RN Staff College. His promotion to commander on 30 June that year, ahead of all his contemporaries, marked him out for advancement to high rank. Between December 1937 and April 1940 he worked in

the Admiralty's Tactical and Minesweeping divisions. During the evacuation of Dunkirk, France, from 29 May to 3 June 1940, he had temporary command of the destroyer, HMS *Vivacious*, and completed five trips. He subsequently commanded the destroyer flotilla-leader, HMS *Eglinton*, in which he patrolled the North Sea and conducted successful searches for German E-boats. For 'outstanding zeal and devotion to duty', he was awarded the DSC (1941).

Home again, in October 1941 Dechaineux became Director of Operations at Navy Office, Melbourne. He commissioned the *Tribal* class destroyer, HMAS *Warramunga*, in November 1942. In June 1943 he was appointed Commander, Task Group 74.2, and had tactical control of a formation of destroyers which included ships of the United States Navy (USN). *Warramunga* operated in Australian and New Guinea waters. From November the vessel took part in bombardment and escort duties, supporting allied landings at Arawe and Cape Gloucester, New Britain, Saidor, New Guinea, and the Admiralty Islands. Again selected early, Dechaineux was promoted captain on 31 December that year.

On 9 March 1944 he took command of the flagship of Task Force 74, the heavy cruiser, HMAS *Australia*. In adapting to the much larger vessel, he realised the need to rely on the expertise of specialist officers; he appreciated the merit of his staff, and endorsed proposals to improve the equipment and armament of the ship through unofficial American channels. Between April and September *Australia* supported landings at Hollandia, on the north coast of Netherlands New Guinea, and at the nearby islands of Biak, Noemfoor and Morotai; she also participated in the bombardments of Wakde Island and of Aitape, New Guinea. By October *Australia* was in the Philippines.

Tall, with a misleadingly remote bearing, Dechaineux was regarded by his officers as an approachable, generous and humane captain; his sailors found that he held high expectations of them and that he was fair quick to praise performances out of the ordinary, though hard on wrongdoers. He kept the ship's company informed of impending actions and their likely outcomes, and constantly tried to foster the men's welfare and to maintain their morale.

At dawn on 21 October 1944, while supporting the US landings at Leyte Gulf, *Australia* was attacked by a Japanese Navy dive-bomber. Her anti-aircraft guns engaged the plane, but it deliberately crashed into the ship's foremast, causing an explosion and an intense fire on the bridge. Dechaineux was mortally wounded and died some hours later. He was buried at sea that night, along with twenty-nine officers and sailors who had also perished. The US Government posthumously appointed him an officer of the Legion of Merit for his seamanship, professional skill, leadership and devotion to duty. Dechaineux was survived by his wife, daughter, and son Peter who joined the RAN.

Jane Peek

AWM 113059

Dowling, Sir Roy Russell (1901–1969)

DOWLING, Sir ROY RUSSELL (1901–1969), naval officer, was born on 28 May 1901 at Condong, on the Tweed River, New South Wales, sixth child of native-born parents Russell Dowling, sugar-cane inspector, and his wife Lily Jane, née Ingram. J.S. Dowling was Roy's grandfather. In 1915 young Dowling entered the RANC, Jervis Bay. Although his academic performance was undistinguished, he was a natural sportsman; he was made chief cadet captain and graduated as King's medallist in 1918.

Sent to Britain in 1919 for training with the RN, Midshipman Dowling was present at the scuttling of the German High Seas Fleet on 21 June in Scapa Flow, Orkney Islands. Next year he participated in operations in the Bosporus and the Sea of Marmara against Turkish nationalists. Having completed courses at Greenwich and Portsmouth, he returned to Australia in 1922, joined the cruiser, HMAS *Adelaide*, and was promoted lieutenant in March 1923. The ship accompanied the RN's Special Service Squadron from Australia to England in 1924.

With a growing reputation as a competent young officer, Dowling left *Adelaide* in October 1924 and completed the specialist gunnery course at Portsmouth. He came home in December 1926 and served in the destroyer depot ship, HMAS *Platypus*, and the destroyer, HMAS *Anzac*, as Flotilla Gunnery Officer. In July 1928 he was posted to the Gunnery School at Flinders Naval Depot (HMAS *Cerberus*), Westernport, Victoria, where he had a busy teaching schedule. On 8 May 1930 in the chapel of Melbourne Church of England Grammar School he married Jessie Spencer, younger daughter of G.E. Blanch; they were to have five children, including two sets of twins.

In December Lieutenant Commander Dowling embarked with his wife for England. From May 1931 he was Gunnery Officer of the light cruiser, HMS *Colombo*, on the Mediterranean Station; the vessel spent six months as flagship of the Third Cruiser Squadron. Back home, in 1933–35 Dowling was Squadron Gunnery Officer in the cruiser, HMAS *Canberra*. Rear Admiral (Sir) Wilbraham Ford considered him an 'officer of outstanding ability'. On 10 July 1935 Dowling took charge of the Gunnery School, but his prospects were tempered by the continuing effects of the Depression. Despite further good service and more golden opinions from his seniors, he had to wait until 31 December 1936 for promotion to commander.

Next month Dowling assumed command of the new sloop, *Swan*, which performed squadron work and conducted independent cruises. Baron (Earl) Gowrie and Lady Gowrie travelled with him in 1937 during part of their tour of Papua and the mandated Territory of New Guinea. Although Dowling probably enjoyed his time in *Swan*, he had some difficult moments and clashed on at least one occasion with Rear Admiral (Sir) Richard Lane-Poole, the commander of the Australian Squadron. Lane-Poole recommended that Dowling gain experience as executive officer of a major vessel. By October 1939 he was standing by the anti-aircraft cruiser, HMAS *Naiad*, under construction in Britain.

Completed in mid-1940, *Naiad* served in the British Home Fleet. A pressing need for anti-aircraft units in the Mediterranean led to her transfer there in May 1941. During operations off Crete that month, the cruiser was bombed and badly damaged. Dowling played a leading part in work which enabled her to reach harbour. Following five weeks repairs, *Naiad* escorted convoys to Malta and protected the fleet from air attacks. In November she hoisted the flag of Rear Admiral (Admiral of the Fleet Sir) Philip Vian and next month took part in the first battle of Sirte in which British cruisers and destroyers drove off a more powerful Italian force. On 11 March 1942 *Naiad* was torpedoed by *U 565* about 50 nautical miles (93 km) off the coast of Egypt. She sank in little over twenty minutes with the loss of eighty-two men.

A survivor of the sinking, in July 1942 Dowling became Director of Plans at Navy Office, Melbourne. The RAN's heavy losses continued until August and he was involved in efforts to restore the Service's strength. In September 1943 he was made acting (substantive June 1944) captain and Deputy Chief of Naval Staff. As such, he played a key role in initial planning for the postwar navy: a carrier force was envisaged as part of the measures to give the RAN greater ability to operate independently in the Pacific and Indian oceans.

In November 1944 Dowling took command of the cruiser, HMAS *Hobart*, as she emerged from a prolonged refit. Strikes and an erratic supply system hampered his efforts to make the ship fully operational, but he eventually ensured that she acquitted herself well in action. Next year *Hobart* supported the invasions of Cebu Island, Philippines (March), Tarakan Island, Borneo (April-May), Wewak, New Guinea (May), and Brunei (June) and Balikpapan (July), Borneo. For 'outstanding courage, skill and initiative' in these operations, Dowling was awarded the DSO.

Present at the Japanese surrender in Tokyo Bay on 2 September 1945, *Hobart* became the flagship of the Australian Squadron. Until February 1946 Dowling acted as Flag Captain and Chief of Staff to Commodore (Vice Admiral Sir) John Collins [q.v.]. Although ill as a result of wartime strain, Dowling impressed Collins as a capable officer. A period of leave restored Dowling's health and in May he was appointed Director of Naval Ordnance, Torpedoes and Mines at Navy Office. While this post did not have the broad responsibilities of DCNS, he had to plan for the acquisition of modern weapons and the development of manufacturing facilities to produce them in Australia.

Dowling was only tangentially involved in preparations for the Fleet Air Arm, but the purchase of the first of the new carriers offered him a great opportunity. Four RAN captains senior to him had been killed in the war; of those surviving, only J.M. Armstrong was in the running for carrier command. When Armstrong became medically unfit for sea service, Dowling went to England in his stead and in December 1948 commissioned HMAS *Sydney*. Provided he were successful in the ship, he was certain to be selected for flag rank. *Sydney* and her air group soon established a high level of efficiency.

In April 1950 Dowling left *Sydney* with great regret and in need of rest. He was given leave before his appointment to the Naval Board in June as Second Naval Member and Chief of Naval Personnel. Elevated at the same time to commodore 1st class, he had much of the status of a rear admiral. It is likely that Dowling would have later received an exchange posting with the RN, had not Rear Admiral H.B. Farncomb [q.v.] – who was in line to succeed Collins [q.v.] as CNS – been retired in 1951. Farncomb's departure made Dowling the heir apparent.

Dowling's term in charge of personnel reinforced his interest in sailors' welfare and pay. The demands of the Korean War and the expansion of the RAN in a period of low unemployment occasioned considerable manpower problems. Dowling did his best to make the Navy an attractive career, recruited former RN personnel and expanded the women's service. Appointed CBE in 1953, he attended the Imperial Defence College, London, that year. On 8 July he was promoted rear admiral and in December assumed command of the Australia Fleet. The Federal Government introduced economies after hostilities ceased in Korea, and he was obliged to oversee a reduction in operations. Contrariwise, he had the pleasure of escorting the royal yacht, *Gothic*, during Queen Elizabeth II's tour of Australia in 1954.

Superseding Collins [q.v.] as CNS on 24 February 1955, Dowling was promoted vice admiral and appointed CB in June. His term of office was marked by continuous pressure on the RAN as the Government curbed defence spending and accorded the Navy the lowest priority of the three Services. Collins had reluctantly decided to cancel new construction. Dowling struggled to retain the Fleet Air Arm and the aircraft carrier, HMAS *Melbourne*.

With a limited capacity in the Naval Staff for assessing technological developments, Dowling came to rely on the advice of the British First Sea Lord, Earl Mountbatten, whom he admired and whose friendship he valued. The years 1955–59 marked the last flourish of the client relationship of the RAN with the RN, even though Britain was no longer

able to help in maintaining those capabilities which Australians thought essential in their Service. Alarmed by the expansion of the Soviet and Indonesian navies, Dowling canvassed the purchase of tactical nuclear weapons to provide some means of destroying large warships.

The need for an offensive capacity of this nature and for protection against modern aircraft increasingly concerned the Naval Staff. Much of the groundwork was laid in Dowling's time for the later decision to buy American guided-missile destroyers, though he held that the RAN's primary contribution to the Western alliance should remain in anti-submarine warfare. He was one of the first to propose that the RAN be equipped with submarines and believed that they would be essential if the Fleet Air Arm could not be sustained. His long-held wish to return the RANC from Flinders Naval Depot to Jervis Bay was realised in 1958. He moved his office to Canberra in 1959.

Elevated to KBE in 1957, Sir Roy anticipated retirement at the end of his term in 1959, but was unexpectedly offered the chairmanship of the Chiefs of Staff Committee. Despite the position's lack of executive authority, Dowling accepted with enthusiasm. He was relieved as CNS on 22 March and took up the chairmanship next day. The office proved largely frustrating for him. Advised by Mountbatten, who was then Chief of the Defence Staff in Britain, he attempted to achieve similar status and title, but the prospect of an executive head did not appeal to the Services, nor to the Department of Defence, and Dowling's suggestion made little progress. He also had to preside over the decision to abandon the Fleet Air Arm – a move reversed after his retirement – and other defence cuts.

Convinced that Australia should be prominently involved in the South-East Asia Treaty Organisation, in March 1961 Dowling addressed a press conference in Bangkok and affirmed his country's readiness to send troops to Laos in an emergency. Under Opposition pressure, the Federal Government declined to endorse his remarks.

Dowling retired on 28 May 1961, but wanted other employment. Eschewing commerce, he had hoped that Prime Minister (Sir) Robert Menzies would find him a diplomatic posting and was disappointed that nothing eventuated. He remained in Canberra where he pursued an active role in the Anglican Church, of which he was a devout member, and served as Chairman (1962–67) of the local division of the Australian Red Cross Society.

In July 1962 Dowling was chosen to plan the forthcoming royal tour of Australia. He threw himself into the work and in March 1963 Queen Elizabeth II invested him as KCVO. In November he was appointed permanent Australian Secretary to the Queen. Survived by his wife, two sons and three daughters, he died of a coronary occlusion on 15 April 1969 in Canberra Hospital and was cremated.

A physically robust man who considered himself primarily a sea-going officer, Dowling possessed fine powers of leadership and a sound rather than penetrating intellect. He was thrust into the highest positions of the RAN largely as a result of the heavy casualties of World War II. That his terms as CNS and Chairman of the Chiefs of Staff Committee were marked by few innovations was as much due to the limited priority given to defence as to any lack of effort on his part. His task had been to hold the line.

J.V.P. Goldrick

RAN

Dumaresq, John Saumarez (1873–1922)

DUMARESQ, JOHN SAUMAREZ (1873–1922), rear admiral, was born on 26 October 1873 at Tivoli House, Rose Bay, Sydney, son of William Alexander Dumaresq, pastoralist, of Furracabad station, Glen Innes, New South Wales, and his English-born wife Edith Helen, née Gladstone. Though Dumaresq was brought up in England from the age of 2, his family ties with Australia dated from 1825 when his grandfather, William John Dumaresq had come to New South Wales with his brother in law Governor Darling, and established an estate near Scone and large pastoral runs in the New England district.

On 15 July 1886 Dumaresq entered the RN as a cadet in HMS *Britannia*; he was commissioned lieutenant on 28 August 1894 and after a period at sea with the Channel Fleet began to specialise in torpedo work. Promoted commander in 1904, he was attached to the Admiralty to supervise the equipment of torpedo vessels. By then he was recognised as one of the Navy's most innovative officers and he devoted much of his time to the science of naval warfare. Switching his experiments from torpedoes to gunroom

control, he invented a calculating instrument by which the rate of movement of enemy warships could be determined within seconds; this range-finder, named the Dumaresq by a grateful Admiralty, gave naval gunnery an unprecedented accuracy. On 18 September 1907 he married Christian Elizabeth Louisa, daughter of Sir Charles Dalrymple, baronet. Next year he commanded the torpedo flotilla which escorted King Edward VII on his visit to the Tsar of Russia and for his services was appointed MVO and awarded the Order of St Catherine of Russia. He was then appointed Commander of the HM Ships *Swift* and *Nith*, torpedo-boat destroyers of the Home Fleet.

A captain from 30 June 1910, Dumaresq studied at the Royal Naval War College, Portsmouth, and invented several fire-control devices which were used in World War I. From December 1913 he commanded HMS *Shannon*, 2nd Light Cruiser Squadron. The *Shannon* led the squadron into action when Admiral Jellicoe's Grand Fleet intercepted the German High Sea Fleet at the battle of Jutland; Dumaresq's squadron was used to screen Jellicoe's six lines of battleships. For outstanding service in this action he was created CB. At Jutland he first conceived the idea of launching aircraft from the decks of cruisers rather than lowering them into the sea. On 5 February 1917 he was transferred on loan to the RAN as captain of HMAS *Sydney* and the RAN's second senior officer. The *Sydney* at that time was with the 2nd Light Cruiser Squadron, Grand Fleet, and Dumaresq was the squadron's second-in-command. In May he took part in an action with a Zeppelin in the North Sea; with her six-inch (152 mm) guns the *Sydney* forced the airship up out of range but it then stalked the vessel, dropping bombs around it. With his back against the bridge-screen and his feet against the base of the compass Dumaresq became probably the first naval officer to develop the zigzag system of bomb avoidance. For almost two hours he weaved in evasive action until the Zeppelin ran out of bombs. In November, while the *Sydney* was being refitted, he commanded HMS *Repulse* in the battle of Heligoland: in a clash with the German flagship, *Königsberg*, the *Repulse* smashed her funnel and set her on fire.

The *Sydney* rejoined the squadron on 1 December 1917. The RAN's official war historian, A.W. Jose, wrote that, at this time, Dumaresq 'was a man of exceptional ability and vivid imagination – an originator, both of novel devices and of tactical ideas. When he joined the *Sydney* he was in the thick of a campaign for inducing the Admiralty to use light cruisers against the Zeppelins which were at the time infesting the North Sea area – a scheme which in the end involved the installation of launching-platforms for aeroplanes on the cruisers'. Dumaresq was jubilant when, during the refitting of the *Sydney*, the Admiralty authorised installation of the first launching-platform to be fitted to a ship: one was later added to HMAS *Melbourne*. The first flight was successfully accomplished off the *Sydney's* platform on 8 December 1917 and the plane soon proved its value by driving off Zeppelins before they could get within bombing range of the ship. Dumaresq's planes again proved their worth when Admiral Beatty launched a raid on enemy minesweepers in Heligoland Bight in June 1918: two land-based enemy reconnaissance planes were flying towards the British ships when Dumaresq's pilots chased one off and shot the other down. He continued to command the *Sydney* until 28 February 1919 and for the next month was based in London.

On 22 March Dumaresq was appointed commodore commanding the Australian Fleet, a post which brought fresh challenges. In June, when he was bringing HMAS *Australia* back from London to Sydney, the vessel stopped at Fremantle and about a hundred of the ship's company asked that her departure be delayed for one day. Captain C.L. Cumberlege [q.v.], supported by Dumaresq, refused the request and later seven men were summarily sentenced to imprisonment and five court-martialled for mutiny and sentenced to longer terms. Dumaresq regarded the matter as one purely involving naval discipline and when the five men were eventually released through political pressure both he and Rear Admiral Edmund Grant, First Member of the Australian Naval Board, tendered their resignations. These were later withdrawn.

Dumaresq was appointed CVO in 1920. He was promoted rear admiral in June 1921, becoming the first Australian-born officer to hold that rank and to command the RAN. He brought to the small but professional Australian Navy very high standards of discipline and competence. The measure of his success was the long succession of distinctions gained by RAN officers attending RN training establishments and, ultimately, the high standard of leadership in the RAN in World War II. The stringent financial restrictions imposed on the Australian Fleet from 1920 brought Dumaresq into constant conflict with the Australian Government as he sought to protect the Navy's interests. His service with the RAN ended on 29 April 1922 when he reverted to the RN. Speaking on his flagship before leaving Sydney, he strongly criticised the attitudes and apathy of the nation towards defence expenditure. He left for England on the Japanese liner, *Tango Maru*, but on nearing the Philippines, fell ill with pneumonia and died at the American Military Hospital, Manila, on 22 July. In a ceremony attended by 1200 United States troops, he was buried in San Pedro Macati cemetery with full military honours. He was survived by his wife, two sons and two daughters.

Although a strict disciplinarian 'DQ', as he was known in Australia, was popular with all ranks and gave the Navy a spirit it had never possessed. Of a cheerful disposition, he soon had the whole fleet involved in off-duty sports while he himself regularly took part in yachting events on Sydney Harbour. He detested personal publicity. His contribution to the RAN had been considerable. He had brought the fleet to a high standard of efficiency despite the severe restrictions of the period and had welded it into a highly proficient force after its dispersal during the war years.

Peter Firkins

RAN

Farncomb, Harold Bruce (1899−1971)

FARNCOMB, HAROLD BRUCE (1899–1971), naval officer and lawyer, was born on 28 February 1899 in North Sydney, second child of Frank Farncomb, a timber surveyor from England, and his Victorian-born wife Helen Louisa, née Sampson. Educated at Gordon Public and Sydney Boys' High schools, in 1913 Harold was among the first intake at the RANC, Osborne House, Geelong, Victoria (soon to be relocated at Jervis Bay). He did well academically, gained colours for cricket and topped his final year (1916). Promoted midshipman in January 1917, Farncomb was immediately sent to Britain for training with the RN: his first appointment was to the battleship, HMS *Royal Sovereign*, in the Grand Fleet; in 1920 he was awarded the maximum of five 1st class certificates for his lieutenant's courses.

Back home, in 1921–22 he was Gunnery Officer in the destroyer, HMAS *Stalwart*. While serving on Commodore (Sir) Percy Addison's staff in the flagship, HMAS *Melbourne*, Farncomb was commended for intelligence work during the fleet's northern cruise in 1922. Next year he sailed for England and in 1924 graduated from the RN Staff College, Greenwich. Returning to Australia in 1925, he performed staff duties at sea. On 31 March 1927 at Trinity Congregational Church, Strathfield, Sydney, he married Jean Ross Nott; they were to remain childless. Jean provided staunch support throughout the vicissitudes of her husband's career.

Promoted lieutenant commander (1927), Farncomb attended the Imperial Defence College, London, at the unusually young age of 31. While posted to Navy Office, Melbourne, he was promoted commander on 30 June 1932. He joined the heavy cruiser, HMAS *Australia*, as Executive Officer in April 1933. Strict but fair, he fostered high morale in the ship. With her midshipmen, he was curt yet considerate, usually addressing them as 'Mr Bloody …'; they nicknamed him 'Uncle Hal'. The Commanding Officer, Captain W.S.F. Macleod, RN, was impressed by his ability and recommended him for accelerated promotion. In December 1934 the Duke of Gloucester embarked in *Australia* on his voyage to England, following which Farncomb was appointed MVO (1935).

From August 1935 he was attached to the Naval Intelligence Division at the Admiralty. By 1937 he thought that war with Germany was inevitable, and took leave to visit that country and improve his knowledge of the language. On 30 June 1937 Farncomb was the first RANC graduate to be promoted Captain. Home again, he commanded the sloop, HMAS *Yarra* (October 1937 to November 1938), then went back to England to commission the cruiser, HMAS *Perth*, in June 1939.

The ship was in the western Atlantic *en route* to Australia at the outbreak of war in September. She interrupted her voyage, and for six months patrolled Caribbean and nearby waters. It was probably at this time that Farncomb acquired the nickname 'Fearless Frank'. Signalling instructions to a convoy in the event of an attack, he is reported to have said: 'My intention is to engage the enemy with my main armament and close him until I am in torpedo firing range. If gunfire and torpedoes are not sufficient in disabling the raider, I intend to ram the enemy ship'.

In June 1940 Farncomb transferred to the heavy cruiser, HMAS *Canberra*, which spent most of the next eighteen months in the Indian Ocean escorting convoys and hunting German raiders, among them the 'pocket-battleship', *Admiral Scheer*. On 4 March 1941, south-east of the Seychelles Islands, *Canberra* encountered two ships, reported by her aircraft to be an armed raider and a tanker. The supposed raider ignored warnings. *Canberra* opened fire from about 21,000 yards (19.2 km). Farncomb manoeuvred *Canberra* to keep the range beyond 19,000 yards (17.4 km) in case his adversary carried torpedoes; firing ceased when the merchant ship was seen to be burning.

It transpired that *Canberra* had attacked the enemy supply-ship, *Coburg*; the accompanying tanker was the *Ketty Brovig*. Both were scuttled by their crews and sank. Having interrogated his German prisoners, Farncomb warned the Admiralty of the *Admiral Scheer's* projected movements. Papers which later circulated in Navy Office criticised him for being 'over cautious' in the action: had he approached nearer to *Coburg*, he could have saved ammunition. The adverse reaction to Farncomb's prudent conduct may have influenced the subsequent behaviour of Captain Joseph Burnett in HMAS *Sydney*. His decision in November to close with the disguised raider, *Kormoran*, resulted in the loss of his ship and all on board.

On 24 December 1941 Farncomb joined *Australia* as Commanding Officer and Chief Staff Officer to Rear Admiral (Sir) John Crace [q.v.]. At sea on 12 March 1942 a stoker John Riley was stabbed. Before he died the following day, he named fellow stokers Albert Gordon and Edward Elias who, he claimed, attacked him after he had threatened to report their homosexual activities. The men were charged with murder. It was Farncomb's unwanted

duty to prosecute at their court martial, convened on 15 April at Noumea. He studied available law books and, after a 'masterly' performance, secured convictions. Gordon and Elias were sentenced to death. Reverting to the role of Commanding Officer, Farncomb then submitted an eloquent appeal for their lives; the sentences were subsequently commuted to imprisonment.

On 7 May 1942, in the Coral Sea, *Australia* led a force of cruisers and destroyers sent without air cover to intercept Japanese troop-ships headed for Port Moresby. The flagship came under heavy bombing and aerial torpedo attack. Although *Australia* was given up as lost, she emerged safely from the smothering spray. Farncomb had handled her brilliantly. He was mentioned in dispatches for his part in the battle of the Coral Sea. Extolling his qualities, Crace [q.v.] recommended him for promotion to flag rank.

Rear Admiral (Sir) Victor Crutchley replaced Crace in June. He and Farncomb joined officers of the USN in planning the invasion of Guadalcanal. Embarked in *Australia*, Crutchley commanded the force that screened the transports. The landings took place on 7 August. Dive-bombers and torpedo-bombers harried the allied ships. On the night of 8–9 August Crutchley placed five of his heavy cruisers around Savo Island, before being summoned in the flagship to attend a conference off Lunga Point. At about 1.40 am a Japanese force of seven cruisers and a destroyer caught the defenders by surprise. In the ensuing battle the Allies lost four heavy cruisers, including *Canberra*, and the Japanese none. Had *Australia* – with Farncomb and his experienced crew – been at Savo Island, the tragedy might have been averted.

For the remainder of the month *Australia* operated in the South Pacific and escorted US aircraft carriers which fought in the battle of the Eastern Solomons. Farncomb was awarded the DSO (1942) for his services in the Solomon Islands. He saw little action in 1943 until December when he directed the ship's bombardment that supported the landings at Cape Gloucester, New Britain.

Crutchley was less impressed with Farncomb than Crace [q.v.] had been. In early 1944 the Federal Government decided that Captain (Sir) John Collins [q.v.] would be the first RANC-trained officer to command the Australian Squadron and that Farncomb would succeed him. Farncomb left Australia in March, took short courses in England and was given command of the escort carrier, HMS *Attacker*, in May.

Under Farncomb, *Attacker* was senior ship of a group of escort carriers. On 12 August 1944 she sailed from Malta to support the invasion of the south of France. Allied troops landed on the 15th and *Attacker's* aircraft smashed railways, roads and bridges to block the enemy's escape. In October the ship was involved in operations to clear the Germans from the Aegean Sea and to liberate Greece. Farncomb was twice mentioned in dispatches for his work in *Attacker*. His immediate superior, Rear Admiral (Sir) Thomas Troubridge, thought highly of him, but observed his 'tendency to fortify himself with liquor' before important social occasions in harbour.

In October 1944 Collins [q.v.] was wounded in action. Farncomb flew from the Mediterranean to Manus Island and, on 9 December, assumed command of the Australian Squadron as commodore 1st class. The invasion of Luzon in the Philippines, was imminent. HMA Ships *Australia*, *Shropshire*, *Warramunga* and *Arunta* – under Farncomb

in *Australia* – were to be part of Vice Admiral J.B. Oldendorf's Bombardment and Fire Support Group of the US 7th Fleet. Farncomb quickly grasped 'the voluminous operation orders that emanated from the American command' and executed them flawlessly.

Off Luzon and in the Lingayen Gulf, between 5 and 9 January 1945 *Australia* was successively hit by five kamikaze aircraft. Casualties and damage were severe, but the ship completed her scheduled firings before withdrawing for repairs. Oldendorf described her performance as inspirational. Although Farncomb was wounded, he remained on duty. He was appointed CB (1945) and awarded the US Navy Cross. On 22 January he hoisted his broad pendant in HMAS *Shropshire* and next month witnessed the bombardment and occupation of Corregidor Island. In May, June and July the Australian Squadron supported landings at Wewak, New Guinea, and at Labuan Island and Balikpapan, Borneo. Farncomb was relieved by Collins [q.v.] on 22 July in Manila and flew to Sydney.

Following a stint (August to September 1945) as Flag Officer-in-Charge, New South Wales, Farncomb became Commodore Superintendent of Training at Flinders Naval Depot, Westernport, Victoria. Next year he was appointed Commander of the US Legion of Merit for his services with the Seventh Fleet in 1944–45. He went back to sea in November 1946, initially as Commodore Commanding, then as Flag Officer Commanding HMA Squadron (Fleet). On 8 January 1947 he had been promoted rear admiral. He ensured that the Fleet met its commitments in the postwar period which saw reductions in personnel and ships.

By 1949 Farncomb was frustrated, bored with continuous official entertainment and drinking more than was wise. Appointed Head of the Australian Joint Services Staff in Washington in January 1950, he seemed unable to curb his drinking and was recalled in November. He was transferred to the retired list on 7 April 1951. Vice Admiral (Sir) Richard Peek later criticised the Naval Board for the destruction of Farncomb's career. The burdens and strains of nearly six years of uninterrupted command at sea and of increasingly responsible posts in wartime had been severe. The Naval Board could have rested him after the war but chose not to do so.

Farncomb gave up alcohol completely. He learned Latin to enable him to study for the Barristers' Admission Board examinations. Admitted to the Bar on 6 June 1958, he developed a reasonably busy practice in Sydney and subsequently joined the solicitors, Alfred Rofe & Sons. As a lawyer, he showed the same penetrating and analytical mind and the industry and ability which had characterised his years in the Navy. Heart disease eventually led to his retirement. Survived by his wife, Farncomb died on 12 February 1971 in St Vincent's Hospital, Darlinghurst, and was cremated with Anglican rites; his ashes were scattered at sea from his last flagship, HMAS *Sydney*.

Admiral (Sir) Louis Hamilton, CNS in 1945–48, had regarded Farncomb as 'the best senior officer' in the RAN, an opinion shared by others. Aloof and reserved, Farncomb never sought popularity, although the young Trevor Rapke was one who experienced the charm, humour and 'rich culture' of the private man. Sailors respected 'Fearless' for his fair play, justice and courage, and many who served under him in World War II called themselves 'Farncomb men'.

Alan Zammit

RAN

Feakes, Henry James (1876–1950)

FEAKES, HENRY JAMES (1876–1950), rear admiral, was born on 16 March 1876 in London, son of John James Feakes, civil servant, and his wife Jane, née Chappell. After overcoming his father's opposition to a naval career he entered the Thames Nautical Training College, HMS *Worcester*, as a cadet. Although he was appointed Chief Cadet Captain in his final year he failed to receive a warrant as a midshipman in the RN but was admitted to the Royal Naval Reserve. After leaving the *Worcester* he spent four years in sail to qualify as an officer in the merchant marine and in 1896 joined the renowned Peninsular & Oriental Steam Navigation Co.'s Far Eastern service.

Feakes kept up his naval training, spending as much time as possible with the RN, and when he learned in 1904 that the infant Commonwealth Naval Forces of Australia needed officers he applied for an appointment; he was accepted in 1906. He was precisely the sort of man who was needed. With the arms race against Germany under way and the RN undergoing great expansion there were few RN officers willing to come to Australia on loan. Feakes, with his long experience in the RNR and the merchant service, was a very

good second best. On reaching Australia he found that Parliament had not yet approved the plans of Captain (Sir) William Creswell [q.v.], Director of the Commonwealth Naval Forces, to begin construction of a destroyer flotilla and personnel recruiting on a large scale. However, he remained, possibly because he was courting an Australian girl, and on 17 June 1907 was gazetted a navigating sub-lieutenant in the CNF.

Feakes' first months, spent in HMAS *Cerberus*, were disappointing but he soon learned that he was earmarked to commission one of Australia's first torpedo-boat destroyers, then under construction in England. On 25 September 1907, at Scots Church, Melbourne, he married Corona Patterson and next year was promoted lieutenant. By this time he was on his way to England with nucleus crews for the new destroyers, HMAS *Parramatta* and HMAS *Yarra*. The next eighteen months were among the most rewarding of his career; apart from training the crews of the two ships and acting as Australian Naval Liaison Officer in London, he also undertook gunnery and torpedo courses to fit himself for command. His efforts were commended by the Australian High Commissioner, (Sir) George Reid, and British naval authorities as well as the senior officer of the Australian Flotilla, Commander C.L. Cumberlege [q.v.]. When the *Parramatta* arrived in Australia he was Lieutenant-in-Command.

In June 1912 Feakes returned to England to do a navigation course before being posted to the dreadnought HMS *Orion* to gain experience in heavy ships. Next February he joined the new light cruiser HMAS *Sydney* as Navigator, to commission the ship and bring her out to Australia. He served in the *Sydney* for over eighteen months, leaving her as a lieutenant commander after operations against German possessions in the Pacific in 1914. In mid-1915 he was appointed captain as an acting commander of the old cruiser HMAS *Psyche* for patrols on the East Indies and China stations, and later became Senior Naval Officer of the Burmese coastal patrol. Conditions were appalling but, despite the ship's aged machinery and the strain of the tropical climate, *Psyche's* efficiency and Feakes' keenness earned excellent reports from successive British Commanders-in-Chief. On 1 October 1917, after his return to Australia, Feakes was promoted commander.

He was successively appointed to the training ship HMAS *Tingira*, the battlecruiser HMAS *Australia* as Executive Officer, and the light cruiser HMAS *Melbourne*, before being promoted captain on 1 July 1921. Although gratifying, this promotion was to have unfortunate consequences. To maintain efficiency it was decided at this stage that all RAN officers should do a period of exchange service with the RN at least once in each rank and be recommended for promotion to the next rank by a senior RN officer. Feakes had done no service with the RN as a substantive commander and this meant that the Admiralty would not accept him for command of a British ship. He therefore had no chance of becoming a flag officer on the active list. In the 1920s he held a succession of the highest Australian commands: he was Captain Superintendent at Flinders Naval Depot, Victoria, in 1925–27; he represented the RAN at the 1927 Naval Disarmament Conference as well as serving as Australian Naval Liaison Officer in London in 1927–29. By the late 1920s, however, he realised that he could go no further in the service.

By 1930, with the reductions which were being effected in the RAN, Feakes was faced with the prospect of unemployment until he retired. He was reprieved by the request of Rear Admiral E.R.G.R. Evans (of Antarctic fame) that he be appointed to the seaplane carrier HMAS *Albatross* under Evans' command in the Australian Squadron. He accepted the post with delight and spent a year in command in 1930–31 before going to his last appointment as Captain Superintendent of Naval Establishments at Sydney and Captain-in-Charge, New South Wales, in 1931–33. Though he was considered for temporary command of the Australian Squadron as a commodore after Evans' return to England, the First Naval Member, Rear Admiral (Sir) Francis Hyde [q.v.], and the Admiralty rejected his appointment because of his lack of sea service with the RN.

Feakes retired in February 1933 and was placed on the retired list in September as a rear admiral; that year he was appointed CBE The rest of his life was spent largely in the study of naval strategy and history. In the 1930s he was among those who warned against Japanese expansionism and the inadequacy of Australian and British reaction. He travelled extensively in the Far East and, as a senior officer of great experience and journalistic ability, was able to express his views on defence not only in professional circles but also in the Australian press.

Feakes' second major interest after retirement was the writing of a popular history of the Navy's part in the development and defence of Australia. This task took up most of his time after World War II. By then his health had begun to fail but his *White Ensign – Southern Cross* (1951) was accepted for publication before he died in Sydney on 24 April 1950. He was cremated with Anglican rites. His wife survived him; their only child, a daughter, had predeceased him.

J.V.P. Goldrick

AWM 304726

Feldt, Eric Augustas (1899–1968)

FELDT, ERIC AUGUSTAS (1899–1968), naval officer and colonial official, was born on 3 January 1899 at Cardwell, Queensland, eighth child of Swedish-born parents Peter Feldt, cane-farmer, and his wife Augusta, née Blixt. Educated locally and (in 1912) at Brisbane Grammar School, Eric won selection for the 1913 entry of cadets into the RANC, Osborne House, Geelong, Victoria (subsequently at Jervis Bay). He was Chief Cadet Captain and gained colours for Rugby Union and athletics before graduating as midshipman in January 1917.

