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Dispatches

EDITION 308 AUGUST

SUNBURY RSL SUB-BRANCH
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2023

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Region 7 Meetings 2023

Sep 27th Charlton
Nov 22nd Woodend

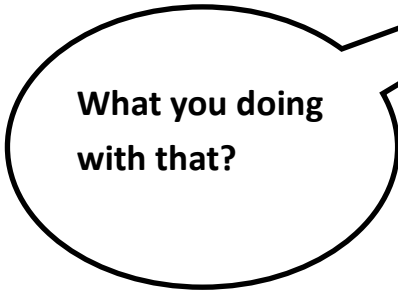


General Meetings

Jul- 10
Aug- 14
Sep- 11
Oct- 09
Nov- 13
Dec-
Committee of Management meetings

dinner Dates

- Aug-21
- Sep-19
- Oct-17
- Nov-21



REGION 7

I attended my first (hopefully not the last) Region 7 meeting this past month. It was very different to what I expected.

I had a picture in my head of a hall full of elites talking about stuff that was only interesting to them, how different it actually was. The other members there were very warm and welcoming, easy to talk to and laugh with.

The reports the other RSL’s in the region gave were really interesting and they are doing some really good fund raising things and member gathering.

It was interesting to hear Rob Webster speak about some of the things that are going on at the moment.

And the distance some of these people go to attend a meeting is WOW.

And I think Harry chairs a good meetings—keeps everyone on topic, and that is not always an easy job.

Anyhow, if I don’t get to another Region 7 meeting, the experience was great,

Thanks

Deb



AUGUST 2023

Mon	Tue	Wed	Thu	Fri	Sat	Sun
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

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Wednesday Arvo



It was clear members knew Nola was away





20 plus members were at the Footy club Tuesday 18th, a really good turnout of members on a cold night. Unfortunately the seating situation left much to be desired. In the bistro on Tuesday (children eat free) did not work so well for us. Nola is looking into a change of night—perhaps Monday or we may have to change venue. I'm sure you will be informed however.

It is official Monday 21st August next Footy club dinner. I have cancelled all Tuesdays for rest of year. A decision will be made after 21st. I'll let you know

A very nice lunch in a excellent environment at the Riddle Hotel.

Busy but quick.

Gary beat me to the camera. Damn I must move quicker.

August 26th @ The Nook Midday. Everyone is welcome .

Please contact Carol
0402819863

If you would like to join in.



Can you help?

26/07/2023

Ross Martin, a member of the Sunbury RSL is currently researching all men and women that had a connection with the Sunbury District and enlisted or tried to enlist in WW1.

When completed it is hoped to publish this information in book form.

The starting point for this research was the Sunbury War Memorial and the honour boards at the United Church and the Sunbury Primary School. He has also included the Bulla War Memorial and the Riddell's Creek memorial.

He is looking for any assistance in the way of information about individual family members or local people in the way of photos, paperwork, reminiscences of older family and friends or any relative material.

Ross can be contacted on rarpos7@yahoo.com or by phone on 0416 132 150.

Regarding your surname, if it was Bell, you were referred to as (Dinger), Brown (Bomber), Clarke (Nobby), Fleming (Fluff), Martin (Pincher), Gale (Windy), Payne (Whacker), Murphy (Spud), Rodgers (Buck), White (Knocker), Wilson (Tug) I think you get the idea. And what did you join the navy to do? Were you a Bandy (musician), Beagle (Steward), Birdie (Aviation Branch), Dibbie (Boatswain Branch), Fang Bosun (Dentist), Greenie (Electrical Branch), Scab Lifter (Medical Sailor), Sin Bosun or Sky Pilot (Chaplain), Bait Layer (Cook) or a Stoker (Marine Technician). I was a musician, so other sailors seemed to place an adjective in front of Bandy when they spoke to me, if you get my drift.

HMAS Waterhen



A wreath laying to honour the service and sacrifice of those aboard HMAS Waterhen. This service remembers HMAS Waterhen and all those who served aboard her.