Sent to England, in April 1917 Feldt joined HMS *Canada*. In October 1918 he was posted to HMS *Victory* and in March 1919 to HMAS *Swordsman*, in which he returned to Australia. He was promoted lieutenant in February 1920 and in January 1921 transferred to the cruiser, HMAS *Melbourne*. Seeing little future in the severely reduced RAN, he resigned on 30 October 1922 and was placed on the retired list.

On 15 February 1923 Feldt became a clerk in the public service of the mandated Territory of New Guinea. By 1924 he was a Patrol Officer. Rising to District Officer, he served in different parts of the Territory. At St Andrew's Anglican Church, South Brisbane, on 10 January 1933 he married Nancy Lynette Echlin, a journalist; they were to remain childless. Appointed acting Warden (Morobe Goldfields) on 12 November 1935 (confirmed April 1936), Feldt lived at Wau and administered the mining ordinance as the Territory's Chief Warden. A staff of inspectors, geologists and surveyors assisted him; the giant Bulolo Gold Dredging Ltd was one of the companies under his jurisdiction.

In 1928 he had been promoted lieutenant commander. He transferred to the emergency list in April 1939. Four months later the Director of Naval Intelligence, Lieutenant Commander R.B.M. Long [q.v.], offered him the post of Staff Officer (Intelligence), Port Moresby. Feldt's assignment would be to activate and extend the coastwatching screen across the north eastern approaches to Australia which would warn of hostile incursions by sea or air. Having accepted, he was mobilised on 8 September and arrived in Port Moresby that month. Travelling by air, sea and on foot, he visited key sites in Papua, New Guinea, the Solomon Islands and the New Hebrides, meeting coastwatchers and bringing officials and civilian planters into the service. Additional 'teleradio' sets were distributed.

Feldt was appointed Supervising Intelligence Officer, North Eastern Area, in May 1941 and transferred to Townsville, Queensland, with a naval intelligence officer in, respectively, Port Moresby and Rabaul, at Tulagi in the Solomon Islands and at Vila in the New Hebrides. When the Japanese entered the war in December, the coastwatchers showed their worth by transmitting warnings of air raids to defenders in Rabaul – before its capture in January 1942 – and then to those in Port Moresby. After the Americans invaded Guadalcanal in August, coastwatchers alerted them to the approach of Japanese aircraft from Rabaul and Kavieng, New Ireland, enabling American planes to be in position to outfight the faster Zeros.

From early 1942 the majority of the coastwatchers were in enemy territory. Because of naval parsimony, Feldt experienced difficulty in supplying them with stores and equipment. The cooperation of the RAAF in dropping supplies was one source of encouragement. Initially, Feldt had only one staff member at headquarters; often compelled to leave Townsville, he had to delegate the supply operation and routine intelligence work to his assistant. The stress and strain of the work began to affect Feldt's health. While visiting Guadalcanal in March 1943, he suffered a coronary thrombosis.

After recovering, Feldt was stationed in Brisbane and carried out duties with the Allied Intelligence Bureau. He had been promoted acting commander in July 1942, but the RAN reduced him to his substantive rank in August 1943. In February 1945 he was appointed Naval Officer-in-Charge, Torokina, Bougainville, and in May regained the rank of acting Commander. Returning to Brisbane in June, he was demobilised on 29 September. He had been appointed OBE in 1944, his only reward.

Feldt retired from the New Guinea administration and lived in Brisbane on a pension. In 1946 he published *The Coast Watchers* (Melbourne), the definitive story of the service. That year he was Secretary of the United Service Club. He described himself as 'that oddity of inheritance, a dark Swede, thin, bull-necked and with thinning hair, vehement and forthright ... [who] never yet called a man a stupid bastard unless he failed to adopt my views within five minutes of my expressing them'. Survived by his wife, he died of myocardial infarction on 12 March 1968 at his New Farm home and was cremated; his ashes were scattered at sea near the Coastwatchers' Light, Madang, Papua New Guinea. Feldt had been remarkable for his ability to get the best out of his coastwatchers, those rugged individualists popularly known as 'the Islanders'. Expecting loyalty, he also gave it and never spared himself.

J.C.H. Gill

Gaunt, Sir Ernest Frederick Augustus (1865–1940) and Sir Guy Reginald Archer (1869–1953)

GAUNT, Sir ERNEST FREDERICK AUGUSTUS (1865–1940) and Sir GUY REGINALD ARCHER (1869–1953), admirals, were born in Victoria, sons of William Henry Gaunt and his wife Elizabeth Mary, née Palmer. Their brother Cecil Robert Gaunt served as a senior officer in the British Army and Mary Eliza was their sister.

Ernest Gaunt was born on 25 March 1865 at Beechworth. After a year (1876) at Melbourne Grammar he went to England to join HMS *Britannia* as a naval cadet. He served on the Australia Station from 1880 to 1884; as sub-lieutenant in HMS *Nelson*, he hoisted the British flag when the British Protectorate over New Guinea was proclaimed. In 1896 he was promoted first lieutenant of the armoured cruiser HMS *Narcissus*, and in China in 1898–99 served in administrative posts; he was thanked by the Austrian and German Commanders-in-Chief for his services during the Boxer Rebellion. In early December 1903 he was severely wounded when he commanded a landing party to avenge the death of an Italian naval officer in Somaliland; on 31 December he was promoted captain and subsequently commanded the battleships HM Ships *Majestic, Queen* and *Superb*. From October 1914 he held the rank of rear admiral and commanded the 1st Battle Squadron of the Fleet in the Battle of Jutland. He was promoted vice admiral in February 1919 and admiral in June 1924 before retiring in March next year. He was appointed KCB in 1919 and KBE in 1922. In 1899 he had married Louise Geraldine Martyn (d.1934) of County Clare, Ireland. He retired to Monte Carlo and later London, where he died on 20 April 1940 at Westminster Hospital, survived by a son and two daughters.

Guy Gaunt was born on 25 May 1869 at Ballarat West. A boarder at Melbourne Grammar in 1881–83, he was intended for the law but pleaded to go to sea. His father could only afford to send him to HMS *Worcester*, the training ship for officers of the merchant navy; he soon transferred to the Royal Naval Reserve and was rated a midshipman on 17 December 1886. In October 1895 he joined the RN under the provisions of a Special Order in Council.

In February 1896 Guy Gaunt became navigating lieutenant of the gun vessel *Swift*, then on the China Station, and took part in operations in the Philippines in 1897. Serving in HMS *Porpoise* in 1897, he commanded the British Consulate at Apia, Samoa, during a rebel attack, and in subsequent uprisings raised and commanded a native force, dubbed 'Gaunt's Brigade', and was mentioned in dispatches. In June 1901 he was promoted commander. He served in the battleship HMS *Vengeance* in China during the Russo-Japanese War and later in *Cressy* and *Glory*. In 1904 at Hongkong he married a widow, Mrs Margaret Elizabeth Worthington, daughter of Sir Thomas Wardle.

Promoted captain in 1907, Guy Gaunt commanded the cruiser *Andromeda* and subsequently the cruisers *Niobe* and *Challenger* (on the Australia Station) and the battleships *Majestic* and *Thunderer*. In June 1914 he was appointed Naval Attaché in Washington; his success

in counteracting the effects of German propaganda in North America brought him prominence. He was appointed Liaison Officer with the United States of America on its entry into the war. In 1918 he was employed in convoy service across the Atlantic and in June was appointed to the naval intelligence staff at the Admiralty. He was promoted on the retired list to rear admiral in October 1918, vice admiral in July 1924 and admiral in February 1928. He was appointed CMG in 1916 and CB, KCMG, in 1918, and was elected a younger brother of Trinity House.

In 1922 Sir Guy was elected to the House of Commons as Conservative member for the Buckrose Division of Yorkshire but resigned in February 1926. In July he was cited as co-respondent in the divorce case between Sir Richard Cruise and his wife. Sir Guy's wife divorced him in December 1927. He retired to Tangier, and on 1 December 1932 married a 35 year old widow, Sybil Victoria Joseph, née Grant White; they had two daughters. His autobiography, *The Yield of the Years*, was published in 1940. Sir Guy visited Australia in 1925, 1931–32 and in 1951. He lived at Cobham, Surrey, England, before his death in hospital at nearby Woking on 18 May 1953; he was cremated.

Sally O'Neill

Gill, George Hermon (1895–1973)

GILL, GEORGE HERMON (1895–1973), mariner, journalist, naval officer and war historian, was born on 8 March 1895 at Fulham, London, son of William Hermon Gill, printer's compositor, and his wife Alice, née Clark. Educated in London and at Scarborough, Yorkshire, in April 1910 George went to sea as an apprentice with George Thompson & Co. Ltd's Aberdeen Line. In 1914 he obtained his second-mate's certificate and in December came to Australia in the *Themistocles*; on her return voyage she carried to Egypt troops of the second contingent of the Australian Imperial Force. Gill served at sea with the Aberdeen Line throughout World War I and rose to second officer; in 1921 he gained his master mariner's certificate.

Emigrating to Melbourne in 1922, he joined the shore staff of the Commonwealth Government Line of Steamers. On 2 June 1923 he married Esther Paterson (1892–1971) with Presbyterian forms at her Middle Park home; they were to remain childless. Gill resigned his post in 1929 and took Esther on a visit to England. Back at Middle Park – where they were to spend the rest of their lives - he turned his hand to freelance journalism, specialising in sea stories and nautical matters. From October 1933 he was employed as a reporter on the *Star*. With Frederick Howard, in 1934 he won a prize of £250 for the film scenario they based on Howard's novel, *The Emigrant*. Gill's 'Walter and Hermon' series of 'breathlessly unpunctuated sketches' in the *Star*, and later the *Argus*, were popular for their 'well observed, gentle ribbing of middle class suburbia in the 1930s'.

Gill had been appointed lieutenant in the Royal Australian Naval Volunteer Reserve in 1927. Promoted lieutenant commander in June 1936, he was mobilised on 4 September 1939 and sent to Newcastle, New South Wales, for duty with the Examination and Naval Control Services. In February 1940 he was posted to Navy Office, Melbourne. As Publicity Censorship Liaison Officer in the Naval Intelligence Division, he established cordial relations with the press. In 1943 he was appointed MBE. He jointly edited the series of books, *HMAS* (Canberra, 1942–45), took charge of the DNI's naval historical records section and in 1944 was chosen to write the naval volumes of the proposed Official History of Australia in World War II. After revisiting England in 1945, he ceased full-time service on 14 November. Promoted commander in June 1947, he was transferred to the retired list in 1953.

In 1947 Gill had become editor of the journal, *Navy*. From the early 1950s he edited the South Melbourne *Record*, an independent suburban weekly. He also wrote *Three Decades* (1949), a history of the State Electricity Commission of Victoria. Meanwhile, he worked on his volumes of the official history and, as G. Hermon Gill, published *Royal Australian Navy 1939–1942* and *Royal Australian Navy 1942–1945* (Canberra, 1957, 1968). The books were favourably reviewed, and he was praised for the balance and clarity of his narrative which set detailed descriptions of the RAN's operations against the wider backdrop of the war. Since 1981 Michael Montgomery and members of the *Sydney* Research Group have used circumstantial evidence to challenge Gill's account (in his first volume) of the

loss of the cruiser, HMAS *Sydney*, but their criticisms have not overturned his general conclusions.

Five foot 9 1/2 inches (177 cm) tall and of medium build, Gill had fair, curly hair and a florid complexion. As a historian, he was meticulous and avoided pedantry. Nor did he stand on formality. He was highly regarded in naval circles for his knowledge of the RAN, and his friends appreciated his kindly demeanour and the warmth of his personality.

He died on 27 February 1973 in East Melbourne and was cremated with Anglican rites.

Esther Paterson was born on 5 February 1892 at Carlton, Melbourne, second child of Scottish-born parents Hugh Paterson, artist, and his wife Elizabeth Leslie, née Deans; the artist John Ford Paterson was Esther's uncle and the dramatist Louis Esson her cousin. She was educated at Oberwyl school, St Kilda, and studied painting at the National Gallery of Victoria school in 1907–12. Best known for her street-scenes and landscapes, she found further avenues for her talents in commercial art, book-illustrating and cartooning. Her portraits of uniformed and civilian officers, including Rear Admiral (Sir) Victor Crutchley and Commodore (Sir) John Collins [q.v.], were reproduced in the *HMAS* series and in magazines, and have been shown at the Australian War Memorial, Canberra. The National Gallery of Victoria and the Geelong Art Gallery hold some of her work.

Paterson was a Council member (1954–68) of the Victorian Artists Society, a Fellow (1949) of the Royal Society of Arts, London, and President (1966) of the Melbourne Society of Women Painters and Sculptors. She died on 8 August 1971 at Middle Park and was cremated with Anglican rites. Her younger sister Elizabeth (Betty) Deans Paterson (1894–1970) was also an artist, cartoonist and book illustrator.

Tom Frame

Glossop, John Collings Taswell (1871–1934)

GLOSSOP, JOHN COLLINGS TASWELL (1871-1934), naval officer, was born on 23 October 1871 at Twickenham, Middlesex, England, son of George Goodwin Pownall Glossop, vicar of Twickenham, and his wife Eliza Maria, née Trollope. Passing out of HMS *Britannia* in 1887, he served for a short time in the Channel Fleet. His lifelong association with Australia began in 1888 when he arrived as a midshipman in HMS *Orlando*, flagship of the Australian Squadron. He was then transferred to HMS *Calliope* and to HMS *Egeria*, both serving in the Pacific. Promoted sub-lieutenant in 1891 and lieutenant in 1893, he specialised in navigation, returning to the Australia Station in 1896 as Navigating Officer of HMS *Royalist*.

Glossop returned to England in 1900 and after two years as an Instructor in *Britannia* was given his first command, HMS *Lizard*, in June 1902. This gunboat had only a short commission in Australian and New Zealand waters before being sold in 1904. Promoted commander in June, he was appointed Drafting Commander at the Royal Naval Barracks, Chatham. He came back to Australia in 1909 in command of HMS *Prometheus*, a protected cruiser. Much of the next two years was spent in the Pacific Islands. From *Prometheus* he returned to England and was promoted captain in June 1911. Officially reported by the Australian Naval Representative in London as being 'anxious to command a ship of the RAN' and 'in entire sympathy with the Australian Navy movement', he was given command of the new light cruiser, HMAS *Sydney*, in June 1913; he had held the RAN rank of captain since March. *Sydney* sailed for Australia in company with the new flagship, the battlecruiser HMAS *Australia*, and received a tumultuous welcome on arrival in Sydney in October.

In the early months of World War I, *Sydney* searched for enemy warships off northern New Guinea and took part in the capture of Rabaul. She then proceeded to Albany, Western Australia, to escort the first Australian and New Zealand troop-convoy to Egypt. On 9 November 1914 the convoy was some fifty miles (80 km) off the Cocos Islands when the wireless station there reported the presence of a German cruiser. *Sydney* was detached to investigate. The raider, the light cruiser SMS *Emden*, stood out to sea and engaged *Sydney* at extreme range, killing four sailors and destroying the range-finder before *Sydney* opened fire. However, *Sydney*, with the advantage in speed and armament, thereafter stayed out of *Emden's* range, reducing her to a blazing shambles and driving her aground. *Sydney* left to pursue the fleeing collier, *Buresk*, took off her crew and watched her sink, then returned to *Emden* to find her ensign still flying. Glossop's demands for surrender were ignored; he fired two salvos after which the ensign came down and white flags were shown. No assistance could be given to *Emden* immediately as the German landing-party on Direction Island had to be dealt with. Glossop was unaware that they had escaped in a schooner after destroying the wireless station but *Sydney's* diversion to the island meant that medical aid was not given to *Emden* until late next day. With the last survivors, including Captain von Müller, transhipped, *Sydney* made for Colombo to rejoin the convoy.

Emden had cut a swathe of destruction through British and allied shipping in the Indian Ocean and the news of her end was received with jubilation. Glossop was congratulated by the Australian Naval Board but has been criticised since both for being caught by *Emden's* first salvo and for firing on the wreck. Basing his assessment of *Emden* on the standard references, he was unaware of modifications to her guns which increased their range, and was initially caught by surprise; he correctly fought the remainder of the action out of his enemy's reach. The final shots at *Emden*, provoked by the defiant flying of her battle ensign and the possibility that she could still resist with torpedoes and rifle-fire, were necessary to compel a definite sign of surrender, namely, the white flag. Glossop cannot be reproached for doing his duty according to the usages of naval warfare even though he himself, a genuinely humane man, found it very painful – 'it makes me feel almost like a murderer'.

Although they were arduous years of command for Glossop, the remaining war service of *Sydney* patrolling in the Caribbean, the Atlantic and the North Sea was in a sense a protracted anticlimax. On 9 February 1917 he was relieved by Captain J.S. Dumaresq and sailed for Australia to take up the three-year appointment of Captain-in-Charge of Naval Establishments, Sydney. This post, third in importance in the Australian Navy, brought him into sustained contact with civilian attitudes to the war; deeply patriotic himself, he was upset by the slowness of recruiting and the difficulties involved in dealing with unions in the manning and coaling of ships.

Glossop was promoted commodore 2nd class on 1 March 1919 and in June presided over the controversial court-martial of mutineers of HMAS *Australia*. The severity of the sentences caused a political uproar and he was attacked in the Federal Parliament. He was defended by the acting Navy Minister but the affair may have contributed to his failure to be appointed Australian Naval Representative in London, a post for which he was recommended by the Naval Board. He reverted to the RN in October 1920, and after a short period as coast guard captain at Queenstown, Ireland, was promoted rear admiral on 20 November 1921 and retired next day. He became a vice admiral on the retired list in 1926.

Glossop had been mentioned in dispatches early in 1914, was appointed CB after destroying the *Emden* and in 1917 was awarded the Japanese Order of the Rising Sun and the Légion d'honneur. On 19 January 1918 he had married Ethel Alison McPhillamy at All Saints Anglican Cathedral, Bathurst, New South Wales. They had a daughter and a son who became a RN officer. In retirement Glossop lived near Bridport, Dorset, England, and was active in the Anglican Church, local hospital and British Legion affairs; he relaxed with fly-fishing and philately. Survived by his family, he died of septicaemia at Weymouth on 23 December 1934 and was cremated. He is commemorated by tablets in Bothenhampton Church, Dorset, and in the naval chapel, Garden Island, Sydney.

Described by the *Bulletin* as a 'suave, bald, soft-voiced little man who looked the antithesis of a fire-eater', and to his officers 'the embodiment of the true English gentleman', Glossop exemplified the best type of naval officer of his generation. Dedicated to his profession, respected and well liked by his men, and chivalrous to the defeated, he has an enduring place as commander in the first sea battle ofthe RAN.

Denis Fairfax

Goodenough, James Graham (1830–1875)

GOODENOUGH, JAMES GRAHAM (1830–1875), naval officer, was born on 3 December 1830 at Stoke Hill, near Guildford, Surrey, England, son of Edmund Goodenough, dean of Wells, and his wife Frances, née Cockerell. Educated at Westminster School, he entered the Navy at 14. He served first in the Pacific in the HMS *Collingwood*, then in the HMS *Cyclops* off the African coast in 1848–49 and then returned to England to study for his lieutenant's commission. In 1851 he joined the *Centaur* off the east coast of South America and in 1854–55 was in the Baltic during the Crimean war. On the China station in 1856–61 he was present at the capture of Canton in December 1857. For the sake of his health he was allowed to return to England and served in the Channel Squadron until 1863 when, as a captain and with an established reputation as a gunnery expert, he was sent to North America as an observer in the American Civil War. In 1871, after further service in the Mediterranean, he became a member of the Admiralty's Committee on Warship Design. For about a year he was Naval Attaché in several European embassies where his professional abilities, grave, reserved manners and linguistic talents all commanded respect.

In May 1873 Goodenough was appointed captain of HMS *Pearl* and commodore of the Australian Station. Before leaving England Goodenough, with Edgar L. Layard, the new Consul in Fiji, was selected by the Government to inquire into the question of annexing or establishing a British protectorate there. He arrived in Fiji on 16 November ahead of Layard and of the papers prepared in the Colonial Office for his information. He soon decided that the local government, which he had been instructed to recognise *de facto*, was maintained only by the presence of the Navy and that its relations with the British settlers were hostile. He sided with the settlers and in December reported to the Admiralty, and in February 1874 to the Colonial Office, that Fiji ought to be annexed. With Layard he helped to undermine the existing government and worked for a voluntary cession. By April when the Colonial Office received his report he and Layard had already exceeded their authority by accepting the cession on terms, and in London Gladstone and Kimberley had given way to Disraeli and Carnarvon. Dissatisfied with the *fait accompli* the new ministers sent Sir Hercules Robinson, Governor of New South Wales, to negotiate an unconditional cession. Despite Robinson's praise of his work, Goodenough was bitterly disappointed by adverse criticism in Britain and wrote in his journal: 'I share the usual fate of the naval officer, viz., to be broyé on the wheel of difficulty for a civilian to … pick my brain afterwards'.

As senior officer on the Australian Station Goodenough was well known and well liked. He was a keen race-goer and had strong charitable interests, especially among seamen. His duties included the maintenance of law and order among British subjects in the Pacific and control of their relations with indigenous peoples. On 12 August 1875 while trying to conciliate natives on Carlisle Bay in the Santa Cruz Islands he and others of his party were wounded by poisoned arrows. He refused 'to allow a single life to be taken in retaliation', although some huts were burnt. Tetanus set in and, after gallantly bidding

farewell to the ship's company, Goodenough died on 20 August in the *Pearl*, 500 miles from Sydney.

He was buried in the cemetery of St Thomas' Church of England, North Sydney, between two of his men. He was survived by his wife Victoria, daughter of William Hamilton, whom he had married in England on 31 May 1864, and by two sons. One son, William Edmund, became an admiral. His widow published uncontroversial parts of his journal and became a lady-in-waiting to Queen Victoria. In 1876 Goodenough Royal Naval House was established in Sydney by public charity to continue his welfare work for naval men. A bay and island on the Papuan coast were named after him. A stained glass window in his memory is in St Thomas', North Sydney, a bust by Prince Victor of Hohenloe is in the Painted Hall at Greenwich and another by Achille Simonetti is in the Art Gallery of New South Wales.

John M. Ward

AWM 081387

Gosse, George (1912–1964)

GOSSE, GEORGE (1912–1964), naval officer and designer, was born on 16 February 1912 at Harvey, Western Australia, elder child of native-born parents William Hay Gosse, farmer, and his wife Muriel, née Davidson. W.C. Gosse was George's grandfather and (Sir) James Gosse his uncle. An artillery officer in the British Army during World War I, William was awarded the Military Cross; he was killed in action in 1918. His widow died two years later, leaving George and his sister in the care of their paternal grandmother.

Educated at the Collegiate School of St Peter, Adelaide, in 1926 Gosse entered the RANC, Jervis Bay. A member of his family described him as 'so like his father, gay, feckless, fearless and gregarious'. He gained colours for hockey and on graduating was awarded the prize for engineering (theory). From January 1930 he successively served in the cruisers, HMAS *Australia* and HMAS *Canberra*, and in May was promoted midshipman. In July 1931 he took passage to England for further sea training and courses with the RN.

Initially, Gosse was appointed to the battleship, HMS *Ramillies*, in the Mediterranean Fleet. His training included an air course in HMS *Glorious* and destroyer training in HMS *Worcester*. In September 1932 he joined the RN College, Greenwich. Proximity to the attractions of London, the company of young Adelaidians on 'grand tours', and a passion

for sports cars brought about his undoing. Having failed the examination for lieutenant, he was sent home and his appointment terminated on 30 October 1933.

Gosse 'knocked about', resisting the temptation of serious employment. In the chapel of his old school on 1 October 1938 he married Diana Skottowe. On 21 October 1940 he enlisted as an ordinary seaman in the Royal Australian Naval Volunteer Reserve. He was commissioned sub-lieutenant in April 1941 while posted to HMS *King Alfred*; in December he joined HMIS *Hooghly* at Calcutta, India, as mine disposal officer. Official reports noted his reliability, keenness and ingenuity. Always cheerful under difficulties, he got on well with officers and men, and exhibited 'a daring character and a good knowledge of mines in which he is very interested'. He was made provisional lieutenant in February 1942.

From late 1944 Gosse served in HMS *Vernon* (D) at Brixham, Devon, England, the base for the RN's port clearance diving operations in Europe. Described at this time as sporting a bold, black beard, he had soft green eyes and a softer voice, and was somewhat of a law unto himself. Yet, he was inventive and had a fascination with things mechanical. Although he had qualified as a shallow-water diver in January 1945, he lacked practice when he went to Germany to begin underwater mine-disposal operations at Bremen, following its capture in April.

In command of Naval Party 1571, Gosse directed a search for mines laid by the retreating Germans in the waters of Bremen's Übersee Hafen. On 8 May his men found 'a D-type mine with additional fittings'. Known as the 'Oyster', it was pressure operated, with acoustic and magnetic units incorporated in its detonation train. At about 6 pm next day Gosse dived on the mine. Even with the aid of a waterproof torch, he could not see the device in the mud and proceeded to work by touch. He also had difficulty in stabilising his buoyancy and had to secure himself to the mine's marker-buoy rope to keep his depth steady.

Gosse used tools which he had improvised, removed the primer release and then extracted the primer 'about eighteen inches [46 cm] down a two-inch tube'. He had interrupted the detonation train and the mine was safe. While he was releasing himself from his makeshift tether, there was a small explosion. Later examination of the landed mine showed that water had entered through the primer tube and operated a mechanism designed to respond to changing water pressure and trigger the detonator if the mine were raised. Gosse rendered safe two more 'Oyster' mines at Bremen. In 1946 he was awarded the George Cross. Having been promoted acting lieutenant commander on 30 September 1945, he was demobilised on 20 March 1946.

Back in Adelaide, Gosse invented many practical household gadgets and fittings, but lost interest once he had met the challenge of concept and design: for the most part, his work was unspectacular. He was president (1946-48) of the Sporting Car Club of South Australia. In 1953 he was chosen as a member of the coronation contingent which went to England in HMAS Sydney. Survived by his wife and two daughters, he died of a coronary occlusion on 31 December 1964 at Maslin Beach and was cremated.

I. McL. Crawford

Gray, Robert (1902–1942)

GRAY, ROBERT (1902–1942), naval officer, was born on 26 June 1902 in South Melbourne, elder son of Victorian-born parents Robert Gray Ovens, traveller, and his wife Alice Jane Jago. She and her sons subsequently took the surname Gray. Young Robert was educated at South Melbourne College and Scotch College where he topped his class in 1911. He joined the RANC, Jervis Bay, as a cadet midshipman on 31 December 1915.

After spending 1920-21 in HMA Ships *Australia* and *Melbourne*, Gray was sent to Britain for courses and further sea training. He attended the Royal Naval Engineering College, Keyham, Devonport, in 1923–24 and returned to Australia in 1926 as engineer lieutenant. In that year, and again in 1929–33, he performed instructional duties at Flinders Naval Depot, Westernport, Victoria. Having served in HMAS *Platypus* and HMAS *Canberra* in 1926–29, he was promoted engineer lieutenant commander in 1932 and commissioned HMAS *Waterhen* in 1934. On 12 February that year he married Betty Alyne ('Alice') Crooke at St John's Anglican Church, Darlinghurst, Sydney.

Strongly built, Gray was an accomplished athlete and played Rugby Union football. He was a sociable person and a good messmate, but a stern disciplinarian who earned, and kept, the respect of his men. As Senior Engineer (1934–37) in *Canberra* he was repeatedly recommended for accelerated promotion; on 30 June 1937 he became engineer commander. Following a posting to HMAS *Penguin*, where he was responsible for the maintenance of ships in reserve, he sailed to England in HMAS *Albatross* in 1938. He joined HMS *Amphion* as Engineer Officer in January 1939 and remained with her when she was recommissioned as HMAS *Perth*.

From the outbreak of World War II *Perth* was successively on the American and West Indian, Australian, and East Indian Stations. In December 1940 she joined the 7th Cruiser Squadron in the British Mediterranean Fleet. On 28 March 1941, in the early stages of the battle of Matapan, the squadron encountered a superior Italian force. Evading enemy shells, the cruisers attempted to draw the Italians towards the British battle fleet. *Perth's* engine-room and boiler-room staffs were required to make maximum speed while maintaining a thick smoke screen. Their success was attributed almost entirely to Gray's 'grim and cheerful resolution and to his exceptional powers of leadership coupled with outstanding technical ability'. He was awarded the DSO and mentioned in dispatches (1942).

Gray's Commanding Officer, Captain (Sir) Philip Bowyer-Smyth, RN, wrote of him in September 1941: 'He has shown himself to be undeterred by misfortune, ready and quick to improvise and of outstanding coolness, determination and courage under stress. Never defeated and never loses heart'. *Perth* was in Australian waters when Japan entered the war in December. Sent to help in the defence of Singapore and the Netherlands East Indies in February 1942, she was sunk off Java, at the northern entrance to Sunda Strait, on 1 March. Gray was officially declared missing, assumed drowned. His wife and 2-year-old son survived him.

Daryl Fox

AWM ART27575

Harries, David Hugh (1903–1980)

HARRIES, DAVID HUGH (1903–1980), naval officer, was born on 27 June 1903 at Kew, Melbourne, son of David Henry Harries, a stockbroker from Wales, and his Victorian-born wife Vera Lyon, née Cross. Educated at Melbourne Church of England Grammar School, on 1 January 1917 young Harries entered the RANC, Jervis Bay. He graduated in 1920 with numerous academic and sporting distinctions, and was immediately sent to England for sea training and courses with the RN. In 1924 he was promoted lieutenant.

Serving alternately with the RAN (1925–27 and 1930–33) and the RN (1927–30 and 1933–35), Harries spent most of the next ten years at sea. He topped the Long Navigation Course at HMS *Dryad* in 1927, was promoted lieutenant commander in 1932 and attended the RN Staff College in 1934. At St Peter's parish church, Cranley Gardens, London, on 23 December 1933 he had married Margaret Emily Street. In 1935 he was posted to Navy Office, Melbourne, and in 1937 joined HMAS *Australia* as Navigating Officer. Next year he commissioned HMAS *Hobart* and in December was promoted commander. Back in England, he commanded HMS *Seagull* from July 1939 to September 1940 when he moved to HMS *Niger* as senior officer, 4th Minesweeping Flotilla.

Between April 1941 and October 1942 Harries served as Australian Naval Attaché in Washington, DC; Sir Owen Dixon appreciated his assistance and praised his work. By December Harries was in England, supervising the transfer to the RAN of the heavy cruiser, HMAS *Shropshire*. He was posted as Executive Officer on her commissioning in June 1943. Leaving that ship in mid-1944, he was appointed Deputy Chief of Naval Staff and acting captain in August (substantive 30 June 1945). He commanded *Australia* (1945–46) and HMAS *Hobart* (1946–47) before completing the 1948 course at the Imperial Defence College, London. In 1949–50 he was captain of the Sydney shore establishment, HMAS *Penguin*.

On 22 April 1950 Harries took command of the aircraft carrier, HMAS *Sydney*. The ship was deployed to Japan in August 1951 for service with the United Nations forces against the Chinese and North Koreans. In October, while on her first operational patrol, she equalled the record for a light fleet carrier with eighty-nine flying-sorties in a day. That month Harries had the 'unpleasant and unforgettable experience' of riding out Typhoon Ruth. *Sydney* conducted six more patrols. Her aircraft supported allied ground forces, spotted for naval bombardments, and bombed and strafed enemy troops and facilities; British and American senior officers were impressed by her performance. She sailed for Australia in January 1952. For his part in the campaign, Harries was appointed CBE (1952) and an officer of the American Legion of Merit (1954).

In April 1952 he was posted as Commodore Superintendent of Training at Flinders Naval Depot, Westernport, Victoria, and in November became Second Naval Member of the Naval Board. Promoted acting rear admiral (substantive 7 July 1954), Harries was Head of the Australian Joint Services Staff, Washington, in 1953–55, Flag Officer Commanding, HM Australian Fleet, in 1956-57, and Flag Officer in charge, East Australia Area, in 1958–60. He was passed over for the post of Chief of Naval Staff (CNS) in 1959, transferred to the emergency list on 27 June 1960 and appointed CB (1961). Settling in Sydney, he qualified as a chartered accountant.

Intelligent, alert, handsome and physically fit, 'Darbo' Harries overcame his youthful shyness, but retained a natural reserve. In his official dealings, however, he tended to offer opinions 'out of season', and, in higher administrative posts ashore, occasionally clashed with senior public servants. He 'stuck by what he thought was right and was admired for it by the sailors'. A strict disciplinarian, he demanded total dedication from his subordinates, but was sympathetic to those who were 'having a bad trot'.

For recreation, Harries played tennis and golf, and studied German and Russian in his spare time; he belonged to the Australian and Union clubs, Sydney, and the Naval and Military Club, Melbourne. Following a stroke, he spent the last eight years of his life in a nursing home. He died on 6 July 1980 at Bellevue Hill and was buried in Waverley cemetery; his wife and two sons survived him.

Mike Fogarty

Painting by Rex Bramleigh
Rear Admiral David Harries
Oil on hardboard 114 x 76cm
Australian War Memorial (ART 27575)

RAN

Harrington, Sir Wilfred Hastings ('Arch') (1906–1965)

HARRINGTON, Sir WILFRED HASTINGS ('ARCH') (1906–1965), naval officer, was born on 17 May 1906 at Maryborough, Queensland, second child of native-born parents Hubert Ernest Harrington, solicitor, and his wife Laura Irene, née Barton. W.F. Harrington was his grandfather. After attending Wychbury Preparatory School, Maryborough, in 1920 'Arch' entered the RANC, Jervis Bay, where he excelled scholastically, and gained colours for Rugby Union football and hockey. In 1924 he went to sea as a midshipman in HMA cruisers, *Brisbane and Adelaide.*

Later that year Harrington was sent to Britain for training with the RN and joined the battleship, HMS *Malaya*, in the Mediterranean Fleet. While an acting sub-lieutenant at the RN College, Greenwich, he was commended by the Admiralty in September 1927 for an outstanding war-course essay. Back in Australia, he was promoted lieutenant in 1928 and served in RAN ships until 1933 when he returned to Britain on appointment to the cruiser, HMS *Cornwall*, which was deployed to the China Station for three years. Home again, he was a lieutenant commander (from December 1936) and Executive Officer (from January 1937) of HMAS *Swan.*

Following seven months on the staff of the RAN College at Flinders Naval Depot, Westernport, Victoria, on 30 August 1939 Harrington assumed command of the sloop, HMAS *Yarra*. In August 1940 the ship sailed for Aden. There she was attached to the Red Sea Force. In the war against Iraq (May 1941) she supported troops occupying positions on the west bank of the Shatt al Arab. On 24 May Harrington commanded naval elements of a combined operation at Habib Shawi. He was mentioned in dispatches and promoted commander in June.

When the British moved against Persia on 25 August, *Yarra* sailed down the Shatt al Arab from Basra to Khorramshahr. That morning she sank the sloop, *Babr*, captured two gunboats in the Karun River, and landed troops. On the 29th at Bandar Abbas she saved the burning Italian ship, *Hilda*, and took her in tow. Commodore Cosmo Graham, the Senior Naval Officer, Persian Gulf, observed that, having given Harrington an order, he was able to dismiss the matter from his mind until Harrington reported, 'as is his custom, that the task has been successfully achieved'. Harrington was awarded the DSO.

In November-December *Yarra* was in the Mediterranean, escorting convoys which supplied Tobruk, Libya. By January 1942 she was in the Far East, running between Singapore and the Sunda Strait. On 5 February, near Singapore, the ship suffered superficial damage when the Japanese made an air raid on the convoy she was protecting. Manoeuvring *Yarra* to the aid of a transport, *Empress of Asia*, which had been stricken in the attack, Harrington 'did a fine rescue job', laying his vessel's bow alongside the liner's stern and taking off 1804 people. He relinquished his command on 10 February and was transferred to HMAS *Australia* in March as Executive Officer. For his organisation and administration of that ship in the South West Pacific Area, particularly at Tulagi and Guadalcanal in July-August, he was again mentioned in dispatches. From July 1944 he commanded the destroyer, HMAS *Quiberon*, in operations chiefly around the Netherlands East Indies.

On New Year's Day 1945 at St Anne's Anglican Church, Strathfield, Sydney, Harrington married a nursing sister Agnes Janet, daughter of Cyril Legh Winser who had been private secretary to governors of South Australia in 1915–40 and Australian amateur golf champion in 1921. Harrington served in the shore establishment, HMAS *Penguin*, in 1945–46 and was promoted captain in 1947 while attached to the Department of Defence, Melbourne. His command of the destroyer, HMAS *Warramunga*, from April 1948 to January 1950 included a three-month deployment to Japanese waters. In 1950–51 he was Director of Manning at Navy Office, Melbourne. He attended the Imperial Defence College, London, in 1952 and spent the next two years in the Admiralty's Naval Equipment Department at Bath. Home again, he commanded the aircraft carrier, HMAS *Sydney*, from 1955 and was appointed CBE in 1957.

As rear admiral (March 1957), Harrington was Flag Officer in Charge, East Australia Area, in 1957–58, Second Naval Member of the Naval Board (responsible for personnel) in 1958–59, and Flag Officer Commanding HM Australian Fleet from 1959. He was appointed CB in 1962. On 24 February that year he was promoted vice admiral and succeeded Sir Henry Burrell as Chief of Naval Staff (CNS) in Canberra. Harrington was elevated to KBE in 1963.

Over several years before Harrington's appointment as CNS, the Navy had experienced a series of unrelated accidents with increasingly serious consequences. Then, in October 1963, five junior officers from *Sydney* drowned when the whaler they were sailing capsized near Hook Island, North Queensland. In February 1964 eighty-two lives were lost in a collision between the aircraft carrier, HMAS *Melbourne*, and the destroyer, HMAS *Voyager*, off the New South Wales coast near Jervis Bay. Controversy surrounding these events dominated the second half of Harrington's term.

The tragedies provoked a crisis of public confidence in the Navy and heightened concerns outside the Service that professional standards had declined since the departure, a decade earlier, of the last British flag officer to be seconded to Australia. Harrington enlisted the support of two Ministers for the Navy – (Sir) John Gorton (to December 1963) and (Sir) Frederick Chaney (from March 1964) – who were prepared to defend the RAN's reputation in the face of widespread criticism.

Harrington's personal belief was simply that the Service was having a run of bad luck that had to end. In the Naval Board's confidential submission to Federal Cabinet on the findings of Sir John Spicer's royal commission into the loss of *Voyager*, Harrington argued that the failures and shortcomings which led to the disaster were unconnected, and could not have been foreseen and prevented. Moreover, he considered that the incident revealed no fundamental flaw in the administration and operation of the RAN. He was, however, privately critical of the captains of both *Melbourne* and *Voyager*.

In the wake of *Voyager's* loss, Harrington obtained permission from the Admiralty for the long-term loan of the destroyer, HMS *Duchess*. He skilfully managed the Navy's programme for acquiring equipment, persuading the Chiefs of Staff Committee to accept it without major amendment and gaining government approval for the construction of two new frigates, *Swan* and *Torrens*, as permanent replacements for *Voyager*. These achievements revealed his resolution and determination, and reflected the close relationship he enjoyed with senior British naval officers, notably Earl Mountbatten, with whom he maintained a personal correspondence.

Harrington retired on 24 February 1965. Although the RAN's public standing had declined, levels of Government funding remained high and there was no shortage of recruits. It was also to his credit that the Navy was in a high state of preparedness to meet the challenges of its involvement (from 1964) in supporting Malaysia against Indonesian Confrontation and of its subsequent operations in the Vietnam War. Meanwhile, he continued the policy of reducing the RAN's reliance on Britain and increasing its ability to operate with the USN.

A stern disciplinarian, Harrington was regarded by many as an unfriendly man, yet, to those he came to know and trust, he was sympathetic. Most who sailed under him admired his ability. He was driven by ambition and by a determination to do his best, whatever the circumstances. Although old-fashioned in some ways, he was receptive to new ideas and innovative in applying them. All who encountered him took him seriously, but the tufts of hair which he grew on his cheeks provided a source of humour. On noticing a sailor who

affected similar whiskers, Harrington said: 'On me they look dignified; on you they look bloody ridiculous'. The sailor was ordered to be clean-shaven.

In September 1965 Prime Minister (Sir) Robert Menzies appointed Sir Hastings Commissioner-General to represent Australia at the Canadian international exhibition, to be held in 1967 and known as Expo 67. Harrington died of hypertensive cerebrovascular disease on 17 December 1965 in Canberra Community Hospital; at his own wish, he was buried at sea off Port Jackson. His wife, two sons and two daughters survived him.

Harrington's brother Charles Frederick (1914–1941) was born on 22 June 1914 at Eagle Junction, Brisbane. He was educated at The King's School, Parramatta, New South Wales, and the University of Sydney (M.B., B.S., 1938). Appointed surgeon lieutenant, RAN Reserve, on 1 September 1939, he was mobilised for full-time service in October 1940 and briefly posted to the auxiliary, HMAS *Wyrallah*, before joining *Yarra's* sister ship, HMAS *Parramatta*, on the East Indies Station in January 1941. She was transferred to the Mediterranean in June.

An inspirational figure, Harrington trained a crew from his staff in the use of a Vickers machine-gun, mounted it aft and took charge of it in action. East of Tobruk, on 24 June, a force of some fifty enemy bombers attacked *Parramatta* and the sloop, HMS *Auckland*, which was sunk. *Parramatta* recovered survivors as the air raids continued. Harrington turned the officers' and petty officers' messes into emergency sickbays, and he and his men worked tirelessly in caring for the wounded and those suffering from shock. He was awarded the DSC (gazetted 1942).

Charles Harrington was presumed lost in action on 27 November 1941 when his ship sank after being torpedoed north-east of Tobruk by the German submarine, *U 559*. Of *Parramatta's* complement of 9 officers and 151 sailors, all save 23 sailors died.

Tom Frame

Hawkins, Thomas Joseph (1898–1976)

HAWKINS, THOMAS JOSEPH (1898–1976), public servant, was born on 15 November 1898 at Carlton, Melbourne, second of ten children of Thomas Hawkins, a detective in the police force, and his wife Mary Frances, née Nash, both Victorian born. Educated at St George's School, Carlton, and St Patrick's College, East Melbourne, young Tom was appointed a staff clerk at Navy Office on 16 August 1915, two years after the formation of the Australian Fleet. He studied part time at the University of Melbourne (B.A., 1921; LL.B., 1926). Slim and 5 foot 11 inches (180 cm) tall, in 1921–29 he played first-grade district cricket in turn for Fitzroy and Carlton as a medium-fast bowler.

During his career, which was to be wholly in naval administration, Hawkins was associated with seventeen Ministers for the Navy and fourteen Chiefs of Naval Staff, beginning with Rear Admiral (Sir) William Creswell [q.v.]. By 1939 Hawkins had risen to head 'N' Branch and in that capacity contributed to the part played by the RAN in World War II. He provided the Secretariat to the Naval Staff, and was responsible for the main signal office and its cyphering work. In 1948 he succeeded G.L. Macandie [q.v.] as Assistant Secretary and in 1950 took over from A.R. Nankervis [q.v.] as Secretary of the Department of the Navy. Hawkins was appointed CBE in 1955.

Endowed with intellect, he could be impatient with lesser minds, and his fiery denunciations of shoddy work were legendary. Hawkins had a high regard for the naval profession and remained watchful for any denigration of its civilian element by those who were poorly informed. As Secretary, he ensured that the Navy's requirements were properly formulated, then strenuously protected the Service's interests against the claims of other government departments. Some naval officers mistook his fighting qualities for hostility, but most – outstandingly Vice Admiral (Sir) John Collins [q.v.] – valued his support.

Hawkins' experience with Ministers for the Navy underwent a startling change when Senator (Sir) John Gorton assumed the portfolio in 1958; whereas his predecessors had conducted business from a distance, Gorton immersed himself in the whole range of naval affairs, working full time in Navy Office which was moved to Canberra in 1959. Hawkins earned Gorton's approbation for accommodating this massive change.

At the Church of St John the Baptist, Clifton Hill, Melbourne, on 16 August 1924 Hawkins had married Kathleen Monica Burke, a graduate of the University of Melbourne who taught French in secondary schools. Gently and with humour, she softened her husband's tempestuousness. She lived until 1994, gracious and much loved by their four sons and three daughters, and many 'grands' and 'great-grands'. After his retirement in 1963, Hawkins had returned to Melbourne where he continued his lifelong attachment to the Catholic Church, becoming the parish accountant at East Brighton and a director (1964–76) of the Villa Maria Society for the Blind. He died on 18 September 1976 at Malvern; following a service conducted by his brother Fr James Hawkins, S.J., he was buried in Melbourne general cemetery.

Robert Hyslop

Captain Hixson with his family, c. 1898.

State Library of New South Wales

Hixson, Francis (1833-1909)

HIXSON, FRANCIS (1833-1909), naval officer and public servant, was born on 8 January 1833 at Swanage, Dorset, England, son of William Hixson, master mariner, and his wife Annie, née Manwell. He joined the Navy and in February 1848 as master's assistant in the *Havannah*, helped to survey parts of the Australian east coast, New Zealand and the South Seas and returned to England in December 1851. He then served in the HMS *Impregnable* and in February 1852 joined the *Herald* in the expedition to survey and take possession of New Caledonia. They arrived to find the French already in occupation so they surveyed among the Fijian islands and along the Australian coast and went to Sydney. In 1855 Hixson became acting second master. In 1858 he won the Silver Medal of the Royal Humane Society for the rescue of a drowning seaman. Three months after the *Herald's* cruise ended at Sydney in May 1860 Hixson was awarded his master's certificate. Next year the *Herald* reached England in July. He served in the *Pelorus* in 1861 and in the *Orpheus* in 1862 on surveys of the New South Wales coast. Hixson's log books reveal him as an able master with scientific attainments and curiosity, and as a keen observer of society in the South Pacific.

On 1 January 1863 Hixson resigned and was appointed Superintendent of Pilots, Lighthouses and Harbours in New South Wales. These duties were incorporated in April 1872 as the Marine Board of New South Wales with Hixson as its President; when it was abolished in March 1900 none of his decisions had been reversed by the Board of Trade.

He was co-opted for other posts: member of the Fisheries Commission, the Defence from Foreign Aggression Commission and the Board for Maintaining Colonial Warlike Stores in 1870 and Chairman of the Pilot Board; he was chosen to establish an observatory at Goulburn to observe the transit of Venus in 1874. He advocated the building of more lighthouses, claiming that he wanted the coast 'illuminated like a street with lamps'. In 1893 and 1898 he represented the colony at marine conferences in Hobart and New Zealand.

Hixson was best known for his work with the Volunteer Naval Brigade. Its numbers steadily increased after he took command. In the 1880s an artillery unit was added and after a visit to England he reorganised the colony's naval forces. In the Boxer Rebellion of 1900 he took a contingent to Hong Kong where the RN took over. For forty years he had been chairman of the Sailors' Home in Sydney; he also served on the Committee of the Royal Naval House, helped to found the Royal Shipwreck Relief, was President of the Humane Society of New South Wales and took great interest in the *Vernon*, a training ship for the rehabilitation of orphan boys.

On 2 November 1861 at St Thomas' Church, North Sydney, Hixson married Sarah, second daughter of Francis Lord. He died of heart failure at his home in Double Bay on 2 March 1909 and was buried with naval honours. He was survived by his wife, three sons who had also been active in the naval brigade, and three daughters, two of whom married grandsons of John Fairfax.

Ruth Teale

Hogan, Percival James Nelson (1883–1949)

HOGAN, PERCIVAL JAMES NELSON (1883–1949), naval engineer, was born on 22 December 1883 in Hobart, son of James Hogan, builder, and his wife Rebecca Rachael, née Burt. He was educated at The Friends' School, Hobart, and attended the University of Tasmania before training as an engineer with the Tasmanian government. He then worked in Scotland with Denny & Co. of Dumbarton and Fairfield Shipbuilding Co. of Govan, and with the Peninsular and Oriental Steam Navigation Co.

In 1909, while in Britain, Hogan joined Australia's Commonwealth Naval Forces (CNF), as one of a team supervising the construction of the CNF's first torpedo-boat destroyers, HMAS *Parramatta* and HMAS *Yarra*; his initial rank was acting engineer sub-lieutenant but by December 1910 he was an engineer lieutenant. With the destroyers completed he returned to Australia in 1910 to serve as Engineer Officer in *Parramatta* until 1913. That year, on 3 November, he was transferred to HMAS *Pioneer*, a 3rd class protected cruiser which the British government had presented to the RAN as a sea-going training ship for naval reservists. On 26 November he married Cissie Laura Crisp at Melville Street Methodist Church, Hobart; they had a son and a daughter.

Hogan's service in *Pioneer* was wide-ranging. In World War I his ship was posted to East Africa in 1915 during the campaign against the German colonies. He was appointed acting engineer lieutenant commander early in 1915, joined the cruiser HMS *Encounter* in April 1918 and was confirmed in rank in December; he was promoted engineer commander in July 1919. Transferred to HMAS *Brisbane* in the same rank in September, he remained in this ship until 1921 when he returned to Britain for advanced engineering courses. He was then appointed to HMAS *Melbourne* in January 1923 as Fleet Engineer Officer; in October he went to Flinders Naval Depot, Victoria, as engineer commander. By January 1926 he was back at sea as Squadron Engineer Officer in HMAS *Sydney*. His next appointment was to Britain to 'stand by' the new cruiser *Australia*, then being built at Clydebank, Scotland, and after serving as her Squadron Engineer Officer from May to December 1928 he became Engineer Manager at HMA Naval Dockyard, Garden Island, Sydney. His term at Garden Island was dogged by financial cut backs during the Depression as the RAN was gradually scaled down to four ships and work at the dockyard was reduced.

In 1933 Hogan retired from the RAN as an engineer commander but remained active as a consulting engineer and director of several companies. During World War II he was recalled for naval service as Engineer Officer, HMAS *Penguin*, the base ship for Garden Island. Diabetes and hypertension forced his retirement in 1944. Survived by his wife and daughter, he died on 26 February 1949 at Concord, Sydney, and was cremated with Methodist forms. Though not the easiest man to get on with, Percy Hogan commanded wide respect as a practical engineer and administrator. He was one of the first engineer officers of the RAN.

Harry Adlam

AWM P02035.003

Howden, Harry Leslie (1896–1969)

HOWDEN, HARRY LESLIE (1896–1969), naval officer, was born on 4 July 1896 at Vogeltown, Wellington, New Zealand, son of Patrick Grieve Howden, a merchant from Scotland, and his English-born wife Mary Elizabeth, née Niblett. Educated at Wellington College, as a youth Harry sailed the Pacific in trading vessels. He made his way to England, obtained an appointment in October 1915 as midshipman, Royal Naval Reserve, and went to sea in the battleship, HMS Benbow. On 5 October 1916 he transferred to the RAN, joining HMAS *Sydney* in December 1917.

Postings to HMA ships and to shore establishments in Australia broadened Howden's experience. Promoted lieutenant in May 1919, he completed courses in England in 1923–24. He then commanded the destroyer, HMAS *Tasmania* (as lieutenant commander from May 1927), and served in HMAS *Australia* from 1928. On exchange with the RN in 1930, he commanded the gunboat, *Mantis*, which operated on the Yangtse River, China. His flair for shiphandling impressed his superiors and in December 1931 he was promoted commander. On 21 May that year at the British consulate general, Hankow, he had married Vanda Mary Sanders Fiske; they were to have three sons before being divorced.

Returning to Australia, Howden was Executive Officer of HMAS *Albatross* (1932–33), HMAS *Canberra* (1933–35) and Flinders Naval Depot, Westernport, Victoria (from 1935). He was appointed OBE in 1937 and was sent that year to England for duty in the Admiralty's Naval Intelligence Division. On 30 June 1938 he was promoted captain. Home again in October, he had a succession of brief commands until August 1939 when he was given the six-inch-gun cruiser, HMAS *Hobart*.

After World War II began, *Hobart* was employed on patrol and escort work east of Suez. In June 1940 she carried troops to British Somaliland. Two months later the Italian invasion forced the British to withdraw to Berbera, where, from 14 to 19 August, Howden supervised the evacuation of 7140 soldiers and civilians in transports and warships. He set up a combined headquarters in *Hobart*, improvised a flotilla of ferrying craft, saw to the comfort of the wounded and organised rescue parties for stragglers – despite air raids and nightly gales. His 'cheery confidence' proved inspirational and he was elevated to CBE for his role in the operation.

Hobart served with the Australian Squadron between December 1940 and July 1941. Dispatched to the Mediterranean Station, she took part in the relief (August to October 1941) of the Australians at Tobruk, Libya. Following Japan's entry into the war in December, *Hobart* sailed for Australia, but was diverted to Singapore and attached to allied forces attempting to halt the Japanese advance through Malaya and the Netherlands East Indies. Alternately escorting convoys and searching for enemy vessels, 'Lucky Harry' and his ship survived repeated air attacks. While he enjoyed good fortune, he also showed outstanding skills as a seaman and commander. During each strike he ordered sharp turns and drastic changes of speed which saved the ship. Bombs dropped on 15 February 1942 fell close enough for him to see the 'ugly red flash of their burst and to feel the heat of their explosions across [his] face'. He was mentioned in dispatches. On 1 March *Hobart* sailed for Colombo. In May she was in Australian waters and fought in the battle of the Coral Sea. When Howden's command ended next month, his crew gave him an emotional farewell.

Although flamboyant and a *bon vivant*, Howden was a well-informed and conscientious officer. He took pains to foster the welfare of his subordinates and won their admiration, but he could be tough on those who did not meet his standards. Some saw him as generous and sociable; others accused him of vanity and dogmatism. He was a small, neatly dressed man who kept himself fit by riding, sailing and rowing, but an arterial lesion at the base of the brain precluded further sea service and the opportunity for promotion to flag rank. In 1942 and again in 1943–46 he commanded the new Sydney shore establishment, HMAS *Penguin*, and oversaw its development. His next posting was as Naval Officer-in-Charge, Fremantle, Western Australia.

Howden retired on 4 July 1951 and spent his time travelling and managing his extensive portfolio of shares. At the district registrar's office, Chatswood, Sydney, on 26 September 1960 he married Freda Sybil Oates, née Harradence, a 46-year-old divorcee. While holidaying in London, he died on 16 February 1969 at Smithfield and was cremated; his wife survived him, as did the sons of his first marriage.

Darryl Bennet

AWM P02081.001

Humpheries, John Thomas (1903–1987)

HUMPHERIES, JOHN THOMAS (1903–1987), naval petty officer, was born on 26 October 1903 in Sebastapol, Victoria, the first surviving child of John Thomas Humphries, a miner and later AIF veteran. Educated at the Redan State school and Ballarat Technical school, the younger Humphries entered the RAN as a Boy 2nd class in July 1918, listing his trade as messenger. After fourteen months in the Training Ship *Tingira* he moved into the seagoing fleet, signing on for a seven year engagement at the end of his training.

Leaving the Navy as a seaman Petty Officer in October 1928, Humphries moved to Brisbane. Here he briefly joined the Lighthouse Service, then trained as a diver on the Grey Street Bridge foundations, later performing similar work on the Story Bridge and receiving high praise for his skills and courage. In July 1938 he enrolled in the Royal Australian Fleet Reserve.

Humphries was mobilised on the outbreak of war and joined the armed merchant cruiser HMAS *Kanimbla* where he remained until December 1942. In August 1941 she was sent to Bandar Shahpur in Iran as part of a combined Allied force. Eight enemy merchant vessels were sheltering in the port, and to avoid capture their crews attempted to scuttle

them. One vessel, the 15,000-tonne *Hohenfels*, sank in 15 metres of water. On board was a vital cargo of 7000 tonnes of ilmenite sand, used for case hardening steel.

Although not qualified as a naval diver, Humphries' professional skills were called upon. For five weeks he dived for up to three hours at a time and, despite working in total darkness, he completed the repairs that allowed *Hohenfels* to be refloated and towed to a British port. On twelve occasions he descended into the flooded engine-room to shut bilge suction valves. This required him to go down three long ladders, thence forward along the entire length of the engine room and then down two short ladders to the tunnels under the bunker. Some 40 metres of air pipe and rope were required with the constant risk of the lines becoming fouled. As there was no telephone communication, as soon as Humphries descended the first ladder he was out of communication with his attendants, with no hope of assistance should something go wrong.

Humphries was quoted as saying 'It was a job to be done, and I did it', and claimed that the greatest incentive to complete the task was the thought of seeing again his wife and children. For his 'skill and undaunted devotion to duty in hazardous operations' he was awarded the George Medal on 17 February 1942, the highest award made to an Australian rating during the war. In addition, having proved his ability, he was also granted the non-substantive rank of Diver 1st class. Except for a brief period in the tug HMAS *Heros*, Humphries spent the remainder of the war years on shore service.

Demobilised in May 1946, Humphries returned to Brisbane where he remained until his death at the Repatriation General Hospital, Greenslopes on 23 August 1987. He was survived by his wife and two daughters.

David M. Stevens

AWM 305333

Hyde, Sir George Francis (1877–1937)

HYDE, Sir GEORGE FRANCIS (1877–1937), admiral, was born on 19 July 1877 at Southsea, Portsmouth, England, son of Ebenezer Hyde, a clerk with Grant and Madison's Bank, Old Portsmouth, and his wife Maria, née Alexander. He was educated until 16 at a private school at Portsmouth kept by a Dr Cody, his uncle by marriage. There was no naval or military tradition on either parent's side but local associations – Nelson's *Victory* moored in the harbour of the world's premier naval port, a close friendship with the son of a dockyard official – and a desire to serve his country seem to have inspired him with a love of the sea and also strengthened his ambition to enter the RN and attain high rank in it. His father could not afford to send him to HMS *Britannia* to train for a commission, and the only channel open to him therefore was to join the merchant service, get a commission in the Royal Naval Reserve and thence a permanent commission through a 'supplementary list'.

After a few months in a bank at Ryde on the Isle of Wight, he persuaded his father in 1894 to allow him to enter the merchant service as an apprentice in the sailing ship *Mount Stewart*, a fine iron and steel wool-clipper. Her normal voyage was with general cargo from London to Sydney via the Cape of Good Hope and with wool via Cape Horn. On his

voyage, before the ship left Barry in Wales, young Hyde showed his mettle by jumping, with seaboots on, into the dock to save a boy from drowning. His apprenticeship completed in 1898 after four voyages in the *Mount Stewart*, he sailed as second mate in the barque *Amulree* from Rotterdam, The Netherlands, to Port Pirie in South Australia and home via Chile. This was his last voyage in the merchant service. He qualified, however, in 1902 as extra master, and in 1930 was to become a Member of the Honourable Company of Master Mariners (London).

Hyde was a midshipman in the Royal Naval Reserve from 1896 but from 1899, instead of training with the RN in periods of up to twelve months as was customary, he contrived to maintain continuous service in the RN As a reserve officer he served successively in HM Ships *Tribune*, *Magnificent*, *Victorious*, *Bacchante* and *Leviathan*, being promoted sub-lieutenant, RNR, in 1901 and lieutenant in 1902. While in HMS *Leviathan*, flagship of the 3rd Cruiser Squadron, Mediterranean Station, he gained his first great objective by being gazetted lieutenant in the RN in July 1905, with seniority from 19 July 1902. He had won a competition instituted by Admiral Lord Charles Beresford for the best essay on the Russo-Japanese War and it was on Beresford's thrice-repeated application on behalf of a 'brilliant' young officer that he was, as an exceptional case, 'elevated to join the list of supplementary lieutenants'.

After commanding *Torpedo Boat No. 6* (1907-08), the destroyer *Rother* (1908–09) and the cruiser *Shannon* (1910), he left for Australia in December 1910 on loan to the Commonwealth Naval Forces to command the destroyer flotilla. Already an admirer of Australia, attracted by its bright future, the absence of class prejudice, better prospects of promotion in a young navy, and by higher pay in addition to retirement pay from the RN, he transferred to the RAN in 1912 in the rank of commander with seniority from 1 January 1911. In 1913 he joined the new battlecruiser HMAS *Australia* in England and sailed in her to Australia. After the outbreak of war in 1914 *Australia*, as a 'dreadnought', had the important objective of seeking out and destroying the German Pacific Squadron.

In July 1915 Hyde was appointed by the Admiralty to command the light cruiser HMS *Adventure* in the Coast of Ireland Command. Here he spent two and a half hazardous and strenuous years as Flag Captain to Vice Admiral (Sir) Lewis Bayly. An unusual duty occurred during the Irish Easter Rebellion. From 24 to 29 April 1916 when it was feared that the British Army's Commander-in-Chief in Ireland might be unable to communicate with the outside world, *Adventure* was sent by Admiral Bayly to provide essential communications and generally to assist. Bayly reported to the Admiralty on 30 April that Hyde had 'performed his duties with great tact and ability'. A sequel to this duty was to convey Prime Minister Asquith from Queenstown back to England after he had visited Dublin and Cork. Duties such as this helped to develop Hyde's ability to appreciate complex political and military situations.

He was mentioned in dispatches and promoted captain on 1 April 1917. A captured German officer commended the courtesy and kindness shown him in the *Adventure* and the 'perfect discipline, order and cleanliness' in that ship. In December 1917 Hyde went to the Mercantile Movements Division at the Admiralty and on 6 June 1918 he became Senior Naval Officer at Holyhead, England. There on 10 August, with Anglican rites, he

married Alice Marjorie Trefusis, née Spicer, a widow; the marriage was dissolved in 1928 without issue. A few days after the wedding Hyde returned to Australia to become Director of the War Staff at the Navy Office, Melbourne. He remained in this appointment until August 1919.

Earl Jellicoe asked for him to be attached to his staff during his mission to Australia in 1919. Hyde was an Aide-de-Camp to the Governor General in 1919–24 and he commanded HMAS *Brisbane* in 1919–21. He was Second Naval Member of the Australian Naval Board in 1923–24. In 1926 he became commodore commanding the Australian Squadron. During his three-year command he was appointed CBE in 1926 and CVO in 1927, and in 1928 became an honorary ADC to King George V, the first Australian naval officer to be so appointed. Promoted rear admiral on 23 February 1928, he took over at Portsmouth two important additions to the RAN, the new *Country* class cruisers HMA Ships *Australia* and *Canberra*.

On 16 February 1929, in Sydney with Presbyterian forms, Hyde married Isla, daughter of Malcolm Robertson of Jandra Station, Bourke, New South Wales. At the London Naval Conference in 1930 Hyde was an adviser to the Australian delegate James Fenton. From May 1930 to May 1931, because of his 'exceptional record', he held the RN command of 3rd Battle Squadron of the British Home Fleet, first in HMS *Emperor of India* and then in HMS *Marlborough*. After three months at the Admiralty he returned to Australia to become First Naval Member on 20 October 1931. He became vice admiral in 1932, KCB in 1934 and admiral in 1936.

When Hyde took over as its professional head in 1931 he found the RAN in a much-reduced state as a result of the Depression. He expressed concern in public speeches, warning of the inadequacy of naval defence, deploring decreases in the Navy and stressing the importance of British sea supremacy. He attended a conference of naval commanders-in-chief at Singapore and in 1935 visited England for technical discussions at the Admiralty. During this visit, as adviser to the Australian High Commissioner S.M. (Viscount) Bruce, he participated in the discussions that led to the London Naval Treaty of 1936. After this era of disarmament had passed and international peace was being threatened again he bore as First Naval Member a major responsibility for the rebuilding of the RAN, insisting on the maintenance of the closest association with the RN. He could see no alternative to this policy and was unshakeable about its wisdom. He continually stressed the need for regular exchanges of RN and RAN ships, for special training of Australian officers in the RN, and for keeping in close touch with British naval thought. He was convinced that all this was vital, as a small navy could not advance solely on its own resources. It was possible to realise many of his hopes, for the adverse attitude in Whitehall to Dominion navies had changed to one of encouragement.

Although Australian naval expenditure more than doubled during Hyde's tenure of office as First Naval Member, expansion had to be geared to the financial stringency of the Depression economy. It was therefore his difficult task, but one most ably performed, to choose what expenditure to recommend to the Australian Government for building and maintenance of ships and equipment, recruiting and training and shore support. British

naval weaknesses came to be recognised fully in Australia only after his time. It is a matter of conjecture whether an officer less Admiralty-minded than Hyde would have discerned these weaknesses and looked for alternative policies.

Throughout his life Hyde had enjoyed excellent health. He was treated for sub-acute pneumonia in 1915 but otherwise was in robust health until 1933 when he was operated on for cancer of the mouth. In April 1937, however, his health deteriorated and he had several falls. It was at this time, while he was concerned about his health, his lack of rapport with the Minister for Defence, Sir Archdale Parkhill, and the prospect of retirement in October without a pension, that he suffered the shock of accidentally running down a pedestrian while driving his car on 20 June. The pedestrian died and, while a coronial inquiry absolved Hyde from blame, the distress which this accident caused him undoubtedly hastened his death. On 28 July 1937 while still in the appointment of First Naval Member, he died in Melbourne of pneumonia. The funeral service and cremation were private in accordance with the Admiral's own wish; there was no ceremonial naval funeral. His wife and 4-year-old daughter survived him.

Many tributes were paid to his memory: by Prime Minister J.A. Lyons, 'he has done so much for his country'; by Sir Maurice Hankey, 'he was such a splendid man, so full of courage and enthusiasm under all sorts of difficulties'; by the Melbourne Sun, 'he was known not only as a brilliant tactician but as a most able administrator, and he was loved by his men'. Captain P.E. Phillips, RN, who had served as Second Naval Member with him, wrote that Hyde's 'views on Empire Defence, which embraced all Services, were extraordinarily sound'.

When, two years after Hyde's death, war came again, Australia was able to call on a Navy which within its limits was well equipped, well balanced, well trained and imbued with fighting spirit. This preparedness of the RAN for war in 1939 is perhaps Admiral Hyde's best memorial and he was not the sort of man to seek any other. His single-minded devotion to the Navy appears to have caused some lack of sympathy from the general public. But of his zeal and devotion to duty, and of his demands for the highest professional standards in himself and in others, there can be no question. His energy, determination and decisiveness were outstanding.

Hyde had begun life without social advantages in the England of Queen Victoria at a time when to attain and sustain commissioned rank in the Navy depended largely on class and family means. By ability and force of character he gained his commission in the RN through the side-door of the merchant service and the RNR, and, transferring to the young Australian Navy, gained there the highest rank and filled its most senior appointments. He was its first officer to become a full admiral and first sea-going officer to become First Naval Member of the Australian Naval Board.

Robert Hyslop

King, Phillip Parker (1791–1856)

KING, PHILLIP PARKER (1791–1856), naval officer, hydrographer and company manager, was born on 13 December 1791 at Norfolk Island, the son of Philip Gidley King and his wife Anna Josepha, nee Coombe. Young Phillip sailed for England with his parents in October 1796 in the *Britannia*. When his father left England in November 1799 to be Governor of New South Wales, Phillip was placed under the tuition of Rev. S. Burford in Essex. In 1802 he was nominated to the Portsmouth Naval Academy. In November 1807 he entered the Navy in the *Diana*. He became a midshipman and served six years in the North Sea, the Bay of Biscay and the Mediterranean, being promoted master's mate in 1810 and lieutenant in February 1814.

There is no record of King's early surveying experience but according to family tradition Matthew Flinders, a friend of the family, interested him in surveying and introduced him to Captain Thomas Hurd, hydrographer to the Admiralty 1808–23, who gave him careful training. In 1817 the British Government decided that 'circumstances consequent upon the restoration of Peace … rendered it most important to explore, with as little delay as possible, that part of the coast of New Holland … not surveyed or examined by the late Captain Flinders', and appointed Lieutenant King to do this. Before he departed King married Harriet, daughter of Christopher Lethbridge, of Launceston, Cornwall. He arrived at Port Jackson in September 1817 in the *Dick* with instructions from the Colonial Office to Governor Macquarie that he was to be provided with the most suitable vessel and a carefully chosen crew. The 84-tonne cutter *Mermaid* was bought and the expedition sailed from Sydney on 22 December with a complement of nineteen including Allan Cunningham, J.S. Roe and Bungaree, an Australian Aborigine. By way of King George Sound they reached North West Cape where the survey began.

From February until June 1818 the expedition surveyed the coast as far as Van Diemen's Land and had meetings with Aborigines and Malay proas. In June the *Mermaid* visited Timor and then returned to Sydney the way she had come. Next December and January King surveyed the recently discovered Macquarie Harbour in Van Dieman's Land and sailed in May 1819 for Torres Strait. He took *John Oxley* as far as the Hastings River, and went on the survey the coast between Cape Wessel and Admiralty Gulf. He returned to Sydney on 12 January 1820.

King made his fourth and final survey in northern Australia in the *Bathurst*, 170 tonnes, which carried a complement of thirty-three, not counting a girl who had stowed away for love of the boson; in place of Bungaree King took another Australian Aborigine named Bundell. Between 26 May 1821 and April 1822, King travelled, surveying where necessary, from Sydney via Torres Strait to the north-west coast of Australia – on to Mauritius for rest and refreshment – then back along the west coast of Australia before returning to Sydney. On these four voyages he made significant contributions to Australian exploration by establishing the insularity of several islands, by investigating the inner geography of many gulfs, and by giving the first report of Port Darwin. When King reached Sydney he

was ordered to return to England with his ship, arriving in April 1823 he did not return to Australia for eight years.

King was now recognised as one of Britain's leading hydrographers and in February 1824 was made a Fellow of the Royal Society. He published his Australian surveys at London in 1826. In May 1826 he sailed in command of HMS *Adventure*, with HMS *Beagle* in company, to chart the coasts of Peru, Chile and Patagonia. This arduous task lasted until 1830. When the expedition returned to England in October 1830 King, who had been promoted captain, was in poor health. In 1832 he reached Sydney in the *Brothers*, with the prospect of retiring to his Australian estates.

During the 1820s, King's Australian estates included: 660 acres near Rooty Hill granted by his father in 1806, another 600 acres given to him by Governor Macquarie, and Governor Brisbane offered him a further grant of 3000 acres. In 1824 King became a shareholder in the Australian Agricultural Co., newly established with a capital of £1,000,000 and a promise of 1,000,000 acres in New South Wales. In February 1829 King had been appointed to the New South Wales Legislative Council but was not able to take his place since he was absent from the colony. King was appointed to the New South Wales Legislative Council in February 1839 by Governor Gipps who reported 'though connected by family ties with what is here called the anti-emancipist party' he was 'liberal in his politics, as well as prudent and moderate in his general bearing'. King was also appointed commissioner of the Australian Agricultural Co. for ten eventful years of its history. They saw the transition from mainly convict to mainly free labour, drought and depression in 1838–45, the abandonment of the company's claim to a coal monopoly, and the initiation of a plan to dispose of much of the company's land to small settlers. As a pastoralist and manager King kept up his interest in exploration and drawing. In later life he made expeditions to the Murrumbidgee, Port Stephens, the Parramatta and Newcastle regions as well as visiting Norfolk Island and New Zealand.