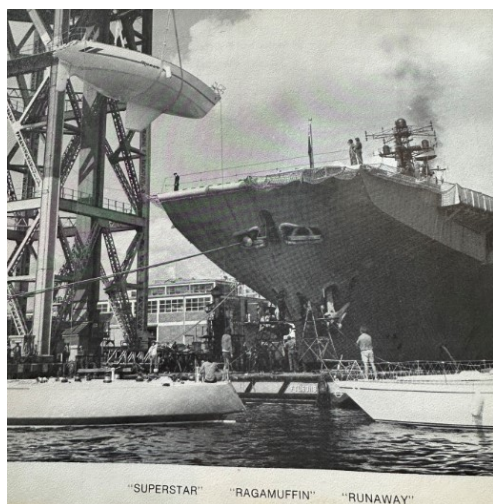
A W-Class destroyer built in England in 1918, HMAS Waterhen was transferred to the Royal Australian Navy in 1933. During the Second World War, she formed part of the 'Scrap Iron Flotilla' and served in the Mediterranean. Late on 29 June 1941, she was attacked by dive bombers, resulting in a hull breach below the waterline near her engine and boiler rooms. Unable to be salvaged, she sank with no casualties early on 30 June. She was the first RAN ship to be lost to enemy action during the Second World War.

Taken from Broadside Official Newsletter 9of Victoria network May/June 2023

1977 Queens Silver Jubilee Tour.

HMAS Melbourne Spithead Deployment.

During my time drafted to HMAS Melbourne from January 1976 to January 1978 I was part of the Engineering team that formed the double bottom party (DB's) which controlled all the Furnace fuel oil and diesel fuel also the trim and list of the ships ballast and fire systems.



Departing Sydney 28th

April 1977 with free freight of Admirals cup yachts "Superstar" Ragamuffin and Runaway and two 40mm bofor guns for a Crete War Memorial.

The three-ship task force comprising of HMAS Melbourne, HMAS Brisbane and the New Zealand Frigate HMNZ Canterbury sailed enroute to Fremantle. Bass Strait greeted the ships with its usual pleasant weather of blasting wind and pounding seas.

Arriving Fremantle 7th May and departing 9th May travelling to Columbo. During night flying exercises on 9th May a Sea King Antisubmarine Helicopter approaching the carrier to land

in dark conditions as there was no moon, the helicopter hit the water at about 80 knots and broke up on impact. Only small pieces of the wreckage recovered. The two crew were picked up by HMAS Brisbane suffered minor abrasions and lacerations



When crossing the equator, the ship had a visit from King Neptune who held a ceremony for all the first timers who were crossing the equator. This ceremony (at the time of very little or no health and safety for this activity. I don't think this ceremony occurs any longer.) consisted of being dinged in a tank of the most foul-smelling liquid that you could image.



18th to 20th May at Columbo

During passage to the Suez Canal the task force exercised with two French warships in the Gulf of Aden.

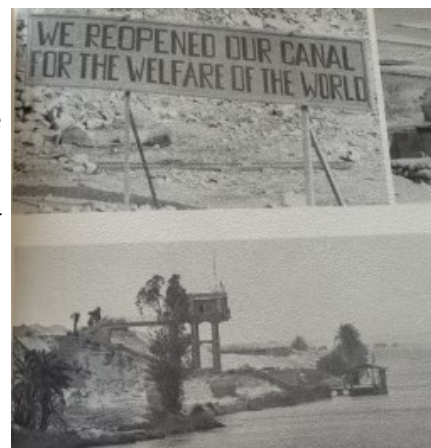
The Red Sea Olympics were held on Melbourne's flight deck. These consisted of sprints, tug a War, Javelin (mop throwing) Deck hockey and shot putt.

31st May Transit through the Suez Canal to the Mediterranean Sea. Once through the Suez Canal the ships carried out a replenishment of fuel from RFA Tidereach.

2nd June Crete Where the two 40mm Bofor Anti-aircraft guns of the type used by Australian troops on Crete in 1941 were presented to the Stavromenos War Memorial

7th _9th June Gibraltar

Eighteen days after leaving Columbo arriving in Gibraltar with its rock apes and casino, for the fitness fanatics a run to the top of the rock. Some of us had to refuel taking 12 hours because it was gravity fed to the ship. Rumour has it that the local police station



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cells were not big enough to hold everyone that the police had picked up. A bus was required the next day to take the rest from the three ships to court.

13th June Arrived Portsmouth for preparations for Fleet Review. The crew were allowed leave in blocks of 2 and 3 days allowing to travel to London for sightseeing.