King was seriously ill in November 1854. In 1855 he was promoted rear admiral on the retired list. On the evening of 26 February 1856 he dined on board the *Juno* as the guest of Captain S.G. Fremantle and later that evening collapsed at the gate of his home in North Sydney. He did not recover. He was survived by his wife and eight children.

King was the first and for years the only Australian-born person to attain eminence in the world outside the Australian colonies. In 1836 Darwin described him as 'my beau ideal of a captain', but later commented that his journal abounded with 'Natural History of a very trashy nature'.

Knatchbull, John (1792?–1844)

KNATCHBULL, JOHN (1792?–1844), naval captain and convict, was probably the John Knatchbull baptised on 24 January 1793 at Norton, near Provender, Kent, England, the son of Sir Edward Knatchbull (1758–1819) and his second wife Frances, daughter of Thomas Graham, an American refugee. His father was a rollicking squire who married three times and had at least twenty children; John must have had a very casual upbringing before he was sent to Winchester School. He entered the Navy as a volunteer in August 1804 and in the next years served in the HM Ships *Ardent, Revenge, Zealand, Sybille, Téméraire, Leonidas, Cumberland, Ocean* and *Ajax*. In November 1810 he passed his lieutenant's examination, served in *Sheerwater* until August 1812 when he was invalided home, and then in *Benbow* and *Queen*. In December 1813 he was commissioned to command *Doterel*, but missed the ship and was reappointed in September 1814. After Waterloo the Navy was reduced and he retired on full pay until March 1818, when his pay was stopped by the Admiralty because of a debt he had incurred in the Azores.

At the Surrey Assizes on 21 August 1824, under the name of John Fitch, he was convicted of stealing with force and arms, and sentenced to transportation for fourteen years. He arrived in New South Wales in the *Asia* in April 1825 and was sent to Bathurst, where in November 1826 he was appointed constable to the mail service between Bathurst and Mount York. He was given a ticket-of-leave on 24 August 1829 after apprehending eight runaways. His ticket was altered to Liverpool when he became an overseer on the Parramatta Road. On 31 December 1831 he was charged with forging Judge Dowling's signature to a cheque on the Bank of Australia; he was found guilty and a sentence of death was recorded against him on 22 February 1832. This sentence was commuted to transportation for seven years to Norfolk Island, where he arrived late in 1832 in the *Governor Phillip* after several months in the hulk *Phoenix*. A conspiracy had been formed on the *Governor Phillip* to poison the ship's company, but the plot failed. In 1833 Knatchbull became partially paralysed. In January 1834, when a mutiny was planned, he claimed that he was unable to take part but offered to command a ship to South America if one could be captured. In the course of the mutiny's suppression by the guard under Foster Fyans, Knatchbull turned informer. At the trials in Norfolk Island in July and August, after twenty-nine mutineers had been sentenced to death, Judge Burton severely reprimanded Fyans: 'Most improperly, Sir, did you act as a magistrate, in accepting a confession from Knatchbull; neither should any deposition have been taken from him. Throughout the trials his name has been connected in every case: he was the chief of the mutineers, the man you should have named first in the Calendar. You have saved his life, or prolonged it. He never can do good'.

After completing his secondary sentence Knatchbull returned to Sydney in May 1839 to serve the remainder of his original fourteen years. He went to Port Macquarie as an invalid and on 8 July 1842 received a ticket-of-leave, which was altered to Sydney in July 1843 to enable him to work on the coaster *Harriet*. On 6 January 1844 he was arrested for the murder of Mrs Ellen Jamieson, having been found with her money and pocket book on

him, in the house where her body lay. He confessed to the crime and was brought to trial on 24 January. He was defended by Robert Lowe, who for the first time in a British court raised the plea of moral insanity, but the judge and jury refused to accept it. Knatchbull was found guilty of murder and sentenced to death. He was duly hanged on 13 February on a public gallows and has been credited by some with having 'died penitent'.

Knight, Alfred Victor (1895–1983)

KNIGHT, ALFRED VICTOR (1895–1983), naval and merchant navy officer, was born at Dover, England on 20 February 1897, the youngest son of a Merchant Navy officer and the latest in a long family line of seafarers. Educated at St Mary's School in Dover, he was active in the local scout troop as well as the church choir. Knight joined the Roberts Steamship Company as a cadet in 1912 and served his apprenticeship in the tramp steamer *Batiscan*.

Following the outbreak of the World War I, he received his father's permission to 'join up' and was appointed a midshipman in the Royal Naval Reserve in early 1915. Service in the Armed Merchant Cruiser HMS *Victorian* on blockade duty in the North Sea was followed by destroyer time on escort duty to France in HMS *Owl* and on the Dover Patrol in HMS *Crusader*. In early 1918 Knight volunteered for special service and, on the night of 22–23 April, found himself on the blockship HMS *Sirius* engaged in a head-on assault on Ostend Harbour in Belgium. The attack was designed to destroy the port to prevent its use by the Germans as a U-boat base and, although failing in its objective, the raid was a substantial propaganda success. Knight, by then a sub-lieutenant, was awarded the DSC for his conspicuous bravery under heavy enemy fire. After the Armistice, Knight was promoted lieutenant and appointed to HMS *Northolt*. Here he received a mention in dispatches after service on mine sweeping duties.

Leaving the Navy in 1920, Knight returned to the merchant service, obtaining his Masters Certificate and sailing on voyages to the Americas and Far East. For a time he worked with Malayan Customs in their campaign against illicit rubber smuggling, but in 1925 he joined the Union Steam Ship Company on the Canada-New Zealand-Australia run and later settled permanently in Australia. Maintaining his naval connections, Knight had been appointed a lieutenant in the Royal Australian Naval Reserve (Seagoing) on 1 January 1923. Promotion to lieutenant commander followed in 1931 and commander in 1937. In 1936 he was awarded the Reserve Decoration.

When World War II broke out there was initially no position for an officer of his seniority, but after being mobilised in March 1940, he joined the Naval Staff in Melbourne as member of the Trade Division. From June 1941 until February 1943, he served as the commander of HMAS *Lithgow*, a *Bathurst* class corvette. During this time *Lithgow* swept for mines sown by German commerce raiders in Bass Strait, assisted in the destruction of the Japanese submarine *I-124* off Darwin, escorted the first contingent of Allied troops from Townsville to Milne Bay, and took part in the campaign to recapture Buna in northern New Guinea. For his services in *Lithgow*, Knight was made an Officer of the Order of the British Empire.

Knight was next appointed to the requisitioned liner, HMAS *Westralia*, recently converted into Australia's first infantry landing ship. He remained as her Commanding Officer until October 1944, training more than 21,000 men in amphibious warfare, transporting more

than 19,000 men and 30,000 tonnes of military equipment to the forward areas and taking part in the Allied landings at Arawe, Humbolt Bay, and Panoan in the Philippines. *Westralia* was several times the flagship of the transport task units concerned and for his exceptional service in command Knight was awarded the US Legion of Merit. The citation described him as a 'forceful leader', and by his 'splendid cooperation in the conduct of a vital training programme, aggressive determination and untiring energies' he had 'contributed materially to combined large-scale operations and the successful prosecution of the war' in the South-West Pacific area.

Knight thereafter returned to an administrative role, acting as the Sea Transport Officer in Sydney until July 1947. During this time, he was promoted captain and served as Honorary ADC to two Governors-General. Having left the permanent naval forces, Knight joined the Australian National Line and commanded many of its ships. Upon retirement in 1962 he was made an Honorary Commodore, the Line's first. Knight transferred to the Australian Shipping Board and later became Chairman of the Glebe Island Committee and an active member of many naval and merchant navy associations.

In 1930 Knight married Irene Payne and they had one daughter. Irene died in 1967, and the following year he married Hilda Marian. Knight died at his Double Bay home on 22 January 1983 and was privately cremated. He was survived by his daughter and three grandchildren.

Greg Swinden

Laidlaw, Annie Ina (1889−1978)

LAIDLAW, ANNIE INA (1889–1978), navy matron, was born on 23 January 1889 at Lake Wallace, near Edenhope, Victoria, second of three daughters of native-born parents James Adam Laidlaw, grazier, and his wife Annie, née Gilchrist. Ina was educated at Alexandra Ladies' College, Hamilton. On 11 November 1913 she started training at the (Royal) Children's Hospital, Melbourne; three years later she was retained as a staff nurse.

Appointed to the Australian Army Nursing Service on 30 June 1917, Laidlaw was immediately sent to India where she served in military hospitals at Bombay and Poona. She returned to Melbourne in March 1919 and her army nursing appointment terminated on 21 May. Back at the Children's Hospital, she worked as a ward sister until 1925 when she was granted leave to undertake midwifery training at the Royal Hospital for Women, Sydney. She resumed her post at the Children's Hospital and in January 1926 became Assistant Lady Superintendent (assistant-matron). In 1930 she was promoted to Lady Superintendent of the hospital's orthopaedic section at Frankston, where she worked under the medical superintendent Dr John Colquhoun.

The Royal Australian Naval Nursing Service (RANNS) was formed in 1942. Surgeon Captain W.J. Carr [q.v.], who knew Miss Laidlaw socially, nominated her to head the new service; on 20 April she was appointed Superintending Sister, with the equivalent rank of lieutenant commander. She assisted in the selection of qualified nurses suitable for recruitment as RANNS officers. Initially, twelve were chosen in Melbourne and twelve in Sydney. Their numbers rose to sixty before World War II ended. They served in naval hospitals in Sydney and Darwin, at Milne Bay, Papua, and at Flinders Naval Depot, Westernport, Victoria; they staffed naval sick-quarters in Brisbane and Canberra, at Townsville and Cairns, Queensland, and at Fremantle, Western Australia; some of them were attached to Army and Air Force hospitals. Laidlaw visited her staff at their various postings.

Based at Flinders Naval Depot, she had charge of the establishment's hospital in addition to her responsibilities for the whole of the RANNS. In March 1943 she was promoted Matron. Laidlaw and her colleagues shared their living-quarters with officers of the WRANS, but had their own officers' mess where meals and services were provided by WRANS cooks and stewards. The nurses' duties included training men as sick-berth attendants to prepare them for employment at sea. There was some resentment among male members of the Medical Branch who felt that their positions were being usurped. Laidlaw overcame the difficulty. One nursing officer recalled that she 'was of sterling worth … a born leader – a woman of tremendous courage'.

After Laidlaw's RANNS appointment ended on 15 March 1946, she returned to her position at the orthopaedic division of the Children's Hospital and remained there until 1950. She had a large circle of friends, belonged to the Peninsula Country Golf Club, Frankston, enjoyed a game of cards and drove a baby Austin motorcar.

In 1951–52 Laidlaw was Home Sister at the Queen Elizabeth Hospital for Children, London. She then worked in Melbourne as Resident Matron at the Freemasons' Homes of Victoria, Prahran. Following her retirement in 1957, she lived in the Returned Sailors', Soldiers' and Airmen's Imperial League of Australia's home for nurses at RSL (St Kilda) House. She died on 13 September 1978 at McKinnon and was cremated with the forms of the Uniting Church.

Patricia C. Vines

Lampungmeiua (Tippaklippa),
Charlie One (1920?−1974)

LAMPUNGMEIUA (TIPPAKLIPPA), CHARLIE ONE (1920?–1974), coastwatcher, was born probably in 1920 on Melville Island. Belonging to the Ironwood and Tukkarinna (mullet) groups, he was affiliated with the Munupi country, and spoke Tiwi, English and Malay.

In 1942 Lampungmeiua was one of thirty-nine Australian Aborigines recruited for coastwatching work around Bathurst and Melville islands by Jack Gribble, a patrol officer based near Snake Bay, Melville Island. Gribble was commissioned in the Royal Australian Naval Volunteer Reserve, but his men were not formally enlisted. Selected for their local knowledge and bush skills, the Aborigines received no wages; they were given a few rations, clothing, clay pipes and tobacco, and were told that they would be paid after World War II had ended.

Issued with naval uniforms and weapons, the Aborigines practised drill, and were trained to use rifles, machine-guns, grenades and two-way radios. They also learned to identify Japanese aircraft and ships. One visitor patronisingly reported that they acquitted themselves 'in a manner comparable with white servicemen'. The Aborigines carried out armed patrols in the motor vessel, *Amity*, and in dugout canoes; they performed guard duty, built a jetty, dam, store and huts, and made bricks and cultivated gardens at their base. Lampungmeiua was a machine-gunner in the *Amity*. He and 'Strangler' McKenzie made several secret trips by submarine to Japanese-occupied Timor to assist in landing small parties of allied troops and stores. They were chosen because they spoke Malay.

The main tasks of Gribble's Aboriginal patrol were to watch for enemy invaders, and to search for downed planes and airmen. Members of the group escorted several Allied airmen to safety, including the crew of a Dutch bomber and an American fighter pilot. They also rescued eleven survivors from an American supply ship which was sunk off Melville Island. In addition, they warned authorities about a number of Japanese submarines, piloted visiting ships and located enemy sea-mines. In one fifteen-month period they patrolled over 2250 miles (3600 km) by boat and 1150 miles (1800 km) by foot to provide security for the two airstrips and the radar stations in the area. They were taken to Darwin for a special parade.

After the war Charlie One lived near Garden Point, Melville Island. A 'strong and determined leader' who insisted that his 'people respect and maintain their culture', he was held in high regard. He refused a party of miners access to his land to explore for mineral sands. His woven flax ropes – attached to harpoons for catching dugong and turtle – were valued by the Tiwi. He married three sisters Dorie, Elizabeth and Gladys Puruntatameri. In August 1962 the RAN honoured surviving Aboriginal coastwatchers in a ceremony on Melville Island. Tippaklippa received £200 and was awarded the Defence, War and Australian Service medals. Accidentally spiking his head on a nail, he died on 22 September 1974 at Nguiu and was buried in Garden Point (Pirlangimpi) cemetery. Gladys survived him, as did the daughter of his marriage to Elizabeth.

Jenny Rich

AWM 107006

Long, Rupert Basil Michel (1899–1960)

LONG, RUPERT BASIL MICHEL (1899–1960), naval officer and businessman, was born on 19 September 1899 at North Carlton, Melbourne, youngest of eight children of Victorian-born parents Charles Richard Long, inspector of schools, and his wife Louisa Catherine, née Michel. Educated at Princes Hill State School, Rupert entered the RANC, Osborne House, Geelong, with the first intake of cadets in 1913. He went to sea in HMAS *Australia* (1917–18) as a midshipman and in HMAS *Huon* (1918–19) as a sub-lieutenant.

Sent to England in 1919 for further training, Long gained the maximum of five 1st class certificates for his lieutenant's courses. He joined HMS *Ramillies* and qualified as a torpedo specialist before returning to Australia in 1924. Following postings to HMA Ships *Platypus* (1924–25) and *Anzac* (1925–26), he served in the Mediterranean and on the China Station in HMS *Dauntless*. On 29 October 1927 at St Clement's parish church, Oxford, England, he married Heather Mary Macrae (d.1935). Promoted lieutenant commander in January 1928, he was Squadron Torpedo Officer when the new HMAS *Australia* was commissioned three months later. In 1933 he passed the course at the Royal Naval Staff College, Greenwich, England.

Next year Long took up duties as District Intelligence Officer and Staff Officer to the Captain Superintendent, Sydney. He improved and expanded the local intelligence organisation. In April 1936 he was posted to Navy Office, Melbourne, as Assistant-

Director of Naval Intelligence and Staff Torpedo Officer. Among his most important tasks was the strengthening of the coastwatcher network, especially in the islands north of Australia. Fleet Admiral William F. Halsey, USN, was to credit the coastwatchers with saving Guadalcanal in 1942.

At the Presbyterian Church, Lindfield, Sydney, on 19 August 1937 Long married a divorcee Frances Vera Cliff, daughter of Sir Walter Carpenter. Appointed Director of Naval Intelligence (DNI) on 25 August 1939, Long was promoted acting commander on 6 April 1940. Influenced by his father to be proudly Australian, he recognised the necessity of working closely with Allied intelligence agencies. He represented Britain's Military Intelligence 5 and MI6 in Australia, receiving the benefit of their worldwide connexions.

The linchpin of Australian intelligence and security work, Long set up an espionage system in the Netherlands East Indies and South West Pacific. In 1940 he advocated the formation of the Combined Operational Intelligence Centre, Melbourne, and in January 1941 became its first director, in addition to his role as DNI. He founded the Special Intelligence Bureau under Commander (Captain) T.E. Nave to help break Japanese consular and merchant navy codes, and received *'Ultra'* material (intercepted and decrypted enemy messages) from Britain. Long formed close contacts with cryptanalysts in Singapore, Batavia and Canada, and with the Far East Security Service.

He played a role in the formation (March 1941) of the Commonwealth Security Service. In 1942 he persuaded General (Sir) Thomas Blamey to set up the Far Eastern Liaison Office for psychological warfare. General Douglas MacArthur accepted Long's proposal to establish the Allied Intelligence Bureau, which co-ordinated the activities of coastwatchers and other intelligence and sabotage parties operating in Japanese-occupied territory. Long had attended a conference on cryptanalysis and espionage in Singapore in November 1941, and in September 1944 went to London for a Joint Intelligence Committee conference. In January–February 1945 he visited Washington, New York and Ottawa to discuss postwar security with the Federal Bureau of Investigation, British Security Co-ordination, the Royal Canadian Mounted Police and Canadian Naval Intelligence. He had been appointed OBE in 1944.

Leaving the Navy in December 1945, Long embarked on a business career in Sydney, establishing engineering and precision-instruments firms, and dabbling in the mining of mineral sands. In 1949 he unsuccessfully sought Liberal Party pre-selection for the Federal seat of Mackellar. For a time he was connected with the Association, a secretive, anti-communist organisation. A heavy smoker, he died of cancer on 8 January 1960 at his Manly home and was cremated with Anglican rites; his wife and their son and daughter survived him. Allison Ind described Long as 'a stocky man with a cupid's-bow mouth and a steel-trap mind'. Known as 'Cocky' or 'Von', he supported his men and their families, and won their devotion. Paul McGuire [q.v.] wrote that British naval intelligence officers regarded Long as 'one of the ablest of them all'. Eric Feldt [q.v.] considered that, in a war in which it was often said that 'too little' was done 'too late', Long 'did enough and he did it *in time*'.

Barbara Winter

AWM 107010

Macandie, George Lionel (1877–1968)

MACANDIE, GEORGE LIONEL (1877–1968), public servant and naval administrator, was born on 26 June 1877 at South Brisbane, fifth child of Scottish parents William Macandie, clerk, and his wife Catherine, née Kennedy. He was educated at Brisbane Grammar School and qualified as an Associate of the Federal Institute of Accountants on 29 April 1903. On 18 August 1896 he had joined the Queensland Public Service as a clerk in the Maritime Defence Force Office.

After Federation Macandie transferred to the Commonwealth Department of Defence and in 1903 joined Captain (Sir) William Creswell [q.v.] in setting up the Navy Office in Melbourne. On 24 February 1904, at Park Church, South Brisbane, he married Alice Hood with Presbyterian forms; they had three children. He served with Creswell as a senior clerk through the wilderness years while Australia sought to establish a firm naval policy, and he rejoiced in 1909 at the decision to create a substantial fleet. He laboured on the development and administration of the RAN, playing his part backstage; he controlled the office, conducted correspondence, devised and watched over systems for administering the fleet; in short he was an enabler – advising and guiding the Navy on how best to achieve its manifold aims. He was Secretary of the Australian Naval Board, holding this post from 1914 to 1946. He was given honorary rank – Paymaster in 1912 and Fleet Paymaster (equivalent to commander) in 1916.

Macandie was the Secretary of the first Department of the Navy from March 1919 until the Navy Office was again merged into the Department of Defence in 1921. After having received some criticism from a 1918 Royal Commission on Deficiencies in Naval Administration he was belatedly accorded the benefit of a years experience at the British Admiralty from June 1920 – while surviving attempts by lesser men to oust him from office. In October 1920 he was appointed CBE for his wartime services. He guided the RAN through the financial reductions of the 1920s and 1930s and saw the brief revival of naval aspirations under the Bruce-Page government with the acquisition of HMA Ships *Australia* and *Canberra* in 1928–29. He was one of the unseen architects of the naval part of the defence development programme of the mid-1930s, when *Sydney*, *Perth* and *Hobart* were added to the fleet. He assisted a succession of naval leaders from the RN until RAN officers acquired necessary experience and seniority.

When, by 1941, World War II brought again the need for a separate department to administer the Navy, Macandie was 64 and the government wanted a younger man at the helm. A.R. Nankervis [q.v.], who was appointed Secretary, was well served by Macandie as Secretary of the Naval Board. He remained until May 1946, beyond his formal retirement from the public service in June 1942. Subsequently he complied *The Genesis of the Royal Australian Navy*, published in 1950.

Macandie's private interests were dominated by his Presbyterianism; he was an Elder of the Frank Paton Memorial Church, Deepdene, Melbourne, its Session Clerk in 1923–34 and Superintendent of its Sunday school in 1935–39. Survived by his wife, son and two daughters, he died at Canterbury on 30 April 1968 and was cremated. He was a large likeable man, calm in a crisis, with a controlled geniality and a sometimes impish sense of humour. If Creswell [q.v.] was the father of the RAN, Macandie was its benign and watchful uncle.

Robert Hyslop

The Prime Minister Robert Menzies inspecting naval personnel at HMAS *Commonwealth*, the RAN shore based Station in Kure, Japan, 16 August 1950. Left to right: Commonwealth Boatswain B. McCarthy (facing away), Officer-in-charge of Tug Control; Mr Menzies; Stores Assistant G.W. Eves, Writer A.G. Carrolan, Lead Sick Berth Attendant A.R. Perberton, Stores Assistant B.B. Robertson, Officers Cook L.A.G. Wagner, Telegraphist P.T. Ryder and Signalman J.M. Dee.

AWM 146532

McCarthy, Bernard Dennis (1900–1977)

MCCARTHY, BERNARD DENNIS (1900–1977), sailor, was born on 3 July 1900 at Woodstock, near Cape Town, South Africa, son of Harry McCarthy, building contractor, and his wife Grace Raymond. Educated at the Salesian Institute, Cape Town, Bernard became an accomplished organist. In 1918 he sailed to Britain and on his eighteenth birthday enlisted in the RN as a boy, 2nd class; he was then 5 foot 4 1/2 inches (164 cm) tall, with cherubic features, fair hair and blue-grey eyes. In March 1919 he was posted to HMS *Malaya*. He came to Australia in 1920 as a member of the crew of HMS *Stalwart*, one of six destroyers given to the RAN.

On 9 May 1921 McCarthy transferred to the RAN. He served five of the next eight years at sea, with breaks in 1922, 1925 and 1926–28 at Flinders Naval Depot, Westernport, Victoria, and was promoted petty officer (1926). Discharged on 21 August 1929, he found work with the Catholic Church Property Insurance Co. of Australasia Ltd and rose to District Manager. By 1938 he was an insurance inspector. On 11 June that year at Geelong he married 20-year-old Ellen Splatt (d.1968) in a civil ceremony. Having enrolled (1935)

in the Royal Australian Fleet Reserve, he was mobilised in HMAS *Australia* when World War II broke out.

Sent to Britain, in November 1940 McCarthy was among the commissioning crew of the destroyer, HMAS *Napier*. The ship sailed to the Mediterranean in May 1941. During the battle of Crete, which began that month, she evacuated troops to Alexandria, Egypt, and fought off repeated air attacks *en route*. As chief quartermaster, McCarthy 'took charge of the wheel-house on each occasion of the ship being bombed'; he displayed 'great coolness' and skill in responding to numerous wheel-orders and steering 'the ship clear of destruction'; his actions won him the DSM. In September he was again posted to Flinders Naval Depot. Joining HMAS *Arunta* (March 1942), whose first lieutenant (Rear Admiral) G.J.B. Crabb found him 'most reliable and trustworthy', McCarthy was promoted (July) acting chief petty officer. For meritorious service during the Leyte Gulf operations in the Philippines in October 1944, he was awarded a Bar to his DSM.

McCarthy was promoted temporary commissioned boatswain in May 1945 and was posted successively to the HMA Ships *Australia*, *Shropshire*, *Kanimbla* and *Sydney*. In 1950–51 he was attached to HMAS *Commonwealth*, the RAN's base in Japan, where he operated small craft and transported supplies to Korea. After returning to Australia, he served mostly at sea. A dapper figure and quite 'English' in his attitudes and bearing, he took a close interest in the younger sailors who served with him. On 30 June 1956 he left the Navy; in the following year he was promoted sub-lieutenant on the retired list. He worked as a senior messenger with the Bank of Adelaide and sold his medals to a private collector. Survived by his son and daughter, he died on 27 February 1977 at the Repatriation General Hospital, Daw Park, and was buried in Centennial Park cemetery with Catholic rites.

Mike Fogarty

McGuffog, James Steel Doran (1889–1963)

McGUFFOG, JAMES STEEL DORAN (1889–1963), marine engineer and naval officer, was born on 9 April 1889 at Walcha, New South Wales, second of four children of John McGuffog, a shipowner from Scotland, and his native-born wife Mary Jane, née Steel. The family lived at Chatsworth on the Clarence River. Educated at the local public school, James served his apprenticeship at the Harwood mill (owned by the Colonial Sugar Refining Co. Ltd) and went to sea in CSR ships. After he obtained his second engineer's certificate, he joined (1911) McIlwraith, McEacharn & Co. Pty Ltd which operated a line of coastal steamers. He was awarded his chief engineer's certificate (1915) while serving as a junior engineer in the *Karoola*; he then sailed in the *Katoomba* as Second Engineer. At the Presbyterian Church, Malvern, Melbourne, on 14 October 1919 he married Ivy Adelaide Moore.

In 1920 McGuffog was appointed Chief Engineer of *Katoomba*. Qualifying as Chief Engineer (diesel) in 1934, he travelled to Belfast to stand by construction of the firm's new motor liner, *Kanimbla*. He returned to Sydney in May 1936 as her Chief Engineer. The ship was requisitioned by the RN and converted into an armed merchant cruiser in 1939. HMS (later HMAS) *Kanimbla* was to be crewed principally by reservists of the RAN, among them McGuffog who was appointed temporary engineer commander, RANR, on 23 September. *Kanimbla* served on the China and East Indies stations – patrolling, hunting German raiders and escorting allied convoys. Despite falling ill, McGuffog kept her engines running and was mentioned in dispatches (1941).

In August 1941 *Kanimbla* reached the Persian Gulf and prepared to lead a flotilla against the port of Bandar Shapur. For fostering cohesion and high morale in the force – during training and in operations that captured the port on 25 August – McGuffog was again mentioned in dispatches (1942). One of *Kanimbla's* duties was to seize enemy merchant ships at Bandar Shapur. When the crew of a German vessel, *Hohenfels*, scuttled their ship, she had to be beached to prevent her sinking. McGuffog was made technical officer-in-charge of salvaging *Hohenfels*. He improvised 'ingenious' gear, worked indefatigably, took risks when necessary and succeeded in saving the prize. In 1942 he was appointed OBE. Back in Australia, *Kanimbla* was again converted (April–October 1943) – into a Landing Ship, Infantry.

Following a term (1944–46) as Principal Naval Overseer, Victoria, McGuffog returned to *Kanimbla*. He was demobilised on 18 January 1951. *Kanimbla* reverted to her peacetime role and McGuffog continued as her Chief Engineer. Understanding and supportive, he got on well with his sailors, but he had a watchful eye and demanded professionalism of them. He frequently reminded the men: 'If you don't know it, say so. Ask questions'. About six feet (183 cm) tall and 12 stone (76 kg) in weight, he had an upright bearing and a quiet but commanding voice. He was gifted with a strong will and a sense of humour, and kept himself to himself. In 1955 he retired. Survived by his wife and son, he died on 5 January 1963 in North Sydney and was cremated.

J.S. Sears

McGuire, Dominic Mary Paul (1903-1978)

McGUIRE, DOMINIC MARY PAUL (1903-1978), author and diplomat, was born on 3 April 1903 at Petersburg (Peterborough), South Australia, ninth son of James McGuire, superintendent of local railway traffic, and his wife Mary, née O'Sullivan, a former schoolteacher. When James was promoted Commissioner of Railways in 1917, the family moved to Adelaide. Paul had attended Christian Brothers' College, Wakefield Street, from 1914. He earned pocket money by writing paragraphs for the *Bulletin*, 'anything up to five bob or ten bob a week when I was eleven years old'. Aged about 12, he began to have verse accepted and to think of himself as a writer. His adolescence was marked by recurrent mourning – three brothers in the Australian Imperial Force were killed, a fourth died of wounds, another of consumption; and his only sister Mary Genevieve died shortly after childbirth, with her infant. The dramatic and repeated experience of loss as a boy was mirrored in the intense depressions McGuire suffered as a man, as well as in continuing themes of the fragility of life and happiness in his writing.

At the University of Adelaide from 1923, he read history under Professor George Henderson, whom he admired and credited with confirming that 'history was not looking back; history was essentially deciding where we are'. McGuire was Foundation President (1924–25) of the Adelaide University Dramatic Society, Editor (1925) of the university magazine and a debater in the team that met visitors from Oxford. He left university to work as a journalist. At St Laurence's Catholic Church, North Adelaide, on 18 November 1927 he married Frances Margaret Cheadle, three years his senior. He had met her at the university while she was launching a research career in biochemistry. Their engagement stunned their friends, but the marriage was a meeting of minds, passions and aspirations. Margaret – a Congregationalist whose family moved in the best of Adelaide's Protestant circles – converted to Catholicism. They set up house in Adelaide, and then in a shooting-hut at Belair, writing for the *Bulletin* and running a literary page in the diocesan Catholic weekly, *Southern Cross*, while Paul taught history and English as a casual lecturer for the Workers' Educational Association of South Australia. Next year they left for London.

In contrast to Irish-Catholicism in Adelaide, McGuire was dazzled by the intellectual, and cheerfully counter-cultural, circle of English Catholic writers around G.K. Chesterton and Hilaire Belloc. McGuire's training in London with the Catholic Evidence Guild equipped him for 'Speakers' Corner' at Hyde Park, where the guild promoted a Catholic world-view based on traditional doctrine, 'Chesterbelloc' philosophy (including Distributism) and the social encyclicals. He also read and, in 1937, eventually met, the Belgian priest Fr Joseph Cardijn, founder of the Jeunesse Ouvrière Chrétienne (Young Christian Workers). Like Belloc, Cardijn impressed him with hearty and good-humoured spirituality. McGuire was inspired by the challenge to be 'a fool for Christ' and flourished in a self-consciously Catholic atmosphere charged with intellectual endeavour and a mission to reform the modern state. He wrote poetry with a sense of vocation, and made contacts with literary and Catholic periodicals that would later carry his articles. His direct encounter with

Cardijn and his clear understanding of Jocist Catholic Action set him apart from later Catholic activists in Australia.

In 1932 McGuire was welcomed back to Australia by the *Bulletin* as a model for other authors seeking to publish in London. In Adelaide he continued to write. The poetry he had penned in England was included in anthologies and collected in *The Two Men and Other Poems* (1932). To pay 'the butcher and baker (and in honesty … the brewer)', he wrote detective stories (as he had done in London), sometimes two or three a year, claiming they took three weeks to complete (though once as little as four days). His fifteen mystery novels were published by 1940. Two in particular cemented his reputation as a 'most satisfying person with whom to go a murdering': *Burial Service* (London, 1938) and *The Spanish Steps* (London, 1940). His non-formulaic plots gave the characters range to express opinions; and heroes were often in tune with his philosophy.

Appalled to find the 1931 papal encyclical, *Quadragesimo Anno*, was difficult to buy in Australia in 1932, Paul, Margaret and Fr James O'Dougherty founded the Catholic Guild for Social Studies to raise awareness of Catholic principles so that ordinary members of the church could 'win the world'. Their patron 'saints' were St Thomas Aquinas and the then uncanonised layman Sir Thomas More. The first members were mostly unemployed young people. The guild's four-part programme of prayer, study, social action and recreation attracted two thousand participants in the first year as groups formed in parishes, in the railways and post offices, and among nurses in hospitals and schoolboys at Christian Brothers College. The guild prompted the foundation of a Catholic library in Adelaide, and provided its initial stock. Links were made with developing groups in other States, and in 1934 McGuire spoke on Catholic Action to the meeting of Catholic intellectuals held in conjunction with the National Eucharistic Congress, Melbourne.

In addition to running courses for the guild, McGuire lectured for the Workers Education Association (WEA) on literature and history. In 1936 the guild swung to the right (with much of Western Catholic thought) in support of General Franco's cause in the Spanish Civil War. McGuire travelled to Spain as correspondent for the *Catholic Herald* (London), and wrote passionately of the children displaced by the conflict and the damage done to the Catholic culture of Europe. With Father John Fitzsimmons, he published *Restoring All Things* (London, 1939), a discussion of the wide-ranging aims of Catholic Action. It attracted international attention. The American Catholic benevolent society, the Knights of Columbus, invited McGuire to lecture on 'The Christian Revolution' across the United States of America; his tour of 1939–40 regularly attracted crowds of 3500, and was credited with precipitating the Christian Family Movement.

Aiming to introduce Australia to non-specialists, McGuire had published *Australian Journey* (London, 1939). The Australian delegation in Washington requested copies to give as gifts, and R.G. (Baron) Casey wrote to introduce him to Prime Minister Curtin as one 'who has a lot more useful work up his sleeve'. Although McGuire freely admitted in retirement that his mind had never been 'exact enough' for history, a system of research support – led by Margaret, Emilie Woodley and Betty Arnott – provided accurate details for several works blending history and public comment. *Westward the Course!: the New*

World of Oceania (New York, 1942) proved a best seller, given Americans' interest in the Pacific after the bombing of Pearl Harbor. *The Price of Admiralty* (Melbourne, 1944), written with Margaret, told the story of HMAS *Parramatta* and her commanding officer J.H. Walker.

Commissioned on 12 August 1942 in the RANVR, McGuire performed intelligence duties in Melbourne as Deputy-Director of Psychological Warfare, Far Eastern Liaison Office. He was demobilised as lieutenant on 4 May 1945, but was to remain in the RANVR until 1958, retiring as an honorary commander. Sent to Europe in 1945 as a war correspondent, he covered the work of the United Nations International Children's Emergency Fund and promoted the emigration of British ex-servicemen to Australia. He also claimed to have carried out 'special intelligence operations'.

In 1946 McGuire again lectured in North America, and toured northern South Australia with (Sir) Thomas Playford, forging a long-standing friendship over bottles of milk for the Premier and whisky for himself. In 1947 he began discussions with Oxford University Press about editing a series on Australian social history. Although the proposal was never realised, he published two books as preliminary instalments, *The Australian Theatre* (Melbourne, 1948) and *Inns of Australia* (Melbourne, 1952), both with Margaret and Arnott. Margaret McGuire, always a strong supporter of the RAN, also published *The Royal Australian Navy*, its origin, development and organisation in 1948.

Two works of social analysis at the close of the 1940s lifted McGuire into a fuller public role. In *The Three Corners of the World* (London, 1948) he argued that the British Commonwealth's model of cooperation between states should be adopted in the free world, with the United States moving to the hub. *There's Freedom for the Brave* (London, 1949) advocated an urgent increase in moral power and the restoration of true community (symbolised by freer trade) as a cure for the postwar crisis of the West. The book was favourably reviewed, and prompted (Sir) Robert Menzies to make McGuire a personal adviser for the 1951 British Commonwealth prime ministers' meeting in London. McGuire was appointed CBE (1951).

Discussions at that meeting gave shape to plans for a non party political campaign to revitalise Australian moral life and strengthen the bulwarks against communism. McGuire drafted a statement on the steps of St Peter's Basilica during a stopover in Rome, and contacted Sir Edmund Herring, a former Chief Justice of Victoria, who agreed to lead the campaign which became 'A Call to the People of Australia'. A flurry of semi-secret meetings between business leaders and ex-servicemen provoked questions in the Senate about McGuire's role in a sinister 'New Guard'. The government answered the question with a statement on spiritual renewal. Broadcast on 11 November 1951, with signed support from State governors, chief justices and church leaders, the 'Call' urged a return to values of civic duty, loyalty and moral strength. To maintain the momentum of overwhelming support, standing committees were established and McGuire directed the national campaign until 1953.

Named Australian Ambassador to Ireland in April that year, McGuire was a delegate to the session of the United Nations' General Assembly in New York which opened in September. Following a dispute over his 'letters of credence', his appointment to Dublin was cancelled in January 1954. He served instead as Minister (1954–57) and Ambassador (1957–59) to Italy. He gloried that he was Australia's Special Ambassador and Envoy to the Holy See for the funeral of Pope Pius XII and the coronation (1958) of Pope John XXIII, but seems to have fretted at being 'a minor organ of the body politic'. For many years he belonged to the Savile and Athenaeum clubs in London, and the Naval, Military (and Air Force) Club in Melbourne. He was appointed (commander) to the Order of Merit of the Republic of Italy in 1967.

The McGuires had returned to Adelaide in 1959 with plans for more books. Writing was impossible while Paul underwent two operations to treat the retina in his eye. In the 1960s and 1970s he wrote television scripts for the Rank Organisation in Britain, and began a series of interviews with South Australian sportsmen, but a round of public-speaking engagements replaced the stream of articles and books. He also worked with the Good Neighbour Council of South Australia. Appointed (Grand Cross) to the Order of St Sylvester in 1959, he valued his papal knighthood as much for the tradition it endorsed as the achievements it recognised. McGuire was surprised at the talk of crisis in the Church following Vatican Council II. He saw the issues as grim moral and intellectual problems in society – not simply in the Church – and as part of a cycle of centuries.

McGuire died on 15 June 1978 – the year of celebrations for the five centuries since Thomas More's birth – at Calvary Hospital, North Adelaide, and was buried in Brighton cemetery. Tributes noted that More's commemoration would have been unthinkable without wide acceptance of McGuire's belief in the value of an intellectual apostolate and the significance of lay people in the church. His wife survived him, and in 1979 donated his collection of 180 books on maritime subjects, with funds for maintaining them, to establish the Paul McGuire Maritime Library at the State Library of South Australia. In 1980 she prompted the posthumous publication of a selection of his best poems.

Katharine Massam

Macintosh, Neil William George (1906–1977)

MACINTOSH, NEIL WILLIAM GEORGE (1906–1977), professor of anatomy and anthropologist, was born on 27 December 1906 at Marrickville, Sydney, only child of native-born parents Gregory Grant John Macintosh, art teacher, and his wife Darcy Emma, née Pratt. Neil attended (1920–25) Fort Street Boys' High School; he gained honours in history and English, and won an exhibition. At the University of Sydney (M.B., B.S., 1933), he studied medicine and received Blues for swimming in 1928, 1929 and 1930. He interrupted his course to spend two years jackerooing in western New South Wales.

After graduating, Macintosh served at Lewisham Hospital as Registrar (1934–35) in the neurosurgical unit and as Medical Superintendent (1936–37). During 1937–39 he undertook postgraduate courses in Edinburgh, London and Budapest. The last months of peace were spent in general practice at Bathurst and Newcastle. Macintosh was mobilised in the Royal Australian Naval Reserve on 2 September 1939 and saw active service as surgeon lieutenant commander in the Indian and Pacific oceans in HMA Ships *Swan* (1940–41) and *Manoora* (1941-42). In June 1942 he ceased full-time duty owing to illness. He remained in the RANR until 1950. On 6 June 1942 at Christ Church, South Yarra, Melbourne, he had married 22-year-old Barbara Jean Cooley with Anglican rites; they were to be divorced in 1945.

Macintosh joined the Department of Anatomy at the University of Sydney as a demonstrator (1943), and was subsequently lecturer (1945–47) and senior lecturer (1948–49). He gained a Diploma in Anthropology from the university in 1950 for a thesis entitled '*Critical studies on the antiquity of Man in Australia; in addition, some facts relating to the possible origin, migration and affinities of Australians and Tasmanians*'. Promoted to reader that year, he was appointed Challis Professor of Anatomy in 1955 and held the Chair until 1973.

A lover of boats and ships and their ways, Macintosh wrote in his private correspondence of the 'so-called primitive' craft of low-technology societies and asked whether such craft might have enabled long migrations. During his war service he had criss-crossed the waters between Australia and Indonesia, which Australia's Aborigines had traversed to reach the southern continent. Those wartime memories helped to shape his scholarly work on the antiquity, migrations and place in human history of the indigenous people of Australia. Extensive and tenacious fieldtrips were the milestones of his research. He brought to them not only his energy and vision as a scholar, but also an extraordinary personality. An upright figure, open-faced, charismatic, sometimes abrupt, but one whose anger never lasted, he gave a sense of moment to all his ventures. A generation later the men he trained on these trips still recall 'When I was with Mac'.

Macintosh produced over fifty scholarly publications and made important contributions to the knowledge of three features of Aboriginal history - its antiquity, its rich variation over time and place, and its origins in migratory arrivals. He studied every significant ancient bone and artefact available, and discovered or documented several of major significance. On 19 February 1965 at the Registrar General's Office, Sydney, he married Ann Margaret Scot Skirving, a grand daughter of Robert Scot Skirving and Sir Edmund Barton. She became his assistant and 'companion in his later work'. In a series of expeditions to Queensland in the 1960s Macintosh established the geological context of

the fossilised Talgai skull which had been found near Warwick in 1886, and studied and publicised by (Sir) Edgeworth David and J.T. Wilson. Macintosh drew on the most modern techniques available to estimate the age of the skull at c.14,000 years, greatly enhancing its significance. In 1970 at Lake Nitchie, New South Wales, he and his technical officer Ken Smith excavated the 7000-year-old skeleton of a 6 foot 2 inches (188 cm) male. Macintosh and his team reassembled a necklace in which the profusion of *Sarcophilus* (Tasmanian Devil) canine teeth (162 from perhaps 100 animals) showed the importance of the deceased, suggested the practice of elite burials, and indicated that the region was more fertile than in recent times. Rarely seen without a pungent cheroot, Macintosh brought presence to two television films, both centred on human skeletal remains.

His work and publications on the dingo extended over several decades, and revealed the same ability to strike a new scholarly path. He showed the morphology of a 3000-year-old dingo skeleton to be indistinguishable from a modern skeleton. Having set up a breeding colony of dingoes, he confirmed their resistance to domestication and training, helping to characterise their place in Aboriginal culture.

As an educator, 'Black Mac' was a dynamic teacher. He loved his subject and was illuminating in the dissecting-room and lecture theatre. His innovations in teaching anatomy, particularly his system of surgeon-demonstrators, earned him Honorary Fellowships of the Royal Australian College of Dental Surgeons (1971) and of the Royal Australasian College of Surgeons (1972). An honorary consultant, he assisted the Criminal Investigation Branch of the New South Wales Police in attempting to unravel a number of bizarre murders. Macintosh was a foundation member of the Council (1967–73) and Editorial Committee of the Australian Academy of Forensic Sciences. He was also Associate-Editor (from 1966) of the journal, *Archaeology and Physical Anthropology in Oceania*. As an administrator, he left a lasting heritage in the J.L. Shellshear Museum of Comparative Anatomy and Physical Anthropology, established at the University of Sydney on his recommendation in 1958, and named in honour of his mentor.

A Foundation Member (1961) and Chairman (1966–74) of the Australian Institute of Aboriginal Studies, Macintosh was President (1951) of the Anthropological Society of New South Wales, and a Foundation Member (1963) and President of the Anatomical Society of Australia and New Zealand (life member 1971). He supported the visits to Australia of Czech biological anthropologists at a time when cultural exchanges with communist countries were difficult. In recognition of his outstanding contributions to the study of the origins of man, he was awarded the Hrdlicka Medal – which was presented to him in 1970 in the Czech city of Humpolec (Hrdlicka's birthplace) – and the Anthropos Medal (1970) by the Moravian Museum in Brno, Czechoslovakia.

Macintosh belonged to the Imperial Service and Tattersall's clubs. Survived by his wife, he died of cancer on 27 November 1977 at his Bellevue Hill home and was cremated. He had no children. A review of his work on the dingo was published by B.C.W. Barker and Ann Macintosh in 1978. An American colleague wrote of the contrast between Macintosh's lively personality and his laborious scholarship: 'He was the right man at the right time: it is not easy to imagine … one person, in the future, through his own vigour, application, broad view, and natural wisdom, keeping so many of the reins of the subject in his hands and driving it ahead so far'.

Jonathan Stone

McLarty, David Lyon (1889–1962)

McLARTY, DAVID LYON (1889–1962), engineer and dockyard director, was born on 22 September 1889 at Penang, Straits Settlements (Malaysia), son of Farquhar Matheson McLarty, mechanical engineer, and his wife Wilhelmina, née Lyon. Educated at the Collegiate School, Greenock, and at the Glasgow and West of Scotland Technical College, Lyon was apprenticed to Scott & Sons, shipbuilders and repairers. He transferred to the firm's drawing office, joined John Brown & Co. Ltd, shipbuilders of Clydebank, and became Assistant Works Manager with Barclay, Curie & Co. Ltd, shipbuilders. On 2 April 1921 at St Mary's Cathedral, Glasgow, he married with Episcopalian rites Meta Dusha Tucker, an office manageress; they were to have no children, but gave ready affection to those of friends. From 1922 McLarty was based in China as Assistant General Manager of the Shanghai Dock & Engineering Co. Ltd. Reaching Sydney in 1925, he joined the staff of Cockatoo Island Dockyard. He managed the engineering firm of Morison & Bearby Ltd at Newcastle in 1927–37 and Robison Bros & Co. Pty Ltd in Melbourne in 1937–39, and was a Director (1939–40) of Malleys Ltd in Sydney.

Due to the exigencies of World War II, the McKell Government decided in 1941 to build a State dockyard at Newcastle, using much of the plant and buildings from the Walsh Island Dockyard and Engineering Works which had ceased operations eight years earlier. McLarty was appointed Director. The dockyard at Carrington launched its first vessel in July 1943. By 1945 it employed 1329 people and had built two vessels for the RAN and twenty-two for the United States; it had also repaired six hundred ships and completed other engineering projects. At the end of 1957 the vessels built numbered forty-seven and the site had grown to 30 acres (12 ha), well equipped with workshops, berths and a floating dock. Total turnover was £22.5 million.

Appointed OBE in 1954, in the following year McLarty urged his staff to appreciate their workplace and what they produced: 'especially does this apply to the creation of a ship [beyond] which there is no more interesting and comprehensive product of man'. He retired in 1957, declaring that he had been fortunate in his life and colleagues. Former staff and neighbours recalled his outgoing personality, leadership, considerate nature, and his modest residence amid the Newcastle establishment on The Hill overlooking the harbour. Tall and genial, he enjoyed playing golf and bowls, and belonged to the Newcastle Club, the Royal Automobile Club of Australia and the Rotary Club of Newcastle.

McLarty also practised as a part-time consulting engineer and was founding Chairman of the Newcastle Industrial Promotion Panel. He was President (1947–48) of the Newcastle division, Institution of Engineers, Australia, and a Member of the Institution of Engineers and Shipbuilders in Scotland, the North-East Coast Institution of Engineers and Shipbuilders, England (1946–62), and the New South Wales Electricity Commission (1950–57). A Council-Member (1957–62) of the University of New South Wales, he was Foundation Chairman (1962) of the council of Newcastle University College.

Five days after his wife's death, McLarty died on 30 November 1962 at Royal Newcastle Hospital and was cremated. He had left an indelible mark on the industry and city.

L.E. Fredman

AWM 304766

Lieutenant Paul Mason, RANR, with family members after receiving the DSC.

Mason, Paul Edward Allen (1901–1972)

MASON, PAUL EDWARD ALLEN (1901–1972), planter and coastwatcher, was born on 30 April 1901 in North Sydney, third child of Frederick Mason (formerly Mikkelsen), a Danish-born master mariner, and his native-born wife Margaret, née Robinson, who had been widowed before she married Frederick. The family was contented and domesticated, principled but not overtly religious, and valued practical skills such as sailing and horse-riding. Paul briefly attended Fort Street Boys' High School and was afterwards a keen but cursory autodidact. With his father disabled, he left in January 1916 for the Shortland Islands, British Solomon Islands Protectorate, to ease the family burden and to assist his half-brother Tommy, a trader.

An unprepossessing, short, bespectacled youth, with fair, tousled hair and somewhat prominent teeth, Mason intrepidly managed labour-lines of recently contacted warriors. He returned home in 1919 to help his family work an orchard at Penrith, but the tropics lured him again. In 1925 he accepted a job managing Inus plantation on Bougainville, after his predecessor had been hacked to death by labourers. He tramped the island to recruit workers, picking up unrivalled knowledge of the terrain and familiarity with custom. A relieving manager and inspector for Associated Plantations Ltd (which owned Inus), he became an expert navigator. Before World War II, however, he was regarded as an ill-kempt, unlettered eccentric, most genial but gauche and shy, with

the taint – through Tommy's marriage – of having mixed-race relations, and distinguished only by navigational and ingenious mechanical skills, particularly with wireless.

Consequently he was invited to join Eric Feldt's [q.v.] coastwatching team. Although Mason was scoffed at for military service – 'overage, undersized, slightly deaf, a bit shortsighted', with a malaria-induced slight impediment in his speech – he remained on Bougainville in 1942 after most officials and planters had scuttled. To safeguard him in the event of capture, he was made petty officer, Royal Australian Naval Volunteer Reserve. He was told to create observation posts behind Kieta, and then inland from Buin in the south.

With forces of the United States of America poised to invade Guadalcanal, Mason and Jack Read (his fellow coastwatcher in the north) were ordered to report all enemy aircraft and ships proceeding south-east. On 7 August Mason's celebrated signal, 'Twenty-four bombers headed yours', brought disaster to the Japanese as American fighters swooped on them. Only one Japanese aircraft returned. Unsuspecting until too late why such losses continued, the Japanese had their air cover destroyed. 'Tokyo Express' warships steaming down the Solomons 'Slot' subsequently encountered a similar reception. (Fleet) Admiral William Halsey, US Navy, said that the coastwatchers 'saved Guadalcanal' and Guadalcanal 'saved the South Pacific'. In November Mason was promoted sub-lieutenant and learned that he had won the US DSC.

Eventually alert to the danger that Europeans posed on Bougainville, the Japanese moved to corral them. A squad of local 'Black Dogs', under Japanese command, harried Mason's party as he fled northwards, eventually reaching Read at Aravia after a gruelling trek through mountainous jungle. Mason arrived with merely 'what he stood up in – shorts and singlet – plus haversack and revolver at belt; and barefooted', wrote an admiring Read. Only his audacity and his rapport with villagers had saved him.

Fresh instructions came to set up another station in the south. Mason wanted to go alone: he was exasperated by soldiers whom he regarded as inexperienced and less resourceful – and he was exhilarated by his own unanticipated physical and moral fibre in spite of age and infirmities. But Read insisted that he be accompanied. In June 1943 Mason's men were ambushed *en route* and had to flee. An epic climb over the 5000-ft (1500 m) Keriaka plateau saved them. By July US submarines had evacuated the remaining Europeans, with the coastwatchers the last to leave. From Sydney, Mason returned to duty in late November. He was selected to take a party of Black scouts to Treasury Island, a hazardous and unsuccessful sally from which he contracted near-fatal pneumonia. He was invalided to Australia in March 1944. In Bougainville villages, rumours spread that he was dead.

Mason's unexpected return in November 1944 impressed locals, wavering in their opposition to the Japanese, with his possible indestructibility. He recruited a small partisan band which terrorised the enemy and was credited with a record body count of 2288. Always he put his scouts' welfare before his own. His daring rescues were notable for the care taken of former prisoners, especially missionaries, and the lack of

vindictiveness towards collaborators. His continued wrangling with headquarters over supplies and the deficiencies of regular soldiers probably led to his transfer home in May 1945 before final victory. He was awarded the DSC in December 1951 he was promoted lieutenant commander, RANVR (Special Branch), a matter of deep pride to him.

After the war Mason grew into a self-confident celebrity. On 13 November 1947 at Rabaul he married Noelle Evelyn Taylor, a 30-year-old arts graduate in psychology and a journalist. He returned to Inus. Associated Plantations had rewarded him with shares. The plantation flourished with his recruitment of labour from the Highlands, where he and his wife founded a retail enterprise, Buka Stores, and the Chimbu Lodge. Becoming a spokesman for his 'Cinderella district', he sat on its advisory council and wrote articles for *Pacific Islands Monthly*. In 1961 he stood successfully for the Territory's reconstructed Legislative Council in order to oppose the emergence of political parties which he thought undemocratic. Although listened to respectfully, he was a political nonentity. By 1972 he had accepted the inevitability of early national independence, but feared the outcome.

While not a flag-waver, Mason belonged to the Imperial Service Club, Sydney, and the New Guinea branch of the Returned Sailors', Soldiers' and Airmen's Imperial League of Australia. He died on 31 December 1972 at Greenslopes, Brisbane, and was cremated; his wife, daughter and son survived him. Appropriately for a non-dogmatic Christian, panegyrics were delivered by both Methodist and Catholic clergymen. The Australian War Memorial, Canberra, holds his portrait by Olive Kroening. For the Catalina pilots who had supplied him, Mason 'represented the upper limit of continuous bravery' and was 'their No 1 hero of World War II'.

James Griffin

Group portrait of office staff of the central administration, Department of the Navy, outside the Lonsdale Street building Melbourne, Vic. July 1912. Left to Right, Back Row: Mr A. Holmes, Mr R.A. Ball, Mr Thomas, Mr C. Massey, Mr W.R. Cox, Mr R. Barwell, Mr P. Tierney, Mr A.E. Veitch, Seaman Carpenter (Messenger). Middle Row: Mr Davies, Mr G.N.P. Watt, Mr A. Wingfield, Mr R.Abercrombe, Mr Robinson, Mr G. Sharp, Mr J.D. Jackson, Mr Newman, Chief Petty Officer P. Shenn. Front Row: Mr D. O'donoghue, Mr C. Woodhouse, Mr A. Martin, Mr H. Manistry, Mr W.R. Scotland, Mr G.L. Macandie, Mr Woolnough.

Massey, Claude (1889–1968)

MASSEY, CLAUDE (1889–1968), public servant and inventor, was born on 1 November 1889 at Footscray, Melbourne, second son of Victorian-born parents Herbert John Massey, draper, and his wife Fanny, née Tolson. Claude left Footscray College at the age of 15 and was employed in the accountancy branch of the Victorian Railways. On 11 May 1905 he transferred to the Commonwealth Public Service. Joining the new naval administration in July 1911, he transferred to Sydney in 1914, but found that his duties prevented him from enlisting in the Australian Imperial Force. He studied at night, gaining a diploma in economics and commerce (1919) from the University of Sydney and qualifications in factory inspection and public health from Sydney Technical College.

In November 1917 Massey was promoted Assistant Victualling Store Officer, Royal Edward Victualling Yard (REVY), Darling Harbour. At St Peter's Anglican Church, Sydney, on

7 December 1918 he married Dorothy May Broadbent. He became officer-in-charge of the REVY in 1923. The Yard bought goods from Australian growers and manufacturers, and supplied food, mess kits and clothing to naval ships and establishments. During the Depression, when the REVY was threatened with retrenchments and other cuts, Massey stressed its importance to Australia's security and independence.

Massey had studied naval logistics in Britain, Europe and the United States of America in 1923–25. He was seconded to Navy Office, Melbourne, as acting Director of Victualling in 1926–28, and again from 1938. Early in World War II he invented a life jacket which could be rapidly inflated and worn comfortably in most situations. Described as the 'Australian Mae West', the jacket had a large flotation area around the chest which gave its wearers 'something of a pouter pigeon appearance'. His Mae West saved the lives of countless Australian and allied servicemen. Massey donated the patent rights of his invention to the Commonwealth.

As chairman of the Defence Services Foodstuffs Committee (later Defence Foodstuffs Advisory Council), Massey advised the Government in 1941 against purchasing the Abbco Bread Co. Pty Ltd; a royal commission dismissed allegations that he had demanded bribes to approve the sale. On loan to the Department of Commerce, in June 1943 he was appointed Deputy Controller-General of Food and Director-General of Food Supply. He helped to manage the production of food and its distribution to civilians and armed forces personnel.

In March 1946 Massey became Australian Commissioner for Malaya, based in Singapore. He urged the Australian Government to assume a larger role in the region, and advocated that the White Australia policy should be modified to allow limited Asian immigration. Appointed Australian Minister to Egypt, he arrived in Cairo in March 1950. The plight of Palestinian refugees attracted his attention and he felt that world peace might be endangered if they were not found a homeland.

By late 1952 Massey had begun to show the first signs of Parkinson's disease. He left Egypt in April 1953 and spent his retirement in Sydney. In 1957 he was Master of the Lane Cove Masonic lodge. Survived by his wife, son and three daughters, he died on 21 May 1968 at Collaroy and was cremated.

Chris Taylor

RAN

Moresby, John (1830–1922)

MORESBY, JOHN (1830–1922), admiral, hydrographer and explorer, was born on 15 March 1830 at Allerford, Somerset, England, second surviving son of Admiral Fairfax Moresby (1786–1877) and his wife Eliza Louisa, née Williams. Educated locally, he joined the Navy at 12 as a cadet. In 1845–49 he served as a midshipman on the American and Mediterranean Stations and then took a gunnery course. Promoted lieutenant in 1851, he served in South American waters and the Baltic during the Crimean war. On half-pay as a commander from 1858, he served on the China Station in 1861–64. Promoted post captain on 1 January 1865, he was on half-pay but worked as a marine surveyor in Ireland for five years.

In January 1871 Moresby was sent to the Australian Station in command of the 'old-fashioned paddler' HMS *Basilisk*. Four months out of Plymouth she put into Melbourne for repairs but was immediately ordered to Sydney and nearly wrecked in Bass Strait. After a refit Moresby was sent to New Zealand and returned to Sydney in 1872. He was then ordered to Torres Strait to suppress kidnapping from the South Sea Islands. On the way north he rescued thirteen surviving natives from the disabled Peri. Before leaving England Moresby had hoped to survey the waters off northern Australia and New Guinea and had acquired some survey instruments. From Cape York he sailed through the imperfectly charted waters of Torres Strait and sighted Saibai Island and Warrior Reefs

south of the Papuan coast. He returned to Sydney and in April reported the results of his hydrographic surveys to Commodore Stirling and the Admiralty.

After a cruise to Norfolk Island and the South Seas Moresby was sent to Torres Strait. He was lent a survey officer by the Queensland government and on his way north captured the 'black-birding' *Melanie and Challenger*, which he sent to Sydney and had their masters successfully prosecuted in the Vice Admiralty Court under the 1872 Kidnapping Act. By 31 January 1873 he was again in Torres Strait. Hoping to land in New Guinea but uncertain of official support, he used the pretext of searching for Mikluho-Maklai. He found the deep-water channel near Jervis Island, sailed across the Gulf of Papua to Redscar Bay and further down the coast found an opening in the reef. Moresby personally conned the *Basilisk* into Fairfax Harbour, Port Moresby, naming both after his father. Time forced him to return to Cape York. Two months later he sailed to Yule Island, named Robert Hall Sound, then turned east and explored and charted the coast. He claimed New Guinea for Britain at Possession Island and then charted Milne Bay, where he defined the eastern extremity at East Cape.

Moresby returned to Sydney in July; although the government and press in Sydney and Brisbane hailed his work Stirling condemned his actions and referred them to the Admiralty, which approved Moresby's work and found that he had not disobeyed orders. In January 1874 he was ordered to England and on the way sailed to Port Moresby, around East Cape to the D'Entrecasteaux Islands and up the north coast to Astrolabe Bay. This laborious and meticulous work completed, he sailed for Amboina where he found Maclay. Moresby arrived in England on 15 December 1874 and described his Australian service as 'the most notable part of my naval career'. He was applauded for his work but the Admiralty failed to recognise its quality and significance. A large part of the area charted by Moresby later became a German protectorate.

In 1876 Moresby published *Discoveries and Surveys in New Guinea*. From 1878 he had charge of the dockyard and naval establishments in Bermuda. Promoted rear admiral in 1881, he became Assessor to the Board of Trade and the Court of Appeal. He retired in 1888 as vice admiral. In 1909 he published *Two Admirals*, an autobiography with a short account of his father's career. Moresby died at Fareham, Hampshire, on 12 July 1922. In 1859 he had married Jane Willis Scott (d.1876); they had one son and four daughters. A gifted artist, he had presented two pictures to the Australian Navy.

Howard Beale

AWM 018041

Commander J.C. Morrow, RAN, (facing) and Air Commander A.H. Cobby on board the sloop HMAS *Swan* during operations in the Halmaheras, the Netherlands East Indies, 25 January 1945.

Morrow, James Cairns (1905–1963)

MORROW, JAMES CAIRNS (1905–1963), naval officer, was born on 6 February 1905 at Brunswick, Melbourne, son of Australian-born parents James Ernest Morrow, implement-maker, and his wife Marion Agnes, née Cairns. James Morrow was his grandfather. Young James attended Melbourne Church of England Grammar School and entered (1919) the RANC, Jervis Bay. Chief Cadet Captain in 1921, he gained colours for cricket and rugby, and won the King's Medal on graduating in 1922. As a midshipman (1923-25) and an acting (1925-26) and confirmed (1926-28) sub-lieutenant, he trained at sea and completed courses in Britain.

Returning to Australia, Lieutenant Morrow served as Navigator of HMAS *Marguerite* (1927–29) and as a watch-keeper in HMAS *Australia* (1929–31) before joining the staff of the RANC (then at Flinders Naval Depot, Westernport, Victoria). From 1933 to 1935 he was attached to the RN. His marriage (probably on 13 April 1935) ended in divorce. He was promoted lieutenant commander in 1936, while Executive Officer of HMAS *Vendetta*. In April 1938 he took command of the destroyer, HMAS *Voyager*, which was deployed to the Mediterranean shortly after World War II began.

On 13 and 14 June 1940 *Voyager* damaged two Italian submarines near the port of Alexandria, Egypt; within a fortnight she helped to sink another about 100 nautical miles

(185 km) south-east of Crete. Morrow was awarded the DSO for his part in these actions and promoted commander that month. In July his ship screened the aircraft carrier, HMS *Eagle*, in the battle of Calabria. Between December 1940 and April 1941 *Voyager* operated for extensive periods off the North African coast. Maintaining sea communications and bombarding shore positions, she supported the British and Australian drive westwards across Libya and covered the subsequent withdrawal to Tobruk. Her Commanding Officer was mentioned in dispatches for this work.

During the evacuation of British Commonwealth forces from Greece in late April 1941, *Voyager* carried soldiers and nurses to safety. In the last three weeks of May she helped to reinforce Crete. Earlier that month she had made her first run as part of the 'Tobruk Ferry', a shuttle-service of destroyers which supplied the fortress from Egyptian ports. Resuming that role, *Voyager* transported troops, ammunition and stores until she sailed for Australia in July. Morrow left the ship in November and in March 1942 assumed command of the newly built destroyer, HMAS *Arunta*. On 7 August the Japanese submarine, *RO-33*, sank a passenger vessel, the *Mamutu*, in the Gulf of Papua; its crew then machine-gunned the survivors – men, women and children. Encountering *RO-33* off Port Moresby on 29 August, *Arunta* attacked the submarine with depth charges and destroyed it. Morrow won the DSC.

Although employed primarily on convoy-protection work in eastern Australian and Papuan waters, *Arunta* landed the 2nd/12th Battalion on Goodenough Island in October 1942 and carried Lancer Force from Timor in January 1943. Posted ashore in August, Morrow commanded escort forces in Sydney and (from January 1944) at Milne Bay, Papua. He joined the cruiser, HMAS *Shropshire*, as Executive Officer in May 1945; she sailed to Tokyo Bay for the Japanese surrender ceremony in September.

Morrow's outstanding record as a captain of destroyers in wartime stemmed from his gifts as a seaman and leader. He was a 'superb shiphandler'. Friendly and convivial, he won the affection of his men as well as their respect. His piercing eyes and ringing voice complemented his strength of character. Of middle height, he was nicknamed 'Copper' because of the colour of his hair. At St Mark's Anglican Church, Darling Point, Sydney, on 11 September 1946 he married 27-year-old Dulce McWhannell.

As an acting and (from June 1947) substantive captain, Morrow commanded HMAS *Bataan* in 1946–48. He served as Australian Naval Attaché, Washington (1948–51), Commanding Officer of HMAS *Australia* (1951–52) and Commodore Superintendent of Training at Flinders Naval Depot (1952–55). Made commodore, 1st class, and appointed Chief of Naval Personnel in January 1955, he had little aptitude or liking for staff duties. In 1956 he was appointed CBE. Following a posting (1956–59) as Naval Officer-in-Charge, Western Australia, he retired from the Navy on 6 February 1960. He worked in 1960–61 as Chief Executive Officer, Melbourne metropolitan area, for World Refugee Year and later held a post in Sydney with the Australian National Travel Association. For recreation, he watched cricket and football, and went to the races. He died of cancer on 8 January 1963 at his Vaucluse home and was cremated; his wife and their two sons survived him.

Darryl Bennet

AWM 061954A

Mould, John Stuart (1910–1957)

MOULD, JOHN STUART (1910–1957), naval officer and architect, was born on 21 March 1910 at Gosforth, Northumberland, England, son of Stuart Mill Mould, architect and surveyor, and his wife Ethel Kate, née Robinson. The family emigrated to Australia when John was aged 2. Educated at Sydney Grammar School and subsequently in London, he became an Associate of the Royal Institute of British Architects in 1934. That year he returned to Sydney and joined his father in private practice. At the Presbyterian Church, Mosman, on 29 April 1935 he married Phyllis Sarah Palmer; they were to have one child before being divorced.

On 14 June 1940 Mould enlisted in the Australian Imperial Force (AIF). He contracted bronchial pneumonia and, while recuperating, qualified through the Yachtsmen Scheme for appointment as sub-lieutenant, RANVR. Discharged from the AIF, he was mobilised in the RANVR on 14 September and sent to England for training at HMS *King Alfred*. With Hugh Syme [q.v.], H.D. Reid and J.H.H. Kessack, he volunteered for 'special duties ashore' – service in the RN's Rendering Mines Safe section. He was provisionally promoted lieutenant in December and posted to HMS *Vernon*.

The RMS section had been established to assist in disarming the large number of unexploded bombs and mines strewn across Britain by German aircraft. Although most of the work involved bombs, naval personnel in the RMS were primarily concerned with 'delousing' German sea mines which had been dropped on land or washed ashore. Mould performed 'outstanding work on dock clearance operations and those resulting in the stripping of the early German mine Type G'. He received a commendation for bravery in June 1941 and won the George Medal in April 1942.

Among numerous assignments, Mould recovered, rendered safe and investigated 'the first German magnetic acoustic unit and moored magnetic mine'. The successful dismantling of such weapons allowed British scientists to identify their triggering mechanisms and thus devise countermeasures. In addition to the usual hazards of handling explosives, Mould and his colleagues had to contend with booby traps set to detonate the mines if attempts were made to disarm and disassemble them. He was awarded (November 1942) the George Cross for 'great gallantry and devotion to duty'.

Promoted acting lieutenant commander in January 1943, he began work with Professor Jack Haldane to develop a diving suit with an independent air supply. Later that year Mould, Lieutenant Leon Goldsworthy, RANVR, and Lieutenant Commander J.L. Harries, Royal Canadian Navy, trained groups of men known as 'P' parties in preparation for the invasion of Western Europe. These units were to be dispatched to newly captured harbours to clear them of booby traps, mines and other obstructions. Declining the opportunity to command one of the parties, Mould chose instead to continue training men who would serve in them. Following the German surrender in May 1945, he was sent to Ceylon (Sri Lanka) and Australia to assess the requirement for 'P' parties in the Far East and Pacific theatres. He was designated commander of two of the parties about the time that World War II ended.

Mould's RANVR appointment terminated on 26 November 1945 in Britain. He obtained a post as an architect with the allied military government in Germany and helped with that country's reconstruction. On 28 May 1947 at the Presbyterian Church, Bayswater, London, he married Margaret Agnes Massey, née Heeps, a 32-year-old divorcee. He returned to Australia in 1948. After working as an architect with the Department of Public Works, he was appointed Chief Architect to the Housing Commission of New South Wales in 1950. The amount of construction increased dramatically during his tenure, and he was responsible for the design of housing estates and shopping centres. His most conspicuous buildings are the Greenway apartment blocks in Ennis Road, Milsons Point, immediately east of the northern approach to Sydney Harbour Bridge. He died of peritonitis on 9 August 1957 in Royal North Shore Hospital and was cremated; his wife, and their son and daughter survived him, as did the son of his first marriage.

Alastair Cooper

AWM 026326

Moyes, Morton Henry (1886–1981)

MOYES, MORTON HENRY (1886–1981), Antarctic explorer and naval officer, was born on 29 June 1886 at Koolunga, South Australia, second surviving son of John Moyes, headmaster, and his wife Ellen Jane, née Stoward. Two brothers were John Stoward (1884–1972), Anglican bishop, and Alban George (Johnnie) (1893–1963), journalist and cricket commentator.

Moyes was educated at the Collegiate School of St Peter, Adelaide, and the University of Adelaide, graduating B.Sc. in physics and mathematics in 1910, and representing the university at football and athletics. He was South Australian high and broad jump champion in 1906–08 and in 1909, while teaching at Townsville Grammar School, represented Queensland in the Australasian amateur athletic championships.

At university Moyes had been greatly impressed by his geology lecturer (Sir) Douglas Mawson and from Rockhampton Grammar School he successfully applied to join Mawson's Australasian Antarctic Expedition of 1911–14. He was meteorologist for the western base party under Frank Wild which was to winter on the Shackleton Ice Shelf; he had received a few days of instruction in meteorology in Hobart in November 1911. In November 1912 Moyes was left alone in the winter-quarters hut while a group, led by Wild, went on a sledging trip. The loss of a sled delayed the group's return and Moyes endured nine weeks of anxious solitude, sustained by his strong religious faith.

After returning to Australia in March 1913 Moyes became Headmaster of the University Coaching College in Sydney. He was recruited as a Naval Instructor at the newly established RANC in February 1914. Initially he specialised in mathematics but soon began to teach navigation and in 1915 spent some months in the cruiser HMAS *Encounter*, gaining practical navigating experience. He was promoted Senior Naval Instructor in January 1916 and his polar experience was recognised when he was made Navigating Officer of the *Aurora* which, commanded by Captain J.K. Davis, sailed from New Zealand to the Ross Sea in December to rescue marooned members of (Sir) Ernest Shackleton's Trans-Antarctic Expedition.

Moyes found it galling to be 'chained to an office' at the Naval College while others went to war. The Naval Board twice refused him leave to enlist in the Australian Imperial Force and rebuffed his plea for 'active service in the Navy' as his duties were considered of national importance. Finally, in October 1918 his resignation was approved for 31 January 1919, too late to achieve its purpose. On 11 January 1919 Moyes married Miriam Esther King at St James' Church, Sydney. He applied to rejoin the Navy and was accepted as an instructor lieutenant in December with seniority for previous service. For nearly a decade his postings alternated between time at sea in cruisers instructing junior officers and sailors and shore service at HMAS *Penguin* and HMAS *Cerberus* where he supervised schoolmaster and instructor officers; he was promoted instructor lieutenant commander in 1920 and commander in 1924.