28th June Jubilee Spithead Review of between 140 and 150 ships and vessels of HMS, RFA Ships foreign and Commonwealth Warships and other vessels.

For the review the crews lined the upper decks in full dress uniform for three cheers to the queen when she passed in HMS Britannia about 500 metres away.



Lst-4th July Plymouth

Departing Plymouth Melbourne and Brisbane took part in exercise Highland with units from United States, Canada and New Zealand covering the English Channel south west approaches and Atlantic to the west of Ireland. HMAS Melbourne was the only Aircraft carrier operating fixed during the exercises. The weather was not always suitable for aircraft carrier operations with fog, drizzle and

low cloud reducing visibility to less than 100 metres at times. Despite these conditions the Australian carrier had aircraft in the air whenever possible both during the day and the short summer nights of the northern latitudes between Scotland and Iceland and met all major exercise commitments. A Wessex helicopter #823 from HS817 squadron embarked in HMAS Melbourne ditched into the north Atlantic Ocean east of Faroe Islands on July 13th. At the time of the accident the aircraft was hovering near the carrier acting as SAR helicopter for the launch of A4 Skyhawk fighter bomber in exercise Highland. The crew were rescued uninjured from the water by HMAS Brisbane which was at the scene. Once in the water the flotation bags attached to the wheels inflated. In the fresh wind and moderate seas, the aircraft rolled over but remained suspended by the flotation bags just below the surface. HMAS Melbourne's diving team attached lines to the submerged helicopter which was lifted onto the flight deck by the ships crane. After 21 days at sea during exercise Highland we were looking for a brake in Rotterdam.

201h-241h July Rotterdam.

A very interesting and liberal country. Three or four of us caught a train to Amsterdam to see the sights and canals. Whilst walking around we were handed a voucher for a sex tour around the city, being young and inquisitive we thought why not. The first place was a sex museum displaying ancient and new sex toys. The porno movies were on at a small theatre and had a sponge mattress on the stage. Everything was ok until the protector broke, so whilst waiting for it to be fixed a member of our group decided to do the dance of the flammers to entertain the patrons, unfortunately the mattress caught fire so we made a hasty exit. Next was a live sex show between three persons. Drinks were at a bar where the bar was at eye level when seated at a stool. The bar had mattresses on the top and the bar ladies were naked and would perform tricks for a price. The day ended with window shopping.

There was a rumour that the captain was asked to sail from Rotterdam after a crew member stole a police car but couldn't be



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cause half the crew were still ashore.

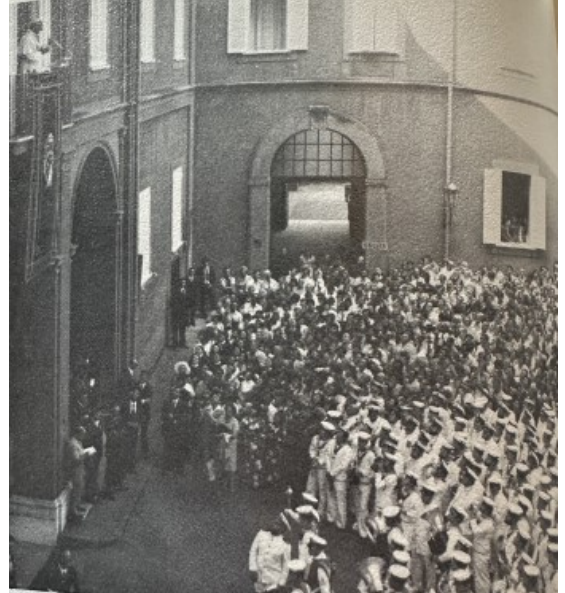
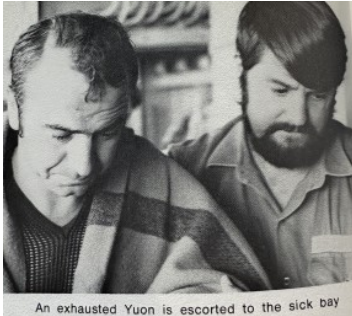
25th July -2nd August Portsmouth

Instead of going back to London we went to the station and picked out a town on the trainline map and headed there, unfortunately it didn't have a pub so we caught the train to the next one. The pub we found had accommodation for the night. The owner told us that nothing happens in his pub that night took us to his mates pub. This pub seemed to be in the middle of nowhere but was certainly jumping to the point you couldn't move once inside. Great night and well looked after.