In September 1929, at Mawson's request, Moyes was seconded to the British, Australian and New Zealand Antarctic Research Expedition, which was to assert British territorial claims in Antarctica by means of two voyages in the auxiliary barque, *Discovery*. Moyes hoped to sail as a ship's officer but Davis, again in command, believed he lacked appropriate training. He joined the scientific staff as Survey Officer, spending long hours operating a defective echo-sounder, taking sights and drawing charts, helping with tow-nets, and assisting Mawson in executive matters. The first BANZARE voyage, from October 1929 to April 1930, was not happy. Everyone became 'heartily tired of the bickering' between Mawson and Davis; Davis considered the crew and scientists formed 'two distinct parties' and was sceptical of the value of Moyes' work. However, the New Zealand meteorologist R.G. Simmers recalled Moyes as being 'very serious, precise and conscientious about his work' and 'a good steadying influence' on the younger expedition members. For private reasons Moyes did not undertake the second voyage in November 1930.

Resuming his naval career, Moyes spent nearly six years in HMAS *Australia* as Fleet Instructor Officer and became the Navy's first (acting) instructor captain in June 1941. Debarred from sea service by age and seniority, in November 1943 Moyes was appointed the first Director of Educational and Vocational Training at Navy Office, Melbourne, where he set up correspondence courses for those at sea and began a psychology section for vocational guidance. When his naval career ended in 1946 he became the Chief Rehabilitation Officer for the Commonwealth until 1951 and supervised the post-war training of some 11,000 ex-servicemen and women. In his long retirement he was an active President of the Naval Association of Australia and with rising public interest in

Antarctic affairs became a minor celebrity as one of the last veterans of the 'heroic age' of Antarctic exploration.

In recognition of his three Antarctic expeditions Moyes was awarded Polar Medals in silver and bronze and a bronze clasp; he was appointed OBE in 1935. He was a fellow of the Royal Geographical Society and President of the Geographical Society of New South Wales in 1933–35.

Moyes was sturdily built, erect in bearing and with a direct gaze; his sanguine temperament stood him in good stead during his Antarctic expeditions. A widower without children, he died in Sydney on 20 September 1981 and was cremated after a service at St Andrew's Church, Roseville. He is commemorated by several Antarctic place-names.

Denis Fairfax

Nankervis, Alfred Roy (1885–1956)

NANKERVIS, ALFRED ROY (1885–1956), public servant, was born on 10 March 1885 near Kadina, South Australia, third of eight children of Henry Nankervis, accountant, and his wife Mary Elizabeth, née Davis. Roy attended school at Kadina and entered the South Australian Public Service on 23 October 1899 as a telegraph messenger. Transferring to the Commonwealth Postmaster-General's Department in 1901, he moved in 1907 to Melbourne where he worked in the clerical division. On 12 July 1910 at St Columba's Anglican Church, Hawthorn, Adelaide, he married Nellie Ward. In the following year he was appointed a receiver of public moneys and paying officer in the South Australian Naval Office of the Department of Defence. He joined the Department of the Navy on its formation in 1915 and reverted to Defence when the separate naval administration was disbanded in 1921.

By 1919 Nankervis was serving with the Finance Branch at Navy Office, Melbourne. He held increasingly senior positions. Early in 1938 he was appointed to the National Insurance Commission, Canberra, but in September was recalled to Navy Office to succeed Ralph Abercrombie [q.v.] as Director of Navy Accounts and as Finance and Civil Member of the Naval Board. After World War II broke out, the Government again divided the Department of Defence. Nankervis was appointed Secretary of the new Department

of the Navy, established on 13 November 1939. With the enlargement of the Naval Board in October 1940, his finance and civil responsibilities passed to Raymond Anthony. Nankervis continued as an *ex officio* member of the Board.

As Secretary through the hectic war years, Nankervis kept a close watch on expenditure and worked harmoniously with most uniformed members of the Naval Board. Although his particular strength was finance, he also dealt effectively with policy issues and with political decisions affecting the Department. He was at ease in his relations with a string of ministers – Sir Frederick Stewart, A.G. Cameron, W.M. Hughes, N.J.O. Makin, A.S. Drakeford, W.J.F. Riordan and (Sir) Josiah Francis. Nankervis' style was that of a shrewd businessman: he thought ahead, alert for trouble, and was prepared to act decisively.

Always well dressed in the fashion of a senior public servant, 'Nanky' clung to tradition by wearing spats in winter. He was about 5 foot 11 inches (180 cm) tall and lightly built. In his later years he walked with a stoop. While his demeanour was usually serious, it was enlivened by a puckish sense of humour. Nankervis expected high standards from his staff and was sharply critical when they failed to meet them. He was a good Permanent Head, but would have been better had he been as tolerant of all his officers as he was of the few he trusted. On 9 March 1950 he retired from the public service. That year he was appointed OBE. He was a member of the Royal Automobile Club of Victoria and of the Navy, Army and Air Force Club. Survived by his wife, son and two daughters, he died on 11 July 1956 at his Camberwell home and was cremated.

K.W. Major

O'Connell, Daniel Patrick (1924−1979)

O'CONNELL, DANIEL PATRICK (1924–1979), barrister and professor of law, was born on 7 July 1924 at Auckland, New Zealand, only child of Daniel Patrick O'Connell, clerk, and his wife Magdalen Alice, née Roche. Young Pat (later known as Dan) was educated at the local Sacred Heart College and at Auckland University College (LL.M., N.Z., 1948; B.A., 1953) where he read history and law. On 28 March 1947 he was admitted to the New Zealand Bar. In 1949, with the help of a national scholarship, he entered Trinity College, Cambridge (Ph.D., 1951). At the suggestion of his supervisor Professor (Sir) Hersch Lauterpacht (later a judge of the International Court of Justice), he studied the law of state succession, a field especially suited to his interests in history, legal theory and diplomacy.

After a brief period in private practice with E.L. Thwaites at Auckland, O'Connell unsuccessfully applied for the Chair of Law at Auckland University College before being appointed (1953) Reader in Law at the University of Adelaide. The staff of the faculty consisted of only three full-time members: (Sir) Richard Blackburn, the Dean and Bonython Professor of Laws, O'Connell and G.H.L. Fridman, a lecturer. The appointment (1958) of Professor Norval Morris as Blackburn's successor marked the beginning of a gradual increase in their numbers.

At the Church of St Michael, Berg am Laim, Munich, on 21 September 1957 O'Connell married Renate Else Agnes von Kleist. Back in Adelaide, he was promoted in 1962 to a personal Chair in International Law and served as Dean for the two-year interval between Morris' resignation and the arrival of Professor Arthur Rogerson in 1964. O'Connell was elected Chichele Professor of Public International Law at All Souls College, Oxford, in 1972, succeeding Sir Humphrey Waldock. In an unusual arrangement, the Council of the University of Adelaide gave him the option of resuming his Chair within three years of his departure. With the university's agreement, he returned to Adelaide to teach for one term a year over this period.

For the first three of his treatises on international law, as well as for a prodigious flow of articles in major legal journals, O'Connell was awarded the degree of Doctor of Laws (1972) by the University of Cambridge. He had also been elected an Associate (1967) of L'Institut de Droit International, and a Fellow of the Royal Historical Society, London, and of the Academy of the Social Sciences in Australia (1971). In the Sovereign Military Order of Malta he was appointed a Knight of Honour and Devotion. After his move to Oxford he was increasingly engaged as counsel in cases before the British courts, international arbitral tribunals and the International Court of Justice. In 1977 he took silk. He was widely credited with having persuaded the English Court of Appeal by his advocacy in the landmark case, *Trendtex Trading Corporation Ltd v Central Bank of Nigeria* (1977), to return to the 18th century doctrine of the automatic incorporation of customary international law into English law.

O'Connell's command of international law was both broad and authoritative. His systematic treatise, *International Law* (two volumes, London, 1965), soon came to be regarded as the chief rival to Lauterpacht's edition of Lassa Oppenheim's work, *International Law, a Treatise*, published ten years earlier. The former work alone would have served as a monument to his vision, his industry and his dexterity with sources and examples of state practice, but it came to be equalled by his two-volume treatise, *The International Law of the Sea* (Oxford, 1982), published posthumously. Between these two monumental works of scholarship O'Connell also managed to write an expanded and updated version of his doctoral dissertation, *State Succession in Municipal Law and International Law* (Cambridge, 1967), an historical study, *Richelieu* (London, 1968), and another monograph, *The Influence of Law on Sea Power* (Manchester, 1975).

In all O'Connell's publications, and in his many contributions to the periodical literature of international law, certain characteristics emerged clearly. His approach was deeply informed by history: every principle had a reason grounded in history, and was shaped by juridical, theological, political and practical considerations. He believed that international law should respond gradually to changing needs and circumstances through the classical process of customary law formation, and he regarded with misgiving the politically engineered majorities at international conferences who sought to make radical changes to the law through multilateral conventions. In his view, such proceedings threatened the integrity of the discipline. Indeed, he saw international law as increasingly falling into intellectual disarray.

As a teacher, O'Connell was regarded with considerable awe by his students in Adelaide, a response heightened by his adherence to the old custom of appearing in an academic gown. His delivery was lucid and fluent, and he illustrated topics with examples from matters in which he himself was involved, either as counsel or adviser to governments, or through the work of international committees. To some he may have seemed lofty and detached; he had no time for the uncouth or lazy, but he showed patience with the honest struggler. To his friends he was generous with his time and hospitality, and was a witty raconteur.

Despite his social conservatism and aristocratic inclinations, O'Connell was tolerant of contrary opinions and willing to concede a point. He shared with friends his knowledge of places he had visited, books he had read and people he had met. His interests were wide – music, art, architecture, history and films – and often surprising, as in his passions for bricklaying and building model ships. He took a particular interest in lawyers who emigrated from Europe to Adelaide in the 1950s, and did much to help them to establish professional and personal contacts.

O'Connell's childhood love had been the sea and he had hoped for a career in the Navy. As commander, Royal Australian Naval Volunteer Reserve (1966–73) and Royal Naval Reserve (1973–78), he advised the navies of both countries on international law. He studied navigation, tactics, weapons and strategy. In May–June 1968, aboard Australian and American warships, he observed operations off the coast of the Republic of Vietnam (South Vietnam). His book on the influence of the law on sea power has affected

operating procedures adopted by Western navies. Awarded the Reserve Decoration in 1973, O'Connell was placed on the retired list in 1978.

Australia's successful action against France in the International Court of Justice in 1973 over atmospheric nuclear testing in the South Pacific was based on O'Connell's opinion. The Commonwealth Attorney General's Department had earlier advised (Sir) William McMahon's Government that there was no juridical ground on which to bring the case. O'Connell saw a way to base jurisdiction on the dormant and neglected (but not obsolete) provisions of the General Act for the Pacific Settlement of Disputes, concluded at Geneva in 1928, to which Australia and France were signatories. His opinion, commissioned by State Labor Attorneys-General in 1972, was passed on to and used by E.G. Whitlam's Federal government. O'Connell appeared as counsel in the case. He was also engaged as a legal adviser to (Sir) Joh Bjelke-Petersen's Government in Queensland.

O'Connell was a committed and practising Catholic. His religion guided his personal life and his vision of international law. In a lecture in 1975 he summed up his attitude in a passage in which he lamented the beginning of the decline of the natural-law foundations of international law from the time of the positivist Swiss lawyer Emmerich de Vattel's treatise (1758): 'From the Catholic viewpoint, international law on Vattelian premises is fundamentally flawed, because it offers an insufficient basis for obligation where a superior is not available and because it puts intolerable power in the hands of a majority, merely because it is a majority'.

Shortly after undergoing an operation for hiatus hernia, O'Connell died of a ruptured oesophagus on 8 June 1979 at his Oxford home and was buried in Onehunga cemetery, Auckland. His wife, two daughters and three sons survived him. Sir Michael Havers, Attorney General in the British Government, had recommended him for a life peerage in that year's forthcoming honours list.

I.A. Shearer

Oom, Karl Erik (1904–1972)

OOM, KARL ERIK (1904–1972), naval officer, was born on 27 May 1904 at Chatswood, Sydney, fourth child of Gustaf Peter Ludwig August Oom, a draftsman from Sweden, and his English-born wife May Isabel, née Le Guay. In 1918 Karl entered the RANC, Jervis Bay, as a cadet midshipman. Noted for his individuality and physical fitness, he graduated in 1921. He trained at sea and completed courses in England before returning to Australia in March 1926.

Commencing his career in the RAN's Hydrographic Branch, Oom joined the survey ship, HMAS *Moresby*, in May that year. In July 1927 he was promoted lieutenant. He gained respect for his initiative and ability to handle boats, and for the speed and accuracy of his work. These qualities led to his selection as a member of Sir Douglas Mawson's BANZARE (1930–31), on which his surveys and cartography proved valuable.

In 1932–34 Oom was on loan to the RN, serving in HMS *Challenger*. He spent most of the next five years either aboard *Moresby* or with detached boat-parties, surveying Torres Strait and the seas off Queensland, the Northern Territory, Papua and the Mandated Territory of New Guinea. Again with the RN in 1939, he was posted to HMS *Franklin*. On 17 June that year at the register office, Hammersmith, London, he married Evelyn Margaret Stewart Mocatta, née Jeffrey, a 29-year-old divorcee; they were to remain childless. From February 1941 to January 1942 he commanded HMS *Gleaner* and performed well in anti-submarine and escort operations in the North Sea.

Returning to Australia, Oom was posted to command HMAS *Whyalla* in November 1942. He was ordered to produce reliable charts for ships involved in the Allied offensives in Papua and New Guinea. While off Cape Nelson, Papua, on 2 January 1943, *Whyalla* was repeatedly bombed. Spray from near misses washed survey sheets and the plotting board over the ship's side; the work had to be immediately and painstakingly redone. Oom transferred to *Shepparton* in May 1943 and was promoted commander in June.

Two months later he was appointed Officer-in-Charge of the Hydrographic Branch and commander, Task Group 70.5, which was responsible for survey operations in the South West Pacific Area. He sailed in various ships to find and mark safe passages for Allied landings in New Guinea, the Philippines and Borneo. For his achievements he won the Gill Memorial Award of the Royal Geographical Society, London, in 1945, and was appointed OBE and to the United States of America's Legion of Merit in the same year. In March 1945 he conducted a survey off Zamboanga, Philippines, under enemy fire for which he was awarded the USA's Bronze Star Medal (1947).

After the war, Oom helped to formulate a new policy by which the Naval Board – through the Senior Officer, Hydrographic Service – became the charting authority for waters around Australia and the Territory of Papua New Guinea. From May 1946 he commanded HMAS *Warrego*. In November 1947 he was appointed to command HMAS *Wyatt Earp* and to take charge of Antarctic surveys. Captain W.F. Cook described him as a self-assured,

imperturbable and splendid seaman, with an impish sense of humour; in other regards Cook found him an enigmatic man who kept his own counsel.

From April 1948 Oom again headed the Hydrographic Branch. He was passed over for promotion to captain in 1951 and in December returned to sea in *Warrego*. In poor health, he was posted ashore in February 1952 and invalided from the Navy on 30 October. A widower, he married Jean Miriam Kearney, née Wells, a 42-year-old divorcee, on 14 March 1955 at the Registrar General's Office, Sydney. They retired to the south coast. Oom suffered from cirrhosis of the liver. He died of pulmonary thrombosis on 22 June 1972 at his Turlinjah home and was buried with Anglican rites in Moruya cemetery. His wife survived him.

J.S. Compton

Parker, Charles Avison (1879–1965)

PARKER, CHARLES AVISON (1879–1965), naval officer, was born on 17 May 1879 at Gloucester, England, third son of Canon Charles Joseph Parker and his wife Susanna, née Scott. After schooling at Cheltenham College, he entered the RN as an assistant clerk on 15 January 1897. His first commission was in HMS *Orlando* and then other vessels of the Australian Squadron; after time in a boys' training ship, he went to the Channel Squadron and spent four years on the China Station. While with the Mediterranean Fleet, in 1907–08 he contracted pulmonary tuberculosis and was retired, physically unfit, on 1 November 1913. Believing his impaired health would benefit from outdoor life in Australia he migrated to Victoria and bought a citrus farm at Lockington.

Volunteering for the RAN on the outbreak of World War I and assessed medically fit, Parker was appointed a Staff Paymaster on 21 August 1914. He joined HMS *Orvieto*, flagship of the convoy taking the Australian Imperial Force to Egypt, as Secretary to the Naval Transport Officer.

Reporting to the Australian High Commission, London, Parker worked as an assistant to H.G.B. Larkin, Head of the Transport Branch instituted in January 1915 as the London shipping agency of the Commonwealth Government. He applied himself diligently to the duties associated with the reception of Australian ships in the United Kingdom, including their berthing in the congested British ports, disembarkation of troops and discharge and disposal of cargoes.

His earlier RN experience significantly facilitated his dealings with the Imperial government which, as the war progressed, competed with the Commonwealth for available shipping. Parker's tireless liaison with the Admiralty, combined with the determined efforts of the AIF Director of Medical Services, Major General (Sir) Neville Howse, ensured that this competition impeded as little as possible the repatriation of AIF casualties. Promoted Fleet Paymaster on 27 April 1918, he remained in London until January 1920, assisting with demobilisation. Larkin reported to the Prime Minister that Parker's work had been 'of inestimable service to the Commonwealth'.

On his return to Australia Parker was made Assistant Secretary for Personnel and later, Naval Assistant to the Second Naval Member (for personnel duties) at Navy Office, Melbourne. Although his pulmonary lesion had healed, he was afflicted with bronchial complaints for the rest of his life and his lowered medical grading debarred him from seagoing postings: he was transferred to the auxiliary service list in December 1922. He remained at Navy Office until 1946 as a trusted adviser to a succession of Naval Boards and his extended time in essentially the one post was of immense benefit to the Navy. In a field where precedent and continuity of policy were all-important 'Cappy' Parker became renowned for his encyclopaedic grasp of administrative details and the financial ramifications of personnel matters. Adept at parrying the attempts of Treasury officials to pare naval expenditure, he was considered by them 'too shrewd', and unsuccessful

attempts were made to debar him from preparing naval submissions. He was appointed CBE in 1943.

Parker's influence was seen in all inquiries into pay and personnel matters of any importance. Perhaps his only serious misjudgment was his persistent advocacy of fee-paying cadets as a partial solution to the chronic under-funding of the RANC in the 1920s and early 1930s. Promotion in the auxiliary service was slow; he did not gain acting captain rank until April 1940. Placed on the retired list in January 1941, he was retained on temporary duty for the duration of World War II and was discharged in June 1946.

After retirement he continued to attend Navy Office as Secretary of the RAN Relief Trust Fund and was still being consulted by senior officers in his ninth decade. Parker was described by a senior colleague as 'tall, fresh-complexioned … [the] warm bell-like modulations of his voice expressed his abiding interest in people … remembered affectionately as the embodiment of RAN personnel administration'.

He had married Mary Style in London on 14 April 1915. Three of their four sons became professional service officers: Anthony, a RAAF test pilot; Peter, an air commodore, RAAF; Michael, a commander RN, secretary to the Duke of Edinburgh and equerry-in-waiting to the Queen.

Parker was a member of the Naval and Military Club, Melbourne, an enthusiastic producer and actor in plays and musicals and a keen gardener. He had adopted his wife's Catholic faith and in later life was a daily communicant. He died on 14 June 1965 and was buried in Boroondara cemetery, Kew. Three sons and twin daughters survived him.

Denis Fairfax

AWM 017727

Perry, Patrick (1903–1975)

PERRY, PATRICK (1903–1975), naval officer, was born on 14 February 1903 near Oakey, Queensland, second of seven children of Frederick Charles Perry, an English-born farmer, and his Queensland-born wife Catherine, née McGovern. Educated at St Mary's Christian Brothers' College, Toowoomba, Pat joined the RAN as a paymaster cadet on 1 February 1921. Following training at Flinders Naval Depot, Westernport, Victoria, he went to sea in HMA Ships *Marguerite* (1921–22), *Melbourne* (1922–24, 1927–28), *Adelaide* (1924–25), *Australia* (1928–29, 1930–31) and *Canberra* (1931). He also served at the RANC, Jervis Bay, (1925–26), in the Sydney shore establishment, HMAS *Penguin* (1929–30), on the staff of the captain superintendent, Sydney (1931–33), and at Navy Office, Melbourne (1933–35).

Although Perry performed the usual tasks of a naval paymaster, he was principally employed in secretarial work – supervising a captain's or admiral's office, handling correspondence, and dealing with personnel matters. In this work he became closely associated with a number of admirals, the first of whom were Sir George Hyde [q.v.] and E.R.G.R. Evans (Baron Mountevans). Sent to England in 1936, he was posted to HMS *Ramillies*. He was Australian Naval Liaison Officer, London, in 1937–41, and was to hold this post twice more (1948–52 and 1955). As the senior naval representative at the Australian High Commission, he headed a team which facilitated the Naval Board's contact with the Admiralty, and which handled the administration of RAN personnel attending courses or standing by ships under construction in Britain. At the Church of

Our Lady of Victories, Kensington, on 9 November 1938 he married with Catholic rites Barbara Reynolds Riley; they were to remain childless.

Promoted paymaster commander in 1939, Perry joined HMAS *Australia* in January 1942 as Secretary to (Sir) John Crace [q.v.], the Rear Admiral Commanding HMA Squadron, with whom he was involved in the battle of the Coral Sea in May. After (Sir) Victor Crutchley succeeded Crace in June, he and his secretary Perry saw action off Tulagi and Guadalcanal in August. On the successful completion of the Allied assault against Hollandia, Netherlands New Guinea, in April 1944, Perry left the Squadron. In 1945 he was appointed OBE. From July 1944 to May 1948 he served at Navy Office, Melbourne, as Secretary to successive Chiefs of Naval Staff – Admiral (Sir) Guy Royle, Admiral (Sir) Louis Hamilton and Rear Admiral (Sir) John Collins [q.v.]. He was promoted substantive captain in December 1947.

While again in London as Naval Liaison Officer, Perry qualified as a barrister and was called to the Bar at Gray's Inn in 1952; he was admitted to the Victorian Bar on 29 August. A widower, on 21 March 1951 at the chapel of the Assumption Convent, Kensington Square, London, he had married Margaret Jean Booker, a 33-year-old chartered accountant. Back at Navy Office from 1952 to 1955, he was Director-General of the Supply and Secretariat Branch, Director of Administrative Planning and Chief Naval Judge advocate; he was to hold these offices once more in 1957–58. He attended the Imperial Defence College, London, in 1956.

In July 1958 Perry was made commodore, 2nd class, and appointed Fourth Naval Member of the Naval Board and Chief of Supply. Responsible for providing logistic support to the fleet, he was appointed CBE in 1959 and promoted rear admiral on 18 May 1961. He retired from the RAN in February 1963. Six months earlier he had been granted leave to chair the Department of Repatriation's No. 7 War Pensions Assessment Appeal Tribunal, Brisbane. He held that post until 1969.

Perry was 6 foot 1 in. (185 cm) tall, well groomed and very fit: he had boxed in his early years and later played squash and tennis. Reserved, discreet, even sphinx-like, he could give the impression of lacking warmth, but his manner cloaked a forceful personality. He died on 10 May 1975 in his home at Indooroopilly, Brisbane, and was buried in Mount Gravatt cemetery; his wife and their two sons survived him.

Robert Hyslop

Pope, Cuthbert John (1887–1959)

POPE, CUTHBERT JOHN (1887-1959), rear admiral, was born on 2 March 1887, at Tring, Hertfordshire, England, son of Rev. Arthur Frederick Pope and his wife Catherine Isabella Ellen, née Rose, of Kilravock Castle, Inverness, Scotland. After education at Winchester College he entered HMS *Britannia* as a naval cadet in 1902. He served in HMS *Euryalus* as a midshipman in 1904–05, visiting Australia. Later as a sub-lieutenant and lieutenant (1908) he served in HMS *Fantome* and HMS *Torch* and completed a navigation course ashore.

In January 1914 Pope was lent to the RAN for duty at the RAN College (then at Geelong, Victoria). When war broke out he applied to return to the RN but was appointed to HMAS *Berrima*, an armed merchant cruiser, and took part in the Australian occupation of German New Guinea. In October he joined HMAS *Sydney* as Navigating Officer and served in that ship until August 1919. He soon saw his first ship-to-ship action when *Sydney* destroyed the German cruiser *Emden* off the Cocos Islands. *Sydney* was later attached to the RN, patrolling off the east coasts of North and South America before joining the British Grand Fleet in the North Sea in September 1916. Pope was promoted lieutenant commander in February and served with the Grand Fleet for the rest of the war.

On 5 September 1918 Pope married Leslie Grant Cooper at Kilravock Castle. He transferred to the RAN in March 1919, returning to Australia in *Sydney* in June; he then spent a year ashore in HMAS *Penguin* before joining HMAS *Brisbane*. Promoted commander in July 1921, he attended the Naval Staff Course at Greenwich, England, and on return joined HMAS *Melbourne* as Fleet Navigating Officer. In June 1924 he was appointed to his first command – the sloop *Marguerite* – and then rejoined *Melbourne*, later transferring to *Sydney*, as Fleet Navigator. In 1927 he attended the first course held at the Imperial Defence College, London, saw exchange service in HMS *Hood* as Staff Operations Officer, then after some months in Admiralty returned to Australia to become Assistant Chief of the Naval Staff and Director of Naval Intelligence at Navy Office. He was promoted captain in December 1929.

In August 1931 Pope took command of HMAS *Albatross* – Australia's first aircraft (seaplane) Carrier – and in March 1933 became Captain Superintendent, Sydney, and Captain-in-Charge, New South Wales. In June 1936 he was appointed Captain Superintendent Training in command of HMAS *Cerberus*, Victoria. In June 1939 at his own request he was placed on half-pay for twelve months and visited his mother in England. Arriving soon after war was declared, from November he commanded HMS *California*, an armed merchant cruiser, until December 1941, serving in the Northern Patrol in sub-Arctic and Icelandic waters, off the north-west coast of Africa and in the Halifax Escort Force.

Pope returned to Australia early in 1942 and was appointed Naval Officer-in-Charge, Darwin, as commodore. He arrived just after the first Japanese air raids. The task of restoring harbour and naval shore facilities destroyed in the early raids was severely

hampered by inadequate resources and continuing raids. The few small escort vessels and small craft based at Darwin were hard pressed to meet the many demands made upon them. Supplemented occasionally by a destroyer from the south, local naval forces provided logistic support to Australian troops fighting in Timor, undertook support and rescue missions to and from Dutch islands, and supported religious missions and coast watchers on northern coasts. HMAS *Voyager* was lost in September 1942 while landing troops in Timor and HMAS *Armidale* was sunk by air attack in December with heavy loss of personnel.

Planning and controlling all these operations imposed a heavy load upon Commodore Pope who had only a small operational staff. By December the strain was affecting his health: the Naval Board appointed him to Western Australia as Naval Officer-in-Charge from 27 December. He remained there until July 1946. His responsibilities included the berthing, safety and security of naval and merchant ships using the port of Fremantle and search and rescue operations. One extensive operation which Pope planned and directed resulted in all 143 survivors being rescued. In July 1946 he was appointed Flag Officer-in-Charge, New South Wales, and Admiral Superintendent, Sydney, as rear admiral, in which rank he retired on 25 September.

A highly professional and dedicated officer, Pope had made a valuable contribution to the development, growth and efficiency of the young Australian Navy; he was appointed CBE in June 1935. His service in World War II was recognised by his post-war appointment and promotion which was a fitting climax to his career. Survived by his wife and two daughters, he died of cancer in Sydney on 4 August 1959. After a service in St Mark's Anglican Church, Darling Point, and cremation with Service honours, his ashes were scattered at sea.

Pope was a man with the highest personal and professional standards and a staunch Christian. He was brave, sensitive and reticent to the point of shyness but endowed with a dry sense of humour, and devoted to his wife and daughters. His life and character are epitomised in his mother's family motto – 'Constant and True' – engraved on a memorial to him in the naval chapel on Garden Island and on a plaque in St Mark's, Darling Point.

W.D.H. Graham

AWM 009203

Frances Provan (right) with H. Dunshea (left) at HMAS *Harman* August 1941.

Provan, Frances Betty (1911–1963)

PROVAN, FRANCES BETTY (1911–1963), naval officer and businesswoman, was born on 17 November 1911 at Spring Hill, Brisbane, second daughter of Queensland-born parents Donald McCallum Provan, bookseller, and his wife Frances Mary Walpole, née Boyd. Her mother was descended from the Walpole family in England. Frances was educated at Toowoomba, at the Glennie Preparatory School, Fairholme Presbyterian Girls' College, and the Glennie Memorial School. Margaret Brown, the headmistress of G.M.S., stressed moral behaviour and told her pupils: 'Remember, you are a Glennie Girl, and there is nothing a Glennie Girl cannot do'. After Frances' father died during her final year at school, she worked in turn as a trainee-teacher, nurse and governess. About 1939 she moved to Sydney. Five foot 6 1/2 inches (169 cm) tall, with brown hair, large brown eyes, a fair complexion and classical features, she was a smart, slightly built, well-groomed young woman – a 'darling' and 'tremendous fun' according to her younger sister.

Believing war to be imminent, Provan began training with the Women's Emergency Signalling Corps which had been founded in Sydney by Florence McKenzie. By 1941 the RAN needed more wireless telegraphists. The availability of women who had learned these skills in the Women's Emergency Signalling Corps led to a decision to recruit twelve female telegraphists as the initial members of the Women's Royal Australian

Naval Service (WRANS). Enlisting as a telegraphist on 28 April 1941, Provan was given the official number WR/1 and posted to HMAS *Harman*, the communications station in Canberra. She and her colleagues relayed messages to the fleet and maintained contact with many wireless-stations around the world. The number of female telegraphists increased rapidly, and women were recruited to serve in other branches of the Navy. By 1945 there were 2590 WRANS working in shore establishments throughout Australia.

Promoted leading telegraphist (September 1941) and petty officer telegraphist (December 1942), Provan attended the first WRANS officers' training course at Flinders Naval Depot, Westernport, Victoria. She was appointed third officer on 15 February 1943 and returned to *Harman* in August. In June 1945 she was posted as officer-in-charge of the only draft of WRANS to serve in an operational zone, in Darwin: her standards of behaviour and appearance led her contingent to be referred to as 'Miss Provan's Academy for Young Ladies'. She served briefly at bases in New South Wales and Queensland before being demobilised from the Navy in October 1946 in Melbourne.

Miss Provan travelled to England where she was employed by a meat-importing firm. In the late 1950s her ability and competence won her the post of manager of the London office of Jackson's United Meat Co. Pty Ltd, a business based at Footscray, Melbourne. In 1963 she returned to Melbourne, met the firm's Australian directors and flew to Brisbane, planning to visit her mother. She died suddenly of heart disease on 21 June that year in a taxi *en route* from Eagle Farm to Camp Hill and was cremated with Presbyterian forms.

Rosemary Jennings

AWM P00871.004

Rankin, Robert William (1907–1942)

RANKIN, ROBERT WILLIAM (1907–1942), naval officer, was born on 3 June 1907 at Cobar, New South Wales, second of three children of Australian-born parents Francis John Rankin, sharebroker's clerk, and his wife Florence May, née Harvey. Robert was educated at Merrylands Public School, Sydney, and Parramatta High School. In 1921 he entered the RANC, Jervis Bay. Nicknamed 'Oscar', he excelled at Rugby Union football, became cadet captain and graduated in 1924 with prizes for engineering and mathematics. Having served as a Midshipman in HMA Ships *Brisbane* and *Melbourne*, Rankin undertook training with the RN in 1926. Next year he attended the Junior Officers' War Course at the RN College, Greenwich, where he was one of six sub-lieutenants whose essays were commended by the Admiralty. Following further courses at Portsmouth, he joined the newly commissioned cruiser HMAS *Canberra* in 1928 and returned in her to Australia where he was promoted lieutenant in August 1929.

Deciding to specialise in hydrography, Rankin joined the survey ship HMAS *Moresby* on 18 January 1934. Apart from occasional periods on shore, he charted Australian and New

Guinea waters until February 1938. His superiors regarded him as a keen, hard-working officer, if somewhat lacking in powers of command. At the Bellevue Hotel, Brisbane, on 4 October 1937 he married with Catholic rites Mary Glennie Broughton, a 25-year-old nurse.

Rankin had been promoted lieutenant commander in August 1937. Sent to Britain on exchange duty, he was posted (March 1938) to the Home Fleet's HMS *Gleaner*, a minesweeper engaged in survey work. After courses at HMS *Dryad*, he was appointed (December 1939) to the repair ship HMS *Resource* as First Lieutenant. Serving in the Mediterranean and South Atlantic under difficult wartime conditions, he proved a 'conspicuous success'.

Back in New South Wales from September 1941, Rankin was employed on a survey of the Broken Bay-Pittwater area. Early in 1942 he was posted to the sloop HMAS *Yarra*, with the intention that he would succeed (Sir) Hastings Harrington [q.v.] in command. On 5 February, while under air attack near Singapore, *Yarra* took on board 1804 people from the burning troop-ship *Empress of Asia*. Harrington commended Rankin's help in organising the rescue.

Rankin assumed command of *Yarra* on 11 February 1942 and performed escort duties around the Netherlands East Indies. At 6.30 on the morning of 4 March, while escorting a small convoy from Java to Australia, the sloop encountered a Japanese squadron comprising three cruisers and two destroyers. Rankin immediately transmitted a sighting report, ordered the convoy to scatter, and placed *Yarra* between the enemy and the fleeing ships. The sloop made smoke and vainly engaged the enemy with her 4-inch (102 mm) guns, but the convoy was quickly overwhelmed. *Yarra* fought to the last. Some time after 8 am Rankin finally gave the order to abandon ship. A direct hit on the bridge killed him minutes later. Of *Yarra's* complement of 151 men, only thirteen were rescued. Rankin's wife and daughter survived him.

Richard Pelvin

Rhodes, Ian Desmond Laurie (1912−1967)

RHODES, IAN DESMOND LAURIE (1912–1967), naval officer, was born on 19 August 1912 at Ongaonga, near Waipawa, New Zealand, younger son of Albert Victor Laurie-Rhodes, a sheep-farmer from Victoria, and his New Zealand-born wife Agnes, née McKay. In 1920 the family settled in Victoria. Ian was educated at Geelong Church of England Grammar School where he did well in sport, especially Australian Rules football. He turned to farming before working as a salesman. On 1 April 1939 at Christ Church, South Yarra, he married with Anglican rites June Phillips Allan, a dress designer; they were to have one child before being divorced on 7 November 1947.

Using the surname Rhodes, he attempted to enlist in the Army, Navy and Air Force on the outbreak of World War II, but was rejected because of a stomach ulcer. A sympathetic medical examiner cleared him on 17 September 1940 to enter the Royal Australian Naval Volunteer Reserve as an ordinary seaman under the British Admiralty's yachtsmen scheme. Immediately posted to Britain for further training, he joined the destroyer HMS *Kashmir* on 1 April 1941 and in the following month took part in the RN's attempt to prevent a German seaborne landing on Crete.

On 23 May *Kashmir* came under air attack while returning to Egypt to refuel. Hit amidships by a bomb, she broke in two and began to sink rapidly. When a German bomber machine-gunned both the rear section of the ship and members of her crew who were struggling in the sea, Rhodes left the port Oerlikon gun (on which he was the gunlayer) as the water rose around it and climbed to the nearby starboard gun. Turning this weapon against the attacking aeroplane, he shot it down in flames. Rhodes was taken to Alexandria in HMS *Kipling*, his only possessions a pair of shorts and a borrowed cap. He won the Conspicuous Gallantry Medal, the highest decoration – next to the Victoria Cross – which could be awarded to naval ratings. No other Australian sailor received this decoration in World War I or II.

Rhodes was commissioned on 22 January 1942 and promoted provisional lieutenant in August. Joining the cruiser HMS *Sheffield* on 10 April, he served in the Atlantic and Arctic oceans, escorting convoys *en route* to Russia. In March 1943 he was transferred to the cruiser HMAS *Shropshire* which was then being commissioned in England. He remained with that ship until July 1944, winning favourable regard as a 'keen and capable' officer, 'well above average'. Back with the RN, he served in HMS *Mount Stewart* and on shore in Colombo. By the end of the war he was performing shore duties in Port Moresby.

Demobilised on 26 April 1946, Rhodes became a farmer at Labertouche, Victoria. On 27 November 1947 at the Collins Street Independent Church, Melbourne, he married with Congregational forms Patricia May Worboys, née Huxtable, a divorcee. He joined the United Linen Co. Pty Ltd, importers and wholesalers of Irish manchester, and became a director. Survived by his wife, and by the son of his first marriage, he died of cirrhosis of the liver on 3 January 1967 in Fairfield Hospital and was cremated.

Mike Fogarty

Rogers, Jonathan (1920–1964)

ROGERS, JONATHAN (1920–1964), sailor, was born on 16 September 1920 at Vroncysylite, near Llangollen, Denbighshire, Wales, fifth of seven children of Jonathan Rogers, labourer, and his wife Sarah Ellen, née Probyn. Leaving Acrefair Central School at the age of 14, he worked at the Ruabon brickyard, boxed and played soccer.

On 22 November 1938 Rogers enlisted in the RN. Five foot 8 inches (173 cm) tall and heavily built, he had brown hair, blue eyes and a fresh complexion. He spent most of World War II at sea in three coastal vessels: Motor Anti-Submarine Boat *No. 62* (1940–41), Motor Launch *No. 204* (1942–43) and Motor Torpedo Boat *No. 698* (1943–45). Promoted petty officer in 1943, he was awarded the DSM for his 'coolness and leadership' under enemy fire during an action off Dunkirk, France, on the night of 23–24 May 1944. He was discharged from the RN on 23 January 1946.

At the parish church, Pen-y-cae, Denbighshire, on 4 April 1942 Rogers had married Lorraine Williams; they lived in the village and were to have four children. After

the war he worked above ground at a local colliery and built pre-fabricated houses. In 1950 he applied to join the RAN. He was accepted on 6 July and posted to the aircraft carrier HMAS *Sydney*; his next ship was the frigate HMAS *Burdekin*. Service (1952–54) in the destroyer HMAS *Tobruk* took him to Korean waters. He was promoted chief petty officer in 1956. His subsequent postings included HMA Ships *Junee* (1956–57), *Anzac* (1957–58), *Warramunga* (1959) and *Barcoo* (1959–61), and the shore establishments *Cerberus* (1958–59), Westernport, Victoria, and *Rushcutter* (1961–62), Sydney. The family finally settled at Ettalong Beach, New South Wales.

In January 1963 'Buck' Rogers joined the destroyer HMAS *Voyager* which was commanded by Captain D.H. Stevens [q.v.]. As her coxswain, Rogers was the senior sailor on board and responsible for the 'good order and discipline' of the ship's company. On 10 February 1964 *Voyager* took part in exercises with the aircraft carrier HMAS *Melbourne* off the south coast of New South Wales. That evening Rogers presided over a game of tombola being played by about sixty men in the ship's forward cafeteria. At 8.56 pm, 20 nautical miles (37 km) south-east of Jervis Bay, *Voyager* collided with *Melbourne* and was cut in two. *Voyager's* severed forward section immediately heeled sharply to starboard and about five minutes later turned upside down. Water began pouring into the cafeteria. Within another five minutes the forward section sank. Rogers was one of the eighty-two men who died. His wife, son and three daughters survived him.

Sailors who escaped from the cafeteria later told how Rogers had taken charge of the situation. He had calmed terrified shipmates, attempted to control the flooding, tried to free a jammed escape hatch with a length of pipe and a spanner, and organised men to move into other compartments with functioning emergency exits. Meanwhile, he knew that he was probably too large to fit through an escape hatch himself. When it was obvious that some of his comrades would not get out in time, he led them in prayer and a hymn, 'encouraging them to meet death' beside him 'with dignity and honour'. His wife remarked: 'It was typical of him – he never thought of himself'. He was posthumously awarded the George Cross.

Darryl Bennet

Rosenthal, Alvord Sydney (1901–1975)

ROSENTHAL, ALVORD SYDNEY (1901-1975), naval officer, was born on 16 January 1901 at Lewisham, Sydney, second of three sons of Australian-born parents (Sir) Charles Rosenthal, architect, and his wife Harriet Ellen, née Burston. Alvord was educated at The King's School, Parramatta. In 1915 he entered the RANC, Jervis Bay, from which he graduated in 1918.

Promoted midshipman on 1 January 1919, 'Rosie' joined the battleship HMS *Ramillies* in May and was present at Scapa Flow, Orkney Islands, Scotland, when the German fleet was scuttled on 21 June. From February 1920 *Ramillies* operated in the Bosporus Strait and the Black Sea. Rosenthal completed his training in Britain and was promoted lieutenant in October 1923. Back in Australia, he served in the destroyer HMAS *Anzac*, and as Assistant Surveyor in HMAS *Geranium*.

On 17 December 1925 at Holy Trinity Church, Balaclava, Melbourne, Rosenthal married Audrey Fleming (d.1958) with Anglican rites. Promoted lieutenant commander in October 1930, he was appointed to command the destroyers HMAS *Waterhen* in 1933 and HMAS *Vendetta* in 1934. Although his superiors had reservations about his ability, he proved an outstanding seaman when he took *Voyager* to sea in a gale on 18 June 1935 to search for a missing ship. On 21 November 1935 Rosenthal joined the cruiser *Canberra*. His performance in that ship earned him promotion to commander in January 1937, but his record in *Waterhen* and *Vendetta* counted against him: on 31 January 1937 he was transferred to the auxiliary list and appointed District Naval Officer, South Australia.

Following the outbreak of World War II Rosenthal was placed in command of the armed merchant cruiser *Westralia*, which escorted convoys in Australian and Netherlands East Indies waters. In May 1941 he took over the new destroyer HMAS *Nestor*, part of the force which hunted down the German battleship *Bismarck*. *Nestor* then joined Force H in the Mediterranean where she narrowly escaped being torpedoed by a submarine on 21 July. Three days later the convoy she was escorting was attacked by Italian motor torpedo boats which hit the troop-ship *Sydney Star*. Rosenthal skilfully embarked the troops, convinced the master to keep the ship afloat and escorted her safely to Malta. For his courage and resourcefulness he was awarded the DSO.

On 15 December 1941, south of Cape St Vincent, *Nestor* sighted the German submarine *U 127* on the surface and sank her with depth charges. Rosenthal won a bar to his DSO for his part in the action. *Nestor* sailed for five months with the Far Eastern Fleet before embarking for the Mediterranean to take part in operations to supply Malta. On 15 June 1942 she was damaged near Crete when straddled by two heavy bombs; attempts to tow her to Alexandria failed and she was sunk next day.

From October 1942 until November 1944 Rosenthal served as Naval Attaché in Washington, where Sir Owen Dixon considered him 'an unqualified success'. He was promoted acting captain on 29 January 1945 and appointed Captain of Garden Island Dockyard, Sydney.

After the war ended, he served at Navy Office, Melbourne, as Director of Naval Reserves (1946–56) and Director of Studies, industrial mobilisation course (1956–58). In 1951 he was appointed OBE and placed on the emergency list. Granted the honorary rank of commodore in April 1960, he retired from the Navy on 16 January 1961.

Five foot 11 inches (180 cm) tall and athletic in build, Rosenthal was cheerful and easy-going when off duty, but at sea he drove his ships hard. On the bridge he developed into a decisive commander, a meticulous navigator and a capable ship-handler. He enjoyed manual work and took a keen interest in the mechanical efficiency of his vessels. A committee member (from 1959) of the Naval and Military Club, Melbourne, he tried his hand at a business venture without success. At St Andrew's Presbyterian Church, Frankston, on 8 April 1960 Rosenthal married Alison Lucy Urquhart, née Platts, a schoolteacher and a divorcee. He spent his retirement at Frankston, indulging his hobby of model making. To some, he seemed something of a recluse. Survived by his wife, and by the two sons of his first marriage, he died on 20 July 1975 at Heidelberg and was cremated.

J.S. Sears

Shearston, John Samuel (1853–1916)

SHEARSTON, JOHN SAMUEL (1853–1916), seamen's missionary, was born on Trafalgar Day, 21 October 1853, in Sydney, son of Sydney-born parents John Shearston, butcher, and his wife Elizabeth Catherine, née McMahon.

In 1872 Shearston compassionately rescued a drunken seaman from the ridicule and torment of a crowd in George Street; from that evening he began a personal, voluntary, spare-time time mission to these neglected itinerant workers. He visited seamen in ships and in hospital distributing tracts, counselling them and inviting them to his Double Bay home. In 1878 he was licensed as a lay reader by Bishop Barker and accepted invitations to take services on board ships. On 29 April 1880 he married Mary Jane Sledge at Darling Point. Childless, they later adopted an orphaned naval rating.

Owing to his example and persistent canvassing, the Church of England Mission to Seamen was founded in 1881. Shearston was appointed Missioner in May and his new home at 3 Princes Street, Dawes Point, became its headquarters. By day he visited merchantmen and foreign and Royal Navy ships, becoming a familiar sight on Sydney Harbour in the 1880s in a skiff rowed by an Aboriginal youth. In the evenings he and his wife welcomed seamen with simple entertainment, reading materials, company and refreshments. A member of the Independent Order of Good Templars, Shearston persuaded seamen to avoid the many sleazy dens where alcohol, sex, quack medicines, amusements and accommodation were available so long as they had money in their pockets. In 1885, with the help of friends, he moved to larger premises at 9 Princes Street, renamed Trafalgar House, where they were also able to offer some residential accommodation. At the end of 1886, at its Committee's request, he agreed to also act as Superintendent of Goodenough Royal Naval House at 39 Princes Street, which he ran in conjunction with Trafalgar House.

In 1889, to accommodate the increasing number of naval ratings on shore leave, a new Royal Naval House was erected by public subscription in Charlotte Place (Grosvenor Street); it could sleep 300 men and provided reading, dining-and billiard-rooms and a gymnasium. Shearston resigned as Missioner to become Superintendent of Royal Naval House in September 1890. Mrs Shearston acted as housekeeper. The men, grateful for their warm welcome, soon referred to the premises as 'Johnny's', by which they were known until closed in 1970. By August 1897 some 165,502 men had slept at Royal Naval House since it had opened. Shearston's work had the full support and cooperation of the admirals on the Australian Station. His most cherished possessions were signed photographs of George V who had visited Royal Naval House in 1901.

He was dark haired, with a naval beard and wide forehead. Shearston died at Royal Naval House on 21 March 1916 and was buried in South Head cemetery. His wife and adopted son survived him. Shearston had remained a valuable member of the Committee of the Mission he had founded, which eventually was affiliated with the worldwide Missions to Seamen.

C. Craven-Sands

AWM ART28160

Sheean, Edward (1923–1942)

SHEEAN, EDWARD (1923-1942), sailor, was born on 28 December 1923 at Lower Barrington, Tasmania, fourteenth child of James Sheean, labourer, and his wife Mary Jane, née Broomhall, both Tasmanian born. Soon afterwards the family moved to Latrobe. Teddy was educated at the local Catholic school. Five foot 8 1/2 inches (174 cm) tall and well built, he took casual work on farms between Latrobe and Merseylea. In Hobart on 21 April 1941 he enlisted in the Royal Australian Naval Reserve as an ordinary seaman, following in the steps of five of his brothers who had joined the armed forces (four of them were in the Army and one in the Navy). On completing his initial training, he was sent to Flinders Naval Depot, Westernport, Victoria, in February 1942 for further instruction.

In May Sheean was posted to Sydney where he was billeted at Garden Island in the requisitioned ferry *Kuttabul,* prior to joining his first ship as an Oerlikon anti-aircraft gun-loader. Granted home leave, he was not on board *Kuttabul* when Japanese midget submarines raided the harbour and sank her on 31 May. Eleven days later he returned to Sydney to help commission the new corvette HMAS *Armidale,* which carried out escort duties along the eastern Australian coast and in New Guinea waters. Ordered to sail for Darwin in October, *Armidale* arrived there early next month.

On 29 November *Armidale* sailed for Japanese-occupied Timor – in company with the corvette HMAS *Castlemaine* – to withdraw the exhausted Australian 2nd/2nd Independent Company, evacuate about 150 Portuguese civilians and 190 Dutch troops, and land soldiers to reinforce Dutch guerrillas on the island. Arriving off Betano before dawn

on 1 December, the ships rendezvoused with the naval tender HMAS *Kuru*, which had already taken the civilians on board. When these people were transferred to *Castlemaine*, she sailed for Darwin, leaving the other two vessels to carry out the rest of the operation. From 12.28 pm *Armidale* and *Kuru* came under repeated attack from Japanese aircraft. Despite requests, no air cover was received.

Shortly before 2 pm on 1 December 1942 *Armidale*, by then separated from *Kuru*, was attacked by no less than thirteen aircraft. The corvette manoeuvred frantically. At 3.15 pm a torpedo struck her port side and another hit the engineering spaces; finally a bomb struck aft. As the vessel listed heavily to port, the order was given to abandon ship. The survivors leapt into the sea and were machine gunned by the Japanese. Once he had helped to free a life raft, Sheean scrambled back to his gun on the sinking ship. Although wounded in the chest and back, the 18-year-old sailor shot down one bomber and kept other aircraft away from his comrades in the water. He was seen still firing his gun as *Armidale* slipped below the waves. Only forty-nine of the 149 souls who had been on board survived the sinking and the ensuing days in life rafts. Sheean was mentioned in dispatches for his bravery.

N. Watson

Painting by Dale Marsh
Ordinary Seaman Edward Sheean, HMAS *Armidale*
Oil on plywood 49.5 x 64.8cm
Australian War Memorial (ART 28160)

RAN

Stevens, Duncan Herbert (1921–1964)

STEVENS, DUNCAN HERBERT (1921–1964), naval officer, was born on 23 March 1921 at Fairfield, Melbourne, only child of (Sir) Jack Edwin Stawell Stevens, a Victorian-born public servant, and his wife Catherine McAllister, née Macdonald, who came from Scotland. Duncan attended Wesley College and entered the RANC, Flinders Naval Depot (FND), Westernport, on 1 January 1935. Graduating in 1939, he trained at sea and completed courses in England. During World War II he served in cruisers and destroyers, and was promoted lieutenant (1943). He remained at sea after the war, commanding four minor vessels, HMA Ships *Kangaroo* (1948–49), *Koala* (1949–50), *Reserve* (1950–51) and *Cowra* (1951–52). On 20 May 1949 at Dreger Harbour, near Finschhafen, Territory of Papua-New Guinea, he married Beatrice Louise Phippard.

Following a period (1952–54) ashore at HMAS *Tarangau*, Los Negros Island, Lieutenant Commander Stevens took command of the frigate HMAS *Quickmatch* in 1955. He was promoted commander and appointed Training Commander at FND in 1956. While Executive Officer (1958–60) of the aircraft carrier HMAS *Melbourne* he spent time in hospital suffering from a duodenal ulcer. In 1960 he attended the Royal Naval Staff College, Greenwich, England, and in 1960–62 worked in the Admiralty's Tactical and Weapons Policy Division.

Back in Australia, Stevens was promoted captain on 31 December 1962. Two days later he assumed command of the destroyer HMAS *Voyager*. Despite Rear Admiral (Sir) Alan McNicoll's judgment in January 1964 that Stevens had 'probably reached his ceiling',

he had a good chance of attaining higher rank. Stevens was a friendly and gregarious man, but inclined to brood. He loved sport and, at the age of 42, still played in the ship's cricket team.

On the night of 10 February 1964 *Voyager* was operating with *Melbourne* off the south coast of New South Wales. It was the destroyer's responsibility to keep clear of the carrier. About 8.54 pm *Voyager* inexplicably turned towards *Melbourne*, as if to cross her path. Two minutes later the ships collided, 20 nautical miles (37 km) south-east of Jervis Bay. *Melbourne's* bows struck *Voyager's* port side and cut her in two. Both sections sank. Eighty-two men, all from *Voyager*, lost their lives, Stevens among them. Survived by his wife and their son, he was cremated.

The cause of the accident will never be known because all the key personnel on *Voyager's* bridge were killed. Of several theories advanced to explain the destroyer's actions, two are plausible: that her officers had become confused and thought they were turning away from *Melbourne* rather than towards her; and that instructions – signalled from the carrier – changing the ships' course and *Voyager's* station relative to *Melbourne* were misinterpreted aboard *Voyager*.

Sir John Spicer, the Royal Commissioner who investigated the disaster, reported in August 1964. He concluded that the collision would not have occurred if a proper watch had been maintained in *Voyager*. Because he could not reconstruct events on the destroyer's bridge, he felt unable to determine the responsibility of any of her officers for what had occurred. In contrast, he criticised Captain R.J. Robertson and other officers in *Melbourne* for not questioning *Voyager's* movements before a dangerous situation developed. Robertson was posted ashore.

Incensed by Spicer's and the Navy's treatment of Robertson, Lieutenant Commander P.T. Cabban – who had been *Voyager's* First Lieutenant immediately before leaving the RAN in January 1964 – alleged that, in 1963, Stevens had been inconsistent in his shiphandling, frequently drunk when the ship was in harbour, and sometimes too ill to take command at sea. In 1967 – 68 a second Royal Commission, conducted by Sir Stanley Burbury, K.W. Asprey and G.A.G. Lucas, inquired into Cabban's statement.

The Commissioners discounted evidence that Stevens had been volatile and impetuous on the bridge in favour of extensive testimony that he had been a competent seaman. They found that, in 1963–64, he had suffered 'intermittent recurrences' of his 'ulcer trouble' to which 'his drinking habits contributed'. Because of his medical condition, they held that he had been unfit to command *Voyager*. Exonerating *Melbourne's* officers, the Commissioners concluded that the collision resulted from a mistake on the bridge of *Voyager*. They claimed that Stevens' physical state helped to 'account for such an error'.

Yet, the Commissioners had heard no evidence that Stevens was incapacitated on 10 February 1964. There is no reason to believe that his performance on the bridge that night was affected by illness, by alcohol, or by medication. In fairness, all that can be said is that, as *Voyager's* Commanding Officer, he bore the ultimate responsibility for the tragedy.

Darryl Bennet

AWM 141700

Syme, Hugh Randall (1903-1965)

SYME, HUGH RANDALL (1903-1965), naval officer, bomb disarmer and newspaper proprietor, was born on 20 February 1903 at Kew, Melbourne, third child of Australian-born parents John Herbert Syme, journalist, and his wife Ethel Maud, née King. David Syme was his grandfather. Educated at Scotch College and the University of Melbourne, Hugh rose to become assistant-manager of the family business, which published the *Age*. At St George's Church of England, Malvern, on 12 May 1931 he married Olive Alyson Clark; they were childless and divorced in 1940.

A keen yachtsman and part owner of the 82-footer (25 m) *Westwind*, Syme was appointed probationary sub-lieutenant, Royal Australian Naval Volunteer Reserve, on 1 September 1940. He was mobilised sixteen days later and sent to England for training at HMS *King Alfred*. With John Mould [q.v.], H.D. Reid and J.H.H. Kessack, he was one of the first Australians chosen to serve in the RN's Rendering Mines Safe section which had been established to disarm unexploded (and often booby-trapped) bombs and mines scattered across Britain by German aircraft.

Syme was promoted lieutenant on 17 December 1940 and posted to the naval base HMS *Vernon*, where he quickly gained a reputation for courage and initiative. He was awarded the George Medal in June 1941 for his coolness in dealing with ten mines. In June 1942 he was awarded a Bar to his George Medal for disarming a mine that had lodged deep in

clay in a reservoir embankment at Primrose Hill, London. After tunnelling to the mine, he found that the fuse was on the other side, and had to tunnel around it. His action in disarming the weapon in extraordinarily difficult and dangerous conditions saved the neighbourhood from possible flooding.

On 3 March 1943 Syme was awarded the George Cross for carrying out nineteen mine-recovery operations. The most important had taken place in November 1942 at Weston-super-Mare, Somerset, where he defused a new mine known as a Type T. He endured painful electric shocks while insulating the detonator wires and at one stage hung upside down in a mud hole. Other clearance officers found the information he had gained from the Type T invaluable. The award of his George Cross made Syme the most highly decorated officer in the RAN at that time. His expertise was such that, despite the scepticism of the scientists who devised it, he defused a new British magnetic mine, much to their chagrin. Some of them refused to speak to him for months.

Following the deaths of his father and of his uncle Sir Geoffrey Syme, Hugh sailed for Australia in January 1943 and became a trustee of the family company. On 12 March 1943 at the Presbyterian Church, West Hawthorn, he married Joan, the 26-year-old daughter of Delamore McCay. He attempted to return to England, but the RAN decided to avail itself of his experience, and in April 1943 he set up a bomb-disposal section at HMAS *Cerberus*, Westernport. The organisation was never operationally required because the USN's Mobile Explosive Investigation Unit jealously guarded its control over bomb disposal in the Pacific. Seeing no useful role to play, Syme returned to civilian life in December 1944.

In 1946 he was appointed General Manager of the *Age*. Two years later a public company, David Syme & Co. Ltd, was formed. After overseeing the firm's entry into television in 1956, he continued as General Manager until 1963 and as a Director until his death. He immersed himself in business matters, becoming a Director of the Victorian Broadcasting Network Ltd and Anti-Friction Bearings Ltd, President (1959) of the Australian Newspapers Council and Chairman of the Newspaper Proprietors' Association of Melbourne.

A member of the Athenaeum and Yorick clubs, Syme enjoyed motor racing, fishing and shooting. He was also a keen gardener who cultivated rare specimens of orchids. Survived by his wife and their three daughters, he died of a cerebral tumour on 7 November 1965 at Epworth Hospital, Richmond, and was cremated with Anglican rites and full naval honours.

Richard Refshauge

RAN

Synnot, Anthony Monckton (1922–2001)

SYNNOT, ANTHONY MONCKTON (1922–2001), naval officer and defence force chief, was born on 5 January 1922 at Corowa, New South Wales. While he was young the family moved to Albury, New South Wales and then to a remote sheep property at Eskdale, near Longreach in Queensland. From age 12, Anthony (Tony) was educated at Geelong Grammar in Melbourne, and for the next five years he was immersed in school life, only visiting his family at Christmas. Synnot was a solid achiever at school and excelled at tennis, cricket and golf.

In early 1939, at age 17, Synnot joined the RAN as a Special Entry Cadet Midshipman. He was sent to Britain for training at the Royal Naval College, Dartmouth, and after a compressed seven month course he graduated as a midshipman in 1940. At Dartmouth he had gained course prizes for signals, torpedo, anti-submarine and his specialty gunnery.

Synnot was promoted sub-lieutenant in late 1940 while serving on HMAS *Canberra*. He then joined HMAS *Stuart* in the Mediterranean under Captain Hector Waller [q.v.]. After a near miss from attacking aircraft early in 1941, Captain Waller [q.v.] asked his midshipman 'What do you think of that then?' to which Synnot replied, 'Very, exciting, sir'. Much more 'excitement' followed as Synnot served on *Stuart* at the Battle of Matapan and during the evacuations of Greece and Crete. He was mentioned-in-despatches for

bravery when ferrying soldiers off the beach at Tolon, Greece, in strong wind, heavy surf and under shellfire. Synnot later served onboard HM Ships *Barham* and *Punjabi*. He was onboard *Punjabi* when it was sunk in collision with the battleship HMS *King George V* in Arctic waters in 1942. Paddling in the mid-winter conditions, covered in engine oil, he was fortunately rescued by another destroyer. Later in life, he joked that the bill for the oil-fouled sheets where he slept onboard that destroyer followed him for the rest of the war. Synnot joined HMAS *Quiberon* in July 1942 and remained onboard until December 1944. He was promoted lieutenant in April 1942 and became the ship's second-in-command at age 22. After leaving *Quiberon* he qualified as a specialist Gunnery Officer at HMS *Excellent*, Whale Island Portsmouth.

After the war, he served in the aircraft carrier HMAS *Sydney*, on staff at Navy Office, and as an instructor at HMS *Excellent*, being promoted to lieutenant commander in 1950 and commander in 1954. In 1956 he commanded HMAS *Warramunga* during the Malayan Emergency and as a guard ship for the yachting at the Melbourne Olympic Games. Promoted to captain in 1960, Synnot commanded HMAS *Vampire* in operations in South-East Asian waters, including a visit to Saigon in 1962. He left *Vampire* to become Chief of Naval Staff for the Royal Malaysian Navy, a position which he held from 1962 to 1965. His efforts helped establish a strong naval tradition in Malaysia and his service was recognised when he was awarded the Order of Chivalry 3rd class, Johan Mangku Negara, (3rd Grade of Darjah Yang Mulia Pangkuan Negara). His tact, judgment and energy were all instrumental in his success in this complex environment. Unfortunately, his stay in Malaysia was interrupted by the illness of his wife, Virginia. When she subsequently died in Australia, Synnot's sister, Kitty Howson was able to care for his two young daughters while their father was at sea.

In 1966, Synnot commanded HMAS *Sydney* on two voyages to South Vietnam carrying troops and equipment in support of the Australian Army. On one of these occasions he successfully berthed the 698 foot (213 m) long aircraft carrier in Sydney without tugs – his ship handling skills receiving a loud cheer from the ship's company. The following year he commanded the aircraft carrier HMAS *Melbourne* during the introduction of the A-4 *Skyhawk* and Grumman S-2 *Tracker* aircraft. In the words of Vice Admiral (Sir) Richard Peek, 'the flagship never had a better, more efficient and more loved captain'.

During 1968 Synnot attended the Imperial Defence College in London. He married his second wife Anne Colvin, the daughter of Admiral (Sir) Ragnar Colvin, RN, [q.v.] in the same year before returning to Canberra. He was promoted to rear admiral and appointed Second Naval Member in 1970, and subsequently Deputy Chief of Naval Staff. In 1973 his last sea-going command was as Flag Officer Commanding the Australian Fleet.

Returning to Navy Office Canberra in 1974, he served as Director Joint Staff on the Defence Force Staff, and then as Assistant Chief of the Defence Force Staff. He was prominent in organising relief operations after Darwin was devastated by Cyclone Tracy on Christmas morning 1974.

Synnot was promoted to vice admiral and appointed Chief of Naval Staff (CNS) in November 1976. During the same year he was also awarded an AO. While CNS he ensured the RAN developed an awareness of the decision making processes within the Australian government and administration. He emphasised good planning and staff work and improved systems and relationships between the military and public service arms of the Department of Defence. Although he recognised the need to buy the United States built Guided Missile Frigates (FFGs) as a stop gap measure, he consistently advocated renewal of an Australian in-country shipbuilding effort.

In April 1979 he was promoted to admiral and became the Chief of Defence Force Staff, a position he held until his retirement in 1982. He initially persuaded the Government that replacement of the aging aircraft carrier *Melbourne* was a high priority and was involved in the decision to buy HMS *Invincible*. Later, he criticised the Fraser government's economic cut backs when they 'rescheduled' a range of re-equipment programmes, including the purchase of a replacement aircraft carrier for the RAN. 'Rescheduling' was a euphemism used to hide the loss of defence force capability without directly over-ruling the individual Defence Force and Service Chiefs. Despite such setbacks Synnot was always courteous, patient and thoughtful. His approach was not adversarial, but rather he sought consensus through systematic effort.

After retiring from the RAN, he became Chairman of the Council of the Australian War Memorial, a post that he relinquished in 1985. Survived by his second wife Anne and his four children Jane, Amanda, Zoe, and Mark, he died on 4 July 2001 after a long illness and a number of years suffering total blindness.

Synnot was one of the most highly respected officers ever to serve in the Australian Defence forces. He had a presence that simply commanded without ever raising his voice or using theatricals. From an early age he was destined for the highest ranks in the Australian Defence Force, despite the determination of a select group of politicians and defence bureaucrats to promote only 'safe' people to senior rank. With strategic foresight and determination he started a program to improve the equipment capability of the Australian armed forces that would enable Australia to play a significant military role as a leader in the Asia-Pacific region.

Gregory P. Gilbert

Ron Taylor as boy mascot of the sloop HMAS *Marguerite*

Taylor, Ronald (1918–1942)

TAYLOR, RONALD (1918–1942), sailor, was born on 29 April 1918 at Carlton, Melbourne, fourth of ten children of Collingwood-born parents George Taylor, ironworker, and his wife Elsie, née Davey. Raised at Carlton and Port Melbourne, Ron was a typical boy of the time: he played cricket and Australian Rules Football, went fishing and rode billycarts. He developed an interest in the RAN through watching warships entering port and from talking to sailors about life in the service. At the age of seven he became the mascot of the sloop HMAS *Marguerite* and was given his own uniform to wear on special occasions.

In 1930, in the Depression, George Taylor abandoned his family. The two eldest boys went to Queensland to work on a sugar-cane plantation and the eldest girl found a job on a farm; Ron and his brother Ray stayed at home; the five youngest children were placed in institutions. Ron left school at the end of Grade 8 to work as a labourer. On 12 June 1935 he joined the RAN as an ordinary seaman. He was then 5 foot 6 1/4 inches (168 cm) tall, with dark brown hair, brown eyes and a fresh complexion; within twelve months he had gained almost 2 inches (5 cm) in height and had an anchor tattooed in red and blue on his right forearm.

Taylor began his training at Flinders Naval Depot, Westernport. In April 1936 he was posted to the cruiser HMAS *Australia*. After undertaking a course in gunnery (April–September 1938) at Flinders, he served in the destroyer HMAS *Vampire* and in the cruiser HMAS *Adelaide* before transferring to the sloop HMAS *Yarra*, in August 1939.

Yarra remained in Australian waters until August 1940 when she was dispatched to Aden to join the Red Sea Force. The ship took part in operations against Iraq in May 1941 and against Persia in August. 'Buck' Taylor was promoted acting leading seaman and given command of one of *Yarra's* four-inch (100 mm) guns. *Yarra* was in the Mediterranean in November-December, escorting convoys which ferried supplies and troops to the Allied garrison at Tobruk, Libya. On each of the four trips the sloop made, Taylor's gun was active in beating off enemy air attacks.

By early 1942 *Yarra* was employed on escort duties between Java and Singapore. On 5 February she rescued 1804 people from the burning troop-ship *Empress of Asia* which had been crippled by an air attack near Singapore. (Sir) Hastings Harrington [q.v.] later reported that Taylor had controlled his gun 'on this occasion, as on many others', with 'judgment and determination', and added that his 'keenness and courage' set a good example to those around him.

On 27 February 1942 *Yarra* was ordered to escort three auxiliary vessels from Java to Fremantle, Western Australia. Five Japanese warships intercepted the convoy on 4 March. Despite *Yarra's* gallant defence, all four allied vessels were destroyed, with the sloop the last to be sunk. Taylor ignored the order to abandon ship and stayed alone at his gun, firing slowly and defiantly at the enemy until he was killed shortly before the ship went down.

Greg Swinden

Tench, Watkin (1758?–1833)

TENCH, WATKIN (1758?–1833), officer of marines and author, was born between May 1758 and May 1759 at Chester, England, the son of Fisher Tench and his wife Margaret (Margaritta). His father, a native of Chester, was a dancing master and proprietor of 'a most respectable boarding school', which was no doubt the source of Tench's very sound education and of the influential contacts, especially with the Wynne Williams family, which helped to launch him on his career. The year before Watkin's birth Fisher Tench became a freeman of Chester on the nomination of the mayor. Several children born before Watkin had died in infancy; only two, John and Watkin, survived their father, who died in 1784.

On 25 January 1776 Tench entered the Marine Corps as a second lieutenant. During the war for American independence he served off the American coast, first in the *Nonsuch* and then as first lieutenant in the *Mermaid*. When the *Mermaid* was driven ashore he spent three months as a prisoner of war in Maryland and then from October 1778 to March 1779 served in the *Unicorn*. He was promoted captain lieutenant in September 1782 but, with the war over, was placed on half-pay in May 1786.

Towards the end of the year he volunteered for a three-year tour of service with the convict settlement about to be formed at Botany Bay. He sailed in the transport *Charlotte* on 13 May 1787 as one of the two captain lieutenants of the marine detachment under Major Robert Ross, and arrived in Botany Bay on 20 January 1788.

After the transfer to Port Jackson and the formal establishment of the settlement Tench was occupied with his military duties and with routine tasks. In March 1788, with four other officers, he was placed under arrest by Ross for refusing to alter the sentence of a court martial of which he was President, but they were soon released. Apart from this, he seems to have maintained good relations with everyone in the little community, being especially intimate with Lieutenant William Dawes, whose observatory provided a quiet refuge and whose interest in the Australian Aborigines Tench shared.

In 1790 Governor Arthur Phillip ordered Tench to lead two small punitive expeditions against the Bidjigal Aborigines at Botany Bay, however in these instances the Bidjigal abandoned the area unseen by the heavy-armed Europeans. (*editor*)

Tench was a keen explorer and much of his leisure was spent as a member or as leader of expeditions to the west and south west of the settlement, discovering the Nepean River and tracing it to the Hawkesbury, and penetrating as far as the Razorback. It is clear that he felt the fascination of the bush, of its strange solitude and of its informal camp-fire nights, but he had also a keen practical interest, noting the absence of water and taking samples of the soil wherever he went. Apart from this his main relaxations seem to have been observing the life about him for description in his journal, for which he seems to have arranged publication before leaving England, studying the Aboriginies and watching the first struggling attempts at agriculture.

Tench sailed for England with the marines in the *Gorgon* in December 1791. Promotion to brevet major awaited him on his return, and with the outbreak of war with France he was soon at sea again. In November 1794 his ship, the *Alexander*, 74 guns, under Admiral Rodney Bligh, RN, was captured after a desperate battle with three French 74s, and Tench spent six months as a prisoner of war, mostly on parole at Quimper as interpreter to Bligh. Here he turned some previous knowledge of France and his observant eye to the study of the effects of the revolution in that remote corner of Brittany, and his *Letters from France*, published after his return, display the same qualities as his better known Australian journals. After being liberated by exchange, he served for the rest of the war in the Channel Fleet in the *Polyphemus* and *Princess Royal*, being promoted brevet Lieutenant Colonel in 1798. From March 1802 he served in various shore depots with regular promiotions until he retired on half-pay as major general on 1 January 1816. Three years later he returned to the active list as Commandant of the Plymouth Division, retiring with the rank of lieutenant general, Royal Marines, on 18 July 1821.

Some time after his return from Australia Tench married Anna Maria, daughter of Robert Sargent, surgeon, of Devonport, who was five years his junior. They had no children, but in 1821 they adopted the four orphaned children of one of Mrs Tench's sisters and her husband Captain Bedford, RN. Two of the boys became captains in the Navy and one a bank manager at Penzance; the fourth child, a girl, died at Penzance in 1832. Tench died at Devonport on 7 May 1833; his wife, aged 82, on 1 August 1847.

Tench's major claim to rememberance rests on the two books in which he described the voyage to and the early years of the settlement in New South Wales, at once the most perceptive and the most literary of the contemporary accounts. His eye ranged over the convicts and the Aborigines with a mixture of shrewd commonsense and sympathetic tolerance, and his reaction to the country itself shows the same qualities.