On route to Naples 9th_14th August Naples

Bus tours to Rome for sight-seeing of the Vatican and the Colosseum. Another day a ferry to the Isle of Capri with a taxi ride to other side of the island. The ride in an open top Ford Consul on a winding road with no guard rails and buses coming the way looking at the sheer drop 100s of metres the ocean below.

After Naples sailing towards the Suez Canal near Greece a person was spotted in the water by one of the crew. Youn Bouget Chief Engineer of the Marseilles registered M.V Leon had spent seven and a half hours in the waters of the Mediterranean 50 miles south of Greece until rescued by HMAS Melbourne. Yuan was checking lashings on containers on the deck of his ship when he slipped and fell overboard. When he was spotted by a crew member who sounded the alert it took only seven minutes to have Youn onboard the Melbourne. He was returned to his ship after being checked by the doctor a little worse for his ordeal. An extremely lucky man.



After the transit through the Suez Canal on route to Bombay in extremely hot humid conditions a high-ranking officer who had a bathroom on one of the highest decks of the ship decided to have a salt water shower. All shower spaces on board had salt water showers which ran off the ship's fire system. The officer was not impressed when spots of furnace oil and not salt water came out of the shower. Being part of the fire system certainly didn't help his mood. Earlier in the evening I was told to lower the salvage tank, this was where all the bilge water from the machinery spaces was pumped into.

Back then you would lower the as much as you could before you came to the oils which would settle on top of the water. Even though checking what was being discharged with samples some would always get through. The pump used was in the forward machinery space discharging below the ship waterline on the portside. Unbeknown to me someone had changed fire pumps to the aft pump in the aft machinery space which sucked water from the portside resulting in this little mishap. The result being DB party running hoses from all the upper fire hydrants over the shipside to flush out the ship's fire system for most of the night.

27th_29th August Bombay.

Riding in a taxi the smell and humidity and hands coming through the window touching and pulling at your clothes, you wind the window up but the heat and humidity was too much to bear all this whilst going down the street of cages.

On route to Singapore a Miss Melbourne completion and a Melbourne Cup were run.

7th_12th September Singapore.

The stop of in Singapore to buy your duty-free items (rabbits) gifts etc. 19th_22nd September Fremantle.

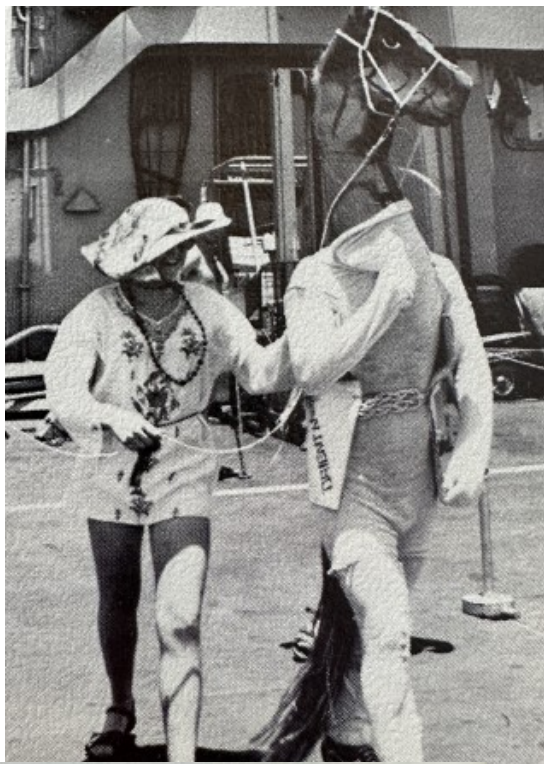
The Great Australian Bight produced its normal rough weather before reaching Melbourne where Admirals divisions were held.

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28th September-2nd October Melbourne.

4th October arrived Sydney.

Noel Le Lievre



SOME STATISTICS OF THE DEPLOYMENT

FUEL OIL USED
15,705 tons at average 98.15 tons per day.