Tench published three books: *A Narrative of the Expedition to Botany Bay: with an account of New South Wales, its productions, inhabitants &c* (London, 1789, three editions; also Dublin and New York editions and translations into French, German and Dutch); *A Complete Account of the Settlement of Port Jackson, in New South Wales, including an accurate description of the situation of the colony; and its natural productions; taken from the spot* (London, 1793; German and Swedish tranmslations); and *Letters written in France, to a friend in London, between the month of November 1794 and the month of May 1795* (London, 1796). The *Narrative* was reprinted in Sydney in 1938, and the *Narrative* and the *Complete Account*, with introduction, notes, and bibliography, under the title *Sydney's First Four Years* in Sydney in 1961 (revised ed., 1964).

L.F. Fitzhardinge

RAN

Walter Thring with his wife Dorothy outside Buckingham Palace, 1920

Thring, Walter Hugh Charles Samuel (1873–1949)

THRING, WALTER HUGH CHARLES SAMUEL (1873–1949), naval officer, was born on 30 May 1873 at Bradford, Wiltshire, England, son of Rev. John Charles Thring, and his wife Lydia Eliza Dyer, née Meredith. In 1886 Thring entered HMS *Britannia*, passing out two years later as midshipman. After heading the examination lists, he served from 1893 as Gunnery Lieutenant in the Channel, Pacific and China Squadrons and the Mediterranean Fleet. He was promoted commander in 1903, became Flag Commander to Admiral Lord Charles Beresford in 1908 and shared in the Admiral's eclipse in 1909. Thring's lines for Dumaresq's [q.v.] rate of change of bearing instrument were adopted by the RN's gunnery command. He chose early retirement in February 1911.

Next year the Australian Naval Board was looking for a gunnery expert as assistant to the First Naval Member, Rear Admiral (Sir) William Creswell [q.v.], and in December Thring accepted the appointment to the RAN. On 11 January 1913 at St Mary's Church, Kilburn, London, he married Dorothy Wooldridge and on the 28th they left England; their three children were born in Australia. Shortly after Thring's arrival in Melbourne the Naval Board required him to accompany the Second Naval Member and the Chief of the General Staff, Brigadier General J.M. Gordon, to northern Australia and Papua. Seeing the futility of such a mission without a strategy for the naval defence of Australia,

Thring advocated an early form of forward defence against Japan. He proposed naval bases at Bynoe Harbour, Northern Territory, and at the south-eastern tip of New Guinea. He appreciated the necessity for an Australian naval staff, developed a system of naval intelligence and produced a comprehensive War Book which was completed only a few weeks before August 1914. His foresight meant that Australia entered World War I with a high degree of naval preparedness.

Insisting on the priority of eliminating German warships in the Pacific, Thring had successfully pressed the Naval Board to take precautionary steps on the eve of war; on 4 August he secured his Minister's support for a request to the Admiralty to change the war orders of the battlecruiser HMAS *Australia*. The result was the speedy appearance of Australian warships in Rabaul harbour. Frustrated by orders from London to seize Germany's Pacific possessions, Thring never understood or excused British disregard of the Australian Navy's wish to act with maximum strategic orthodoxy.

Acting Second Naval Member for three months from October 1914, Thring was promoted captain and appointed Director of (Naval) Ordnance from January 1915. As Director of War Staff he became the genius of whatever wartime autonomy the Naval Board preserved. In the Navy Office A.W. Jose was required to analyse the history of the RAN's wartime operations. He and Thring prepared for Prime Minister W.M. Hughes the Navy's views on post-war naval policy in the Pacific.

The collection of Pacific naval intelligence continued and an expansion of naval censorship and counter-intelligence work led to conflicts with other surveillance organisations. In March 1918 the head of the Counter Espionage Bureau, (Sir) George Steward, complained that – according to Admiral Creswell [q.v.] – 'practically the whole of the administrative work of the Commonwealth Navy had been and was being carried out by Captain Thring'. Before Lord Jellicoe arrived in Australia, Thring's health broke down, but Jellicoe's reports reflected much of Thring's strategy.

Routine tasks were found for him in England and Australia until his appointment in early 1920 as Australia's Naval Liaison Officer with the Admiralty in London. In 1922 his wife died. Soon afterwards Thring was eased out of his post and he resigned from the RAN. He had been appointed CBE in 1920. Left with his young children, for a short time Thring farmed in Gloucestershire and then established a school at Leiston, Suffolk, in which village on 11 July 1927 he married a widow Syria Elmslie Pearson, née Horwood. Survived by his wife, and by two daughters and a son of his first marriage, he died on 17 January 1949 at Bristol.

Ross Lamont

Tickell, Frederick (1857–1919)

TICKELL, FREDERICK (1857–1919), naval officer, was born on 7 March 1857 at Amoy Harbour, China, son of Captain George Tickell, mariner and member of the Royal Naval Reserve, and his wife Charlotte, née Crabbe. The early part of Frederick's life was spent on his father's ship, but in 1869 the family settled in Melbourne. Educated at Scotch College in 1870–75, Tickell went to sea and later joined the Union Steamship Co. in New Zealand, gaining a master's certificate; in 1888 he became a sub-lieutenant with the Victorian Naval Brigade. He had married Mary Elizabeth Figg on 18 December 1886 with Presbyterian forms at Williamstown, Victoria.

Promoted lieutenant in 1889, Tickell spent six months in 1890 attached to the RN's Australian Squadron, serving aboard HMS *Rapid*. In 1893 he was selected for instruction in England where he gained 1st-class certificates in gunnery and torpedo, and completed a course in ordnance at Woolwich Arsenal. During his time in England he served as a lieutenant in the protected cruiser HMS *Royal Arthur* and joined in manoeuvres aboard HMS *Northampton* and the battleship HMS *Majestic*.

On his return to Australia in 1897 Tickell was promoted commander and in November became Commandant of the Victorian Naval Forces, a position he was to hold until 1904. In 1900 the Victorian Government offered assistance to Britain in putting down the Boxer Rebellion in China. With her Navy all but defunct after a decade of neglect, Victoria could provide no warships, merely a Naval Brigade. Under Tickell's command two hundred men left for Hong Kong aboard the requisitioned liner SS *Salamis* in August 1900. Sent initially to occupy the captured forts at Taku, the Victorians were employed as troops but saw little action. Tickell was mentioned in dispatches and was subsequently appointed CMG for his services in China.

In December 1900 he was promoted captain and after Federation became third in seniority in the Commonwealth Naval Forces behind Rear Admiral (Sir) William Creswell [q.v.] and Captain C.J. Clare [q.v.]. In the reorganisation which followed the creation of the CNF, Tickell served as Naval Commandant in Queensland in 1904–07 before resuming his former position as Naval Commandant in Victoria. He was acting Naval Director while Creswell attended the 1909 Imperial Defence Conference in London. Together with his fellow officers in the CNF, Tickell was an advocate of a local naval force and a supporter of Creswell in his calls for a national Australian navy. In 1910 Tickell brought the recently completed destroyers HMA Ships *Yarra* and *Parramatta* from England.

Like other former colonial naval officers who did not have backgrounds in the RN, Tickell was transferred to an administrative position when the RAN was formed in 1911. He became Director of Naval Reserves, subsequently renamed auxiliary forces, a post which he held for the rest of his life. In 1912 he was appointed an Aide-de-Camp to the Governor-General. Promoted commodore in 1916, he was raised to rear admiral in March 1919 in recognition of his war work and length of service. Tickell died of a cerebro-vascular disease on 19 September 1919. Survived by his wife and three daughters (his son having been lost at sea in 1904), he was buried in Boroondara cemetery, Kew.

Mark Briggs

Tryon, Sir George (1832–1893)

TRYON, Sir GEORGE (1832–1893), naval officer, was born on 4 January 1832 at Bulwick Park, Northamptonshire, England, son of Thomas Tryon and his wife Anne, daughter of Sir John Trollope, Bart. Educated at Eton, he entered the Navy as a cadet in HMS *Wellesley* in 1848 and passed his midshipman's examination at 18, gaining the high regard of his superiors for his intellect and disposition.

Tryon served with distinction in the Crimean War; promoted acting lieutenant he was confirmed in that rank in 1855. He served in the Black Sea before being posted in 1858 to the Queen's escort to Cherbourg, which resulted in an appointment to the Royal Yacht. Thereafter his career was closely associated with innovation and improvement of several aspects of the service. Promoted commander in 1860, next year he was appointed to HMS *Warrior*, the first British sea-going ironclad. He received his own command in 1864, became a captain in 1866 and attended the Royal Naval College, Portsmouth. Next year he was appointed Director of Transports at Annesley Bay in the Red Sea, landing troops and supplies for the Abyssinian expedition, work that gained him the CB in 1868. On 5 April 1869 in London he married the Honourable Clementina Charlotte, daughter of Gilbert John Heathcote, first Lord Aveland.

In 1871 Tryon was made Private Secretary to G.J. Goschen, First Lord of the Admiralty. In 1874 he was given command of HMS *Raleigh*, another experimental warship, and in 1877, by reason of his reputation as a tactician, was appointed to committees for revision of the signal book and manual of fleet evolutions. Following command of the prestigious HMS *Monarch*, in 1882 he became Secretary to the Admiralty, the last naval officer to hold that post; he established a Department of Naval Intelligence and contributed to the blue-water versus bricks and mortar debate which resulted in the Navy regaining ascendancy over the Army.

A rear admiral in April 1884, Tryon was influential in the establishment of the Australian Station and in December was appointed its first Commander-in-Chief; he arrived in Sydney on 22 January 1885 in the *Indus*. His wife did not accompany him but he entertained Sydney society at Admiralty House with long-remembered hospitality. His handsome presence and robust, cheery personality combined with high professional ability made him the confidant of many important people in Australia. Among his first duties was an inquiry into the native labour trade between Queensland and the Pacific islands; it led to his inclusion in discussions regarding the annexation of New Guinea. The heightened colonial consciousness of defence following the Russian scare of early 1885 gained Tryon much publicity which he used to urge increased naval effort. He proposed greater colonial participation in defence of the general Australian area by an auxiliary squadron not limited to the Australian coast; an integral part of his concept was his opposition to payment to Britain in return for protection. But Admiralty policy was opposed to a colonial blue-water capability and a policy of monetary contribution was accepted by colonial leaders at the 1887 Imperial Conference in London, to which Tryon

had not been invited. As a result, Tryon asked to be relieved of his command and left Australia in the HMS *Ballaarat* on 19 April 1887. He had filled the Victorian naval forces with his nominees, but failed to forge a coherent Australian unit or effect involvement in defence beyond coastal waters. Nevertheless, he stimulated a school of thought which eventually produced the RAN.

On his return to Britain Tryon was created KCB and appointed Superintendent of Reserves, which allowed him to pursue his interests in tactics and other matters. In 1889 he was promoted vice admiral and in 1891 became Commander-in-Chief, Mediterranean Station, where he implemented many of his ideas on training, including the introduction of a greater sense of realism into fleet manoeuvres. He was drowned following a collision on 22 June 1893 between his flagship, HMS *Victoria*, and a consort, HMS *Camperdown*, in a manoeuvre ordered by him and generally regarded as a lapse of judgment. His body was not recovered. Subsequent controversy concentrated on the risk inherent in his methods and tended to obscure his great contribution to naval development. He was survived by his wife (d.1922) and son George Clement, later a major in the 3rd Grenadier Guards and Conservative MP for Brighton in the House of Commons.

B.N. Primrose

RAN

Vickers, Patrick John (1935–1968)

VICKERS, PATRICK JOHN (1935–1968), naval officer, was born on 28 June 1935 in Brisbane. At the age of 8 he was adopted by Frank Vickers, foreman, and his wife Annie Agnes, née Cornhill, both Queenslanders. Pat was a good student at Nambour High School, and also at Gatton Agricultural High School and College where he obtained diplomas in agriculture (1952), animal husbandry (1953) and horticulture (1954). After attending the Teachers' Training College, Brisbane, he taught at Gatton (1953–54) then at Warwick High School (1955). He also studied part time at the University of Queensland (B.Com., 1964). On 6 January 1956 he joined the RAN for aircrew training. Achieving a 'special distinction in ground subjects', he graduated as a pilot in May 1957. That month he was promoted acting sub-lieutenant and granted a short service commission. Following operational flying training at the Naval Air Station, Nowra, New South Wales, he qualified on 20 December 1957 as a fighter-pilot in *Sea Fury* aircraft.

In March 1959 Vickers was promoted lieutenant. Having learned to fly jet aircraft in all weathers, he was posted in July to No 805 Squadron which operated *Sea Venoms* from the Naval Air Station and periodically from the aircraft carrier HMAS *Melbourne*. Vickers accepted a permanent commission in 1961. Switching to helicopters, he was sent to Britain where he completed a helicopter flying-instructor's course then spent two years (1962–64) on exchange with the RN, gaining experience and training other pilots. He became very proficient at both flying and teaching.

Returning to Australia, Vickers served at Nowra and at sea in *Melbourne*. He made frequent rescue flights from the Naval Air Station. On the night of 20–21 May 1966 he searched fruitlessly for survivors after the dredge *W.D. Atlas* sank off Jervis Bay. Next morning he tried again and plucked from huge seas two of only four crewmen saved; thirteen others died. On 22 March 1967 he was promoted lieutenant commander. Later that year he helped to form the RAN Helicopter Flight Vietnam. Consisting of eight pilots, four observers and support staff, the RAN Helicopter Flight Vietnam joined the United States Army's 135th Assault Helicopter Company at Vung Tau, Republic of Vietnam (South Vietnam), in October.

Vickers was assigned as commander of the company's 1st Platoon, responsible for twenty-two pilots and eleven new Iroquois UH-1H aircraft. He was also appointed senior instructor-pilot of the 222nd Combat Aviation Battalion, of which the 135th Assault Helicopter Company formed part. The company began operational flying at an intense rate. On 19 December 1967 Vickers led his platoon, with US Army troops on board, against a battalion of the People's Liberation Armed Forces (Viet Cong) which was well dug in, near Long Binh. The action continued late into the night and featured Vickers' platoon flying in and out of the contact zone, landing reinforcements and recovering the wounded. Artillery units and helicopter gunships gave covering fire but the troop carriers still faced grave risks. For his leadership throughout the engagement, Vickers was recommended for both American and Australian bravery awards.

The 135th Assault Helicopter Company moved to the American Black Horse base, south of Xuan Loc, in December 1967. While Vickers' helicopters were landing soldiers near My Tho on 8 February 1968, they met a hail of fire from the ground at the critical moment of troop disembarkation. One aircraft was destroyed and seven of the remaining eight were damaged.

Again, Vickers displayed courage and determination as platoon commander. On 22 February 1968 he was descending to land near Xuan Loc when his aircraft, leading the fleet of eleven helicopters, came under small-arms fire and he was hit in the head. His co-pilot immediately flew to the hospital pad at Black Horse, but Vickers died that day and was cremated. One of the RAN's most accomplished aviators and widely respected, he was posthumously mentioned in dispatches.

Neil Ralph

AWM 005002/13

Waller, Hector Macdonald Laws ('Hec') (1900–1942)

WALLER, HECTOR MACDONALD LAWS ('HEC') (1900–1942), naval officer, was born on 4 April 1900 at Benalla, Victoria, youngest of ten children of William Frederick Waller, storekeeper, and his wife Helen, née Duncan, both Victorian born. Hec was educated at the Benalla Higher Elementary School and was appointed cadet midshipman in the RAN on 31 December 1913. He entered the RAN College, Osborne House, Geelong (relocated at Jervis Bay, in 1915). Chief Cadet Captain in his final year, he was awarded the King's Medal on graduating in 1917. On 1 January 1918 he was promoted midshipman.

Sent to Britain, Waller was appointed to the battleship HMS *Agincourt* in the Grand Fleet in April. He transferred to the cruiser HMAS *Melbourne* in February 1919 and returned to Australia in April. Made acting sub-lieutenant in September that year and lieutenant in March 1921, he went to sea as a watch-keeper and undertook professional courses in Britain before joining the staff of the RANC in March 1923. At the Methodist Church, Lewisham, Sydney, on 7 April that year he married Nancy Bowes.

Waller began training as a Signals Officer in England in 1924. He topped the advanced course and in May 1926 took charge of the Signals and Wireless-Telegraphy School at Flinders Naval Depot, Westernport, Victoria. In 1928–30 he served with the RN as

Signals Officer in the destroyer leader HMS *Broke*. A lieutenant commander from 1929, he was posted to the flagship of the Australian Squadron, HMAS *Australia*, as Squadron Signals Officer in July 1930. He continued to specialise in communications, developing an impressive reputation. Promoted commander in 1934, he was appointed Executive Officer of the RANC, which had been moved to Flinders Naval Depot.

In 1936-37 Waller spent six months with the British Admiralty's Naval Intelligence Division before taking up an exchange posting as Executive Officer of the repair ship HMS *Resource*. More importantly, in 1937-39 he commanded the destroyer HMS *Brazen*. This was a learning experience for Waller, who found – as did many other specialists in their first seagoing command – that he needed to develop his shiphandling skills. In a busy fourteen months which included monitoring the Spanish Civil War, he learned his trade well.

After a short stint at Navy Office, Melbourne, in September 1939 Waller was given command of the destroyer leader HMAS *Stuart*. In December she and her four consorts arrived in the Mediterranean. Derisively nicknamed the 'Scrap-Iron Flotilla' by German propaganda, the Australian ships rapidly made their mark. Waller gained the respect of both, the Commander-in-Chief, Admiral (Sir) Andrew (Viscount) Cunningham, and the Vice Admiral (Destroyers), John (Baron) Tovey. The seamanship he displayed in the salvage of the disabled tanker *Trocas* confirmed their initial impressions. He was appointed to command the 10th Destroyer Flotilla (incorporating the Australian ships) in May 1940 and promoted captain on 30 June.

By this time Italy had entered the war. The Flotilla took part in the Battle of Calabria in July. For his 'courage, enterprise and devotion to duty', Waller was awarded the DSO in September. He won a Bar to his DSO for the role played by *Stuart* in the battle of Matapan in March 1941. The Flotilla continued to be prominent in operations off Greece and Crete, and along the North African coast, particularly in the 'Tobruk Ferry' which supplied the besieged fortress. When Prime Minister (Sir) Robert Menzies visited the Middle East that year, Cunningham introduced Waller to him as 'one of the greatest captains who ever sailed the seas'.

Twice mentioned in dispatches, Waller returned to Australia in September and next month took command of the cruiser HMAS *Perth*. In January 1942 the ship was sent to the American-British-Dutch-Australian area to help defend the Netherlands East Indies. The hastily assembled allied naval forces proved no match for the Japanese, and suffered severe losses in the battle of the Java Sea on 27 February. That night Waller withdrew *Perth* and her sole remaining consort, USS *Houston*. This action was later criticised by Waller's Dutch superior, Admiral C.E.L. Helfrich, because it contravened his instruction to fight to the last ship. But Waller, of all people, knew the difference between gallantry and suicide and had both the combat experience and the moral courage to make the distinction. There can be no doubt that his action was correct. The following day *Perth* and *Houston* attempted to break out of the archipelago but encountered a Japanese invasion convoy and its escort at the entrance to the Sunda Strait. The allied cruisers destroyed

at least four transports and a minesweeper, but both were eventually sunk in the early hours of 1 March 1942.

Waller was listed as missing, presumed killed. Survived by his wife and their two sons, he was posthumously mentioned in dispatches. Cunningham wrote that Waller's death was 'a heavy deprivation for the young Navy of Australia'. He had been the outstanding officer of his generation.

J.V.P. Goldrick

Wheatley, Frederick William (1871–1955)

WHEATLEY, FREDERICK WILLIAM (1871–1955), headmaster and cryptographer, was born on 7 June 1871 at Kapunda, South Australia, son of James Edward Wheatley, music teacher, and his wife Wilhelmina Magdalena, née Basedow. Educated at Prince Alfred College, Adelaide, in 1890 Frederick joined the teaching staff of Way College. On 28 June 1898 at St Peter's Anglican Church, Glenelg, he married Alice Ruth Kimber; they were to have three children. He taught at Prince Alfred College from 1901, studied at the University of Adelaide (B.A., 1904), then transferred to King's College, Goulburn, New South Wales, in 1905. Appointed headmaster of Rockhampton Grammar School next year, he resigned in 1911 after clashing with the School Board. Meanwhile he had become a captain (1908) in the Senior Cadets and had begun an association with the proposed RANC, helping to draft the academic syllabus and college regulations.

Enrolling at Lincoln College, Oxford, Wheatley studied the ionization of gases and graduated B.Sc. in 1913; in that year the University of Adelaide awarded him a D.Sc. Before returning to Australia, he visited Germany where he improved his knowledge of the language and, by his own account, had conversations with Admiral von Tirpitz and General von Hindenburg. Appointed Senior Naval Instructor on 6 February 1914, he joined the RANC at Osborne House, Geelong, Victoria, to teach mathematics and physics. On the outbreak of World War I he was seconded to Navy Office, Melbourne, to work with Captain W.H.C. Thring [q.v.] and was placed in charge of intercepted enemy radio messages. With the aid of a captured code book, he discovered the cypher key used to encrypt messages sent by Vice Admiral Graf von Spee's Pacific Squadron. Wheatley's brilliant work earned him the thanks of the Admiralty: the intelligence he supplied may have validated the decision to position the RN's superior forces which destroyed von Spee's ships in the battle of the Falkland Islands in December. He was later to exaggerate the impact of his code breaking on the battle's outcome.

In 1915 Wheatley returned to the RANC which, during his absence, had been relocated at Jervis Bay, New South Wales (later Australian Capital Territory). He became headmaster in 1920, the year when the academic staff were reclassified as civil officers. Throughout his tenure the College suffered from its geographical isolation and faced threat of closure. These problems may have cramped Wheatley's intellectual capacity and contributed to his sensitivity to real or imagined slights. While a difficult colleague, he was a proficient educationist and gained the affection of the cadets among whom he was known as 'Pa'. Bespectacled, with blue eyes and curly hair, he was an imposing figure, despite being only 5 ft. 8 ins. (172.7 cm) tall. He left the RANC in 1930 when it was transferred to Flinders Naval Depot, Victoria, taking with him the appreciation of the Naval Board for his 'conspicuous success' in educating cadets to standards which enabled them as officers to take high places in examinations during subsequent training with the RN.

From January 1931 to February 1932 Wheatley was Director of Studies at the Cranbrook School, Sydney. Appointed CBE in 1932, in his retirement he was an Office Bearer in the Royal Empire Society. Survived by a son and daughter, he died on 14 November 1955 at Cremorne and was cremated. His son Ross served in the RAN in 1914–53 and held the rank of acting captain.

Robert Hyslop

Professional Heads of the Royal Australian Navy

Creswell, Sir William R., Rear Admiral, KCMG, KBE, RAN   (12.1.1905 to 9.6.1919)

Grant, Sir Edmund F.P., Rear Admiral, KCVO, CB, RN   (10.6.1919 to 14.2.1921)

Everett, Sir Alan,Vice Admiral, KCMG, KCVO, CB, RN   (15.2.1921 to 29.8.1923)

Hall-Thompson, Percival H., Rear Admiral, CB, CMG, RN   (25.2.1924 to 28.6.1926)

Napier, Sir William R., Rear Admiral, CB, CMG, DSO, RN   (29.6.1926 to 11.6.1929)

Kerr, William M.,Vice Admiral, CB, CBE, RN   (21.10.1929 to 19.10.1931)

Hyde, Sir G. Francis, Admiral, KCB, CVO, CBE, RAN   (20.10.1931 to 28.7.1937)

Colvin, Sir Ragnar M., Admiral, KBE, CB, RN   (1.11.1937 to 3.3.1941)

Royle, Sir Guy C.C., Admiral, KCB, CMG, RN   (18.7.1941 to 28.6.1945)

Hamilton, Sir Louis H.K., Admiral, KCB, DSO, RN   (21.9.1945 to 23.2.1948)

Collins, John A., Vice Admiral, KBE, CB, RAN   (24.2.1948 to 23.2.1955)

Dowling, Sir Roy R., Vice Admiral, KBE, CB, DSO, RAN   (24.2.1955 to 23.2.1959))

Burrell, Sir Henry M., Vice Admiral, KBE, CB, RAN   (24.2.1959 to 23.2.1962)

Harrington, Sir W. Hastings, Vice Admiral, KBE, CB, DSO, RAN
          (24.2.1962 to 23.2.1965)

McNicoll, Sir Alan W.R., Vice Admiral, KBE,CB,GM, RAN   (24.2.1965 to 2.4.1968)

Smith, Sir Victor A., Vice Admiral, KBE, CB, DSC, RAN   (3.4.1968 to 22.11.1970)

Peek, Sir Richard I., Vice Admiral, KBE, CB, DSC, RAN   (23.11.1970 to 22.11.73)

Stevenson, Sir H. David, Vice Admiral, AC, CBE, RAN   (23.11.1973 to 22.11.76)

Synnot, Sir Anthony M., Vice Admiral, KBE, AO, RAN   (23.11.1976 to 20.4.1979)

Willis, Sir G. James, Vice Admiral, KBE, AO, RAN   (21.4.1979 to 20.4.1982)

Leach, David W., Vice Admiral, AO, CBE, MVO, RAN   (21.4.1982 to 20.4.1985)

Hudson, Michael W., Vice Admiral, AC, RAN   (21.4.1985 to 8.3.1991)

MacDougall, Ian D.G., Vice Admiral, AC, RAN   (9.3.1991 to 9.3.1994)

Taylor, Rodney G., Vice Admiral, AO, RAN   (9.3.1994 to 30.6.1997)

Chamlers, Donald B., Vice Admiral, AO, RAN   (1.7.1997 to 2.7.1999)

Shackleton, David J., Vice Admiral, AO, RAN   (3.7.1999 to 1.7.2002)

Ritchie, Christopher A., Vice Admiral, AO, RAN   (1.7.2002 to 3.7.2005)

Shalders, Russell E., Vice Admiral, AO, CSC, RAN   (4.7.2005 to present)

Note: The Chief of Naval Staff position began in 1919, previously Rear Admiral Creswell [q.v.] was Director of Naval Forces and later First Naval Member. The Naval Board was abolished 9.2.1976, although the functions were retained, the First Naval Member's functions were subsumed by the Chief of Naval Staff. Chief of Naval Staff became Chief of Navy on 19.2.1997.

Officers Commanding the Australian Fleet

**Officers Commanding Imperial Squadron Australian Station
(March 1859 to Oct 1913)**

Loring, William, Commodore, CB, RN	(1859 to 1860)
Seymour, Frederick B.P., Commodore, CB, RN	(1860 to 1862)
Burnett, William F., Commodore, CB, RN	(1862 to 1863)
Wiseman, Sir William S., Commodore, Bart, RN	(1863 to 1866)
Maguire, Rochfort, Commodore, RN	(1866 to 1867)
Lambert, Rowley, Commodore, CB, RN	(1867 to 1870)
Stirling, Frederick H., Commodore, RN	(1870 to 1873)
Goodenough, James G., Commodore, CB CMG, RN	(1873 to 1875)
Hoskins, Anthony H., Commodore, CB, RN	(1875 to 1878)
Wilson, John C., Commodore, RN	(1878 to 1882)
Erskine, James E., Commodore, RN	(1882 to 1884)
Tryon, George, Rear Admiral, CB, RN	(1884 to 1887)
Fairfax, Henry, Rear Admiral, CB, RN	(1887 to 1889)
Scott, Rt Hon Lord Charles T. M. D., Rear Admiral, CB, RN	(1889 to 1892)
Bowden-Smith, Nathaniel, Rear Admiral, RN	(1892 to 1894)
Bridge, Cyprian A.G., Rear Admiral, RN	(1894 to 1897)
Pearson, Hugo L., Rear Admiral, RN	(1897 to 1900)
Beaumont, Sir Lewis A., Rear Admiral, KCMG, RN	(1900 to 1902)
Fanshawe, Sir Arthur D., Vice Admiral, KCB, RN	(1902 to 1905)
Fawkes, Sir Wilmot H., Vice Admiral, KCB, KCVO, RN	(1905 to 1907)
Poore, Sir Richard, Vice Admiral, KCB, CVO, RN	(1907 to 1910)
King-Hall, Sir George F., Vice Admiral/Admiral, KCB, CVO, RN	(1910 to 1913)

Fleet Commanders - Australia (Rear Admirals Commanding HM Australian Fleet)

Patey, Sir George E., Vice Admiral, KCMG, KCVO, RN	(23.6.1913 to 22.9.1916)
Pakenham, Sir William C., Rear Admiral, KCB, MVO, RN	(23.9.1916 to 9.1.1917)
Leveson, Arthur C., Rear Admiral, CB, RN	(9.1.1917 to 3.9.1918)
Halsey, Sir Lionel, Rear Admiral, KCMG, CB, RN	(4.9.1918 to 21.3.1919)
Dumaresq, John S., Rear Admiral, CB, CVO, RN	(22.3.1919 to 29.4.1922)
Addison, Albert P., Rear Admiral, CMG, RN	(30.4.1922 to 30.4.1924)
Wardle, Thomas E., Commodore, DSO, RN	(30.4.1924 to 30.4.1926)

(Rear Admirals Commanding HM Australian Squadron)

Hyde, George F., Rear Admiral, CVO, CBE, RAN	(30.4.1926 to 17.5.1929)
Evans, Edward R.G.R., Rear Admiral, CB, DSO, RN	(17.5.1929 to 29.5.1931)
Holbrook, Leonard S., Commodore, MVO, RN	(29.5.1931 to 7.4.1932)
Dalglish, Robin C., Rear Admiral, CB, RN	(7.4.1932 to 19.4.1934)
Ford, Wilbraham T.R., Rear Admiral, CB, RN	(19.4.1934 to 20.4.1936)
Lane-Poole, Richard H.O., Rear Admiral, CB, OBE, RN	(20.4.1936 to 21.4.1938)
Custance, Wilfred N., Rear Admiral, CB, RN	(22.4.1938 to 2.9.1939)
Patterson, Wilfrid R., Commodore, CVO, RN	(2.9.1939 to 1.11.1939)
Crace, John G., Rear Admiral, CB, RN	(1.11.1939 to 13.6.1942)
Crutchley, Victor A.C., Rear Admiral, VC, DSC, RN	(13.6.1942 to 13.6.1944)
Collins, John A., Commodore, CB, RAN	(13.6.1944 to 27.10.1944)
Nichols, Charles A.G., Captain, MVO, RN	(27.10.1944 to 9.12.1944)
Farncomb, Harold B., Commodore, CB, DSO, MVO, RAN	(9.12.1944 to 22.7.1945)
Collins, John A., Commodore, CB, RAN	(22.7.1945 to 9.11.1946)
Farncomb, Harold B., Rear Admiral, CB, DSO, MVO, RAN	(9.11.1946 to 5.10.1949)

(Flag Officers Commanding HM Australian Fleet)

Eccles, John A.S., Rear Admiral, CB, CBE, RN	(5.10.1949 to 10.10.1951)
Eaton, John W.M., Rear Admiral, CB, DSO, DSC, RN	(10.10.1951 to 17.12.1953)
Dowling, Roy R., Rear Admiral, CBE, DSO, RAN	(17.12.1953 to 23.2.1955)
Burrell, Henry M., Rear Admiral, CBE, RAN	(28.2.1955 to 7.6.1956)
Harries, David H., Rear Admiral, CBE, RAN	(7.6.1956 to 7.1.1958)
Burrell, Henry M., Rear Admiral, CB, CBE, RAN	(7.1.1958 to 20.1.1959)
Gatacre, Galfrey G.O., Rear Admiral, DSO, DSC, RAN	(20.1.1959 to 22.12.1959)
Harrington, W. Hastings, Rear Admiral, CB, CBE, DSO, RAN	(22.12.1959 to 8.1.1962)
McNicoll, Alan W.R., Rear Admiral, CBE, GM, RAN	(8.1.1962 to 6.1.1964)
Becher, Otto H., Rear Admiral, CBE, DSO, DSC, RAN	(6.1.1964 to 10.1.1965)
Morrison, Thomas K., Rear Admiral, CBE, DSC, RAN	(10.1.1965 to 29.1.1966)
Smith, Victor A.T., Rear Admiral, CBE, DSC, RAN	(29.1.1966 to 20.1.1967)
Peek, Richard I., Rear Admiral, OBE, DSC, RAN	(20.1.1967 to 18.3.1968)
Crabb, Gordon J.B., Rear Admiral, CBE, DSC, RAN	(18.3.1968 to 6.1.1970)
Stevenson, H. David, Rear Admiral, CBE, RAN	(6.1.1970 to 14.4.1971)
Dovers, William J., Rear Admiral, CBE, DSC, RAN	(14.4.1971 to 24.1.1972)
Stevenson, H. David, Rear Admiral, CBE, RAN	(24.1.1972 to 1.4.1972)

Dovers, William J., Rear Admiral, CBE, DSC, RAN   (1.4.1972 to 23.1.1973)

Synnot, Anthony M., Rear Admiral, CBE, RAN   (23.1.1973 to 4.2.1974)

Wells, David C., Rear Admiral, CBE, RAN   (4.2.1974 to 17.11.1975)

Gladstone, Geoffrey V., Rear Admiral, AO, DSC, RAN   (17.11.1975 to 16.4.1977)

McDonald, Neil E., Rear Admiral, AO, RAN   (16.4.1977 to 8.5.1978)

Willis, G. James, Rear Admiral, AO, RAN   (8.5.1978 to 12.4.1979)

Leach, David W., Rear Admiral, CBE, MVO, RAN   (12.4.1979 to 16.5.1980)

Doyle, Peter H., Rear Admiral, AO, OBE, RAN   (16.5.1980 to 1.6.1981)

Stevens, John D, Rear Admiral, RAN   (1.6.1981 to 15.3.1982)

Hudson, Michael W., Rear Admiral, RAN   (15.3.1982 to 21.10.1983)

Woolrych, Geoffrey J.H., Rear Admiral, AO, RAN   (21.10.1983 to 3.5.1985)

Knox, Ian W., Rear Admiral, AO, RAN   (3.5.1985 to 6.1.1987)

Sinclair, Peter R., Rear Admiral, AO, RAN   (6.1.1987 to 2.9.1988)

(Maritime Commander Australia)

Sinclair, Peter R., Rear Admiral, AO, RAN   (2.9.1988 to 6.1.1989)

MacDougall, Ian D.G., Rear Admiral, RAN   (6.1.1989 to 9.7.1990)

Doolan, Kenneth A., Rear Admiral, AO, RAN   (9.7.1990 to 7.11.1991)

Walls, Robert A.K., Rear Admiral, AO, RAN   (7.11.1991 to 7.12.1993)

Chalmers, Donald B., Rear Admiral, AO, RAN   (7.12.1993 to 13.4.1995)

Oxenbould, Christopher J., Rear Admiral, AO, RAN   (14.4.1995 to 11.2.1997)

Ritchie, Christopher A., Rear Admiral, AM, RAN   (11.2.1997 to 17.5.1999)

Lord, John R., Rear Admiral, AM, RAN   (18.5.1999 to 12.7.2000)

Smith, Geoffrey F., Rear Admiral, AM, RAN   (12.7.2000 to 20.7.2002)

Gates, Raydon W., Rear Admiral, CSM, RAN   (20.7.2002 to 28.6.2004)

Moffitt, Rowan C., Rear Admiral, AM, RAN   (28.6.2004 to 4.7.2005)

Thomas, Davyd R., Rear Admiral, AM, CSC, RAN   (4.7.2005 to present)

Note: Post nominals reflect awards held at the time of appointment.

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