DIESEL OIL USED
213,157 gallons

From Fremantle to Fremantle, HMAS MELBOURNE steamed 28,546 miles in 2,053 hours under way. This was accomplished at an average speed of 13.9 knots.

BAKERY USED 29,500 lbs FLOUR TO MAKE:

- 82,412 bread rolls
- 11,965 seizes bread
- 8,466 sticky buns
- 225 lox vanilla cake
- 480 lb fruit cake
- 125 lb scones
- 200 lb rock cakes
- 370 lb anzac biscuits
- 420 lb other assorted biscuits

VICTUALLING STORES

Bacon	4834 kilo
Beef	39606 kilo
Butter	6600 kilo
Apples	370 c/s
Oranges	423 c/s
Ice Cream	3026 litre
	187 728 g gal
Mince	8940 kilo
	(everybody's favourite)
Steak	6889 kilo
	(Filet, Pump, Sirloin, Fillet)
Toffee	8407 kilo
Lamb Leg	1888 kilo
Pork Chops	2173 kilo
Sausages	3404 kilo
	(ST approx. 1.88 miles)
Chickens	8873 kilo
Beans OF	4875 kilo
Pean OF	4875 kilo
Canola	2882 kilo
Onions	1309 kilo
Onions brown	8450 kilo
Potatoes	76486 kilo
Tomatoes	1000 kilo

CURRENCY SPENT BY HMAS MELBOURNE

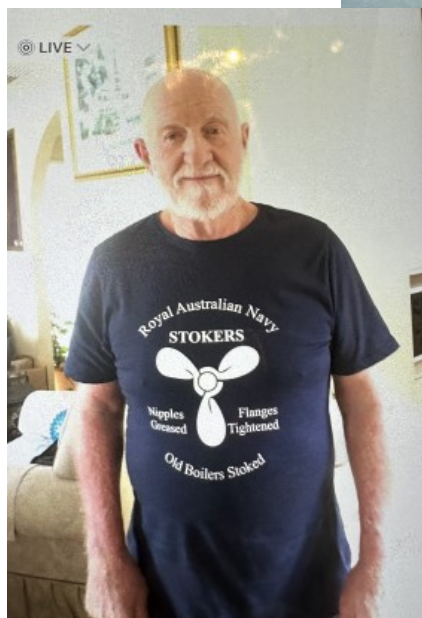
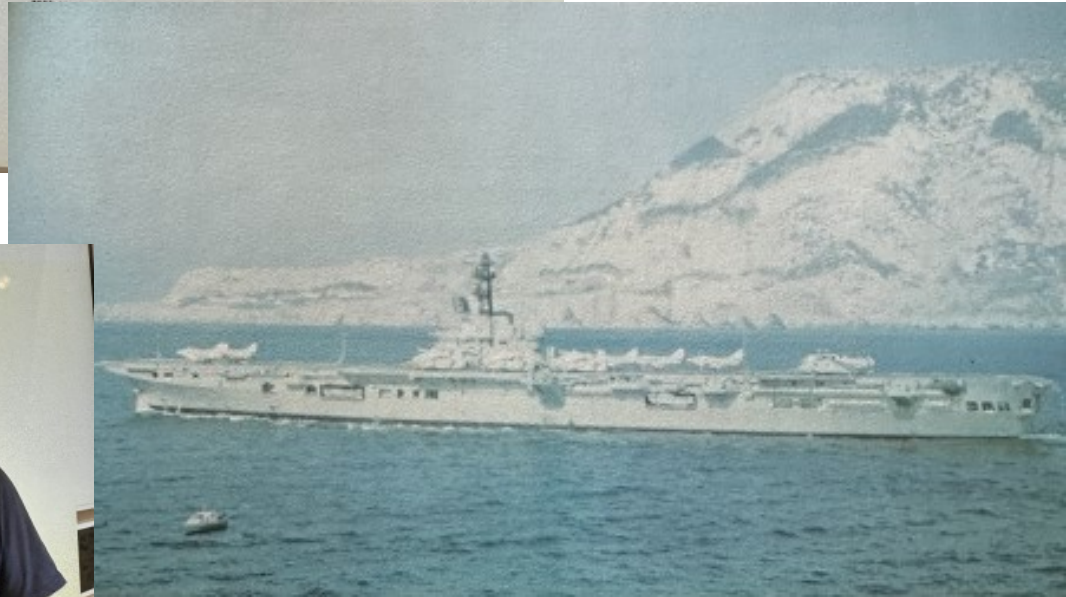
COUNTRY	FOREIGN CURRENCY	AUSTRALIAN EQUIVALENT
SRI LANKA	747,720 Rupees	\$40,057.85
GIBRALTAR	US\$ 72,823	\$46,292.73
UNITED KINGDOM	£335,219.86	\$834,758.88
HOLLAND	264,410 Guilders	\$96,413.22
ITALY	\$9,843,000 Lire	\$181,373.81
INDIA	326,060 Rupees	\$33,884.51
SINGAPORE	S\$ 1,308,523	\$481,188.58

OVERALL CRUISE

(Australian and U.S. Dollars carried onboard throughout deployment)

A\$	307,187.27	\$307,187.27
US\$	146,098.70	\$146,098.70

Total expenditure in Australian equivalent for deployment = \$2,131,073.54



I'd like to thank Noel for sharing this and I really enjoyed our coffee and chat. Thanks mate

HIPSTER PAID £3.50 FOR 'ARTISAN DWARF CABBAGE'



SPROUT OF ORDER:
Giles with dog Bungle

Posh veg was really a single Brussels sprout!

WHEN hipster Giles White paid £3.50 for an "artisan dwarf cabbage" at a local farmers' market he couldn't wait to take a photo of his latest purchase and proudly show it off on social media.

But seconds after posting a snap of his "ubertrendy" new veg on Instagram, Giles started getting waves of mockery from friends and followers...

Because the 39-year-old craft gin distiller had paid three and a half quid for a single BRUSSELS SPROUT!

Trendy

And the worst abuse came from his own MUM, Gloria, who called her trendy son "a daft little twat".

Blushing behind his luxuriant hipster beard and clutching his pug dog Bungle, Giles said last night: "I can hardly believe someone at the

SUNDAY SPORT EXCLUSIVE

By JONATHAN SMYTHE

urban farmers' market would try and hoodwink customers like that.

"I've already written about the outrage on my blog and made a video describing the incident which I posted on YouTube. I actually cry in it - that's how angry I am."

Giles - from trendy Shoreditch in east London - added: "From here on in, I'm going to stick to traditional vegetables like sand-grown albino broccoli and distressed kale."

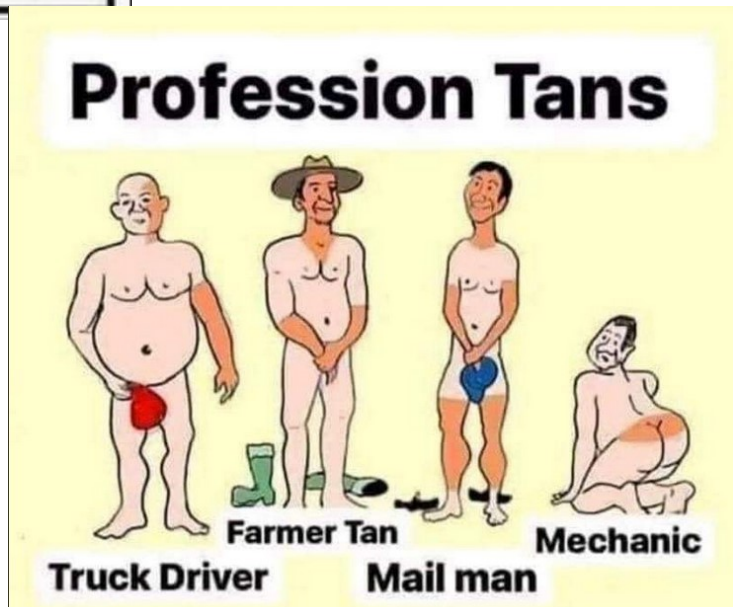
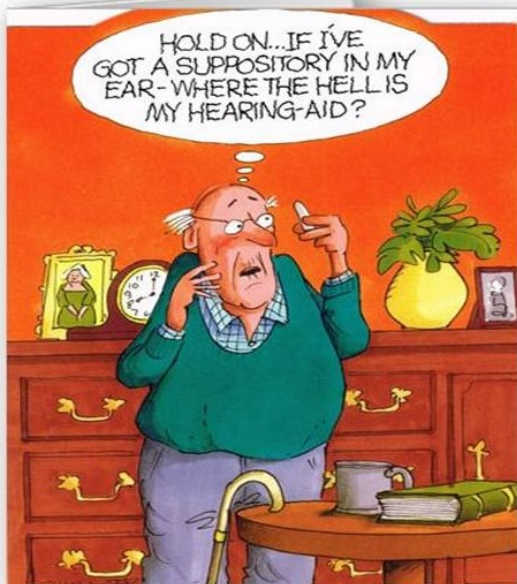
Last night his mum Gloria told *Sunday Sport*: "Giles has been a proper aggravating little c**t since he became a hipster."

"Three pounds fifty for a single Brussels sprout?! They must have seen him coming...well, of course they saw him coming. How can you miss him, with that ridiculous beard and that silly little dog?!"

Stealing someone's coffee is called
A mugging

I put my Grandma on speed dial I call that
Instagram

NO MATTER HOW FAR
YOU PUSH THE
ENVELOPE, IT'LL STILL
BE STATIONARY



Hi, my name is Chris Burgess I am sending you 51 pictures of WW2 aircraft (below) from my collection. At present I have over 11,000 pictures of WW2 aircraft. All 1920 x 1080 pixels and in good condition. They look great on my large 54-inch screen television. Head office said to contact each branch with the offer for you to buy them as a slide show. You will find Australian aircraft such as the Boomerang and Wirraway and other Australian flown aircraft such as the Airacobra (we only had 16 of them), along with Mustangs and Spitfires and many other aircraft in the selection.

This obsession of mine started out when I was a kid at 22 Bringa Ave Camberwell. Which is now Peter Costello's place, when my grandfather took me to the local news agency to buy my first 1/72 kit. Around 175 planes later we shifted from Maffra to Melbourne unfortunately, plastic kits tend to break easily and when my Me 262 1/48 scale smashed shortly after I built it, breaking when it hit the ground, I gave up. Then I started on my new obsession, pictures of World War 2 planes. As you can see below, they a good quality. As it turns out my grandfather worked for the Short Brothers (who made flying boats), not to be confused with the Wright Brothers, who just so happened to turn up at the Short Brothers and asked my grandfather if they could borrow his saw to chop up their latest aircraft that they were not happy with. My cousin still has that saw, and now that I think of it, I never got to see it. My late grandfather always said he remembered one of the Wright Brothers had a big head.

That is enough name dropping and on to the real issue, I am offering the full set at full size of over 11,000 pictures of WW2 aircraft for \$199.00 including registered mail, I thought it was about time I shared my obsession. Cheers
Chris Burgess.

If you would like more details please speak with Harry to get this full email



An Australian Airacobra. We only had 16 at the start of the war.



OMG You must try this

INGREDIENTS

2 1/2 cups (375g) self-raising flour

1 tsp baking powder

3/4 cup (165g) caster sugar

1/4 cup (25g) Dutch cocoa, sifted

400ml can coconut cream

75g butter, melted, cooled

1 egg, beaten

100g milk chocolate, finely chopped

1 cup (150g) frozen raspberries (we used Woolworths Macro frozen raspberries)

Coconut flakes, to serve

CHOCOLATE DRIZZLE

1 1/2 cups (180g) icing sugar mixture

1/4 cup (25g) Dutch cocoa

1 1/2-2 tbs boiling water



METHOD

1. Preheat oven to 190°C. Grease an 8-hole, 3/4 cup-capacity mini loaf pan.
2. Sift flour and baking powder into a large bowl. Add sugar and cocoa, stirring to combine. Make a well in the dry ingredients and add coconut cream, butter, egg and chocolate. Stir until just combined. Fold in raspberries. Divide mixture evenly among prepared pan.
3. Bake for 30-35 minutes or until a skewer inserted in the centre comes out clean. Stand in pan for 5 minutes, then transfer to a wire rack to cool completely.
4. For the chocolate drizzle, sift icing sugar and cocoa into a bowl. Stir in enough boiling water until mixture is smooth and thin enough to drizzle. Stand for 5 minutes. Spoon drizzle over muffins and top with coconut flakes. Set aside for 30 minutes before serving.