



Under the Clock

Issue 52 - Oct 2007

~ Heard at Sea ~



Can you remember what you had for breakfast? Is the most frequent word you use from your vocabulary "Ay" because you cannot see or find your ear trumpet that you left in the drawer? Can you stand on one foot in the shower to wash the other foot with out toppling over? Can you bend down with ease to tie your shoe laces and/or do you snore so loudly while resting your eyes watching the news on television, or at night that your partner has to vacate the shared bed and finish her sleep on the settee? These symptoms seem to be common to all of us as we tend to take matters more easily approaching our twilight years.

However it is evident that Vindi Boys are neither immune nor manage to escape from either one or all of the aforementioned. Despite these encumbrances, a group of Vindi Boys and their respective spouses of Vindi vintage 1943 ~ 1952 decided to tax their brains resulting with hopes of recapturing their youthful skills, by entering the Ship Broking business and chartering a sound vessel to become disponent owners of the MVHB 'Cruzy Fox' to ply the pleasingly idyllic trade of tourist cruise ports on the Broadwater located on the Gold Coast in southern Queensland.

*To read the full compelling story written by Alan Creasey go to the Qld Vindi webpage under Social Times where ship wreck, strandings, mayhem, starvation and piracy are the norm!!!!!!!
Was it a feast or a famine?*

Report from the Secretary

It was dull and cold as we left home to go to the Golden Seniors Age Centre for our Meeting on 23rd August 2007. However the dull weather did not stop our enthusiasm as we gather together for our usual good fellowship. There were 33 of us.

Our President opened the Meeting and extended a welcome to all Members and also to Alan & Brenda Creasey who were in Brisbane for holidays; also our guest Helen from USA sister-in-law of Liz Findlay. As practice, Gordon Cohen recited the Ode before the meeting.

Today Doug reminded everyone of the passing of Ted Soanes and a One-Minute Silence was requested by Fred Joughin and observed. Ted's name is now being placed on the Vindi Memorial Plaque. His wife, Marcelle has been accepted as Honourary Member.

Some Boys may wonder what has happened to our Mobile Library which we had when we were at the Seafarers' Mission at Hamilton. I would like to say that the Library has expanded and they are becoming very heavy to carry to the Meeting. We are looking around for a cupboard (second-hand) that could be left at the Senior's Centre. If you have an extra cupboard at home that you wish to discard (in good condition of course) please let the Committee know.

On Monday 3rd September, 2007 23 of us at the invitation of the Merchant Navy League Social Club together with some Mariners attended a celebration luncheon of Merchant Navy Day at the Broncos League Club. There were about 75 altogether. Our Vindi Padre, Rev. Bill Pearson was the Guest Speaker. He gave a testimony of his Ministry and yet whilst retired now is involved with 6-7 organisations and is Padre for them too. Capt. Hugh Harkins, the organiser of this Luncheon told us that Merchant Navy Day has been recognised as 3rd September and we will celebrate again next year same date. Hopefully, there will be a bigger crowd.

On Sunday 16th September, a group gathered at St. John's Cathedral for the 70th Seafarers' Service. There was a good turn up of Vindi Boys (12 Lads and 6 Lasses). At the time of the first scripture reading by Commander F.S. Peters RAN, he said they had lost a man the day before. So it was a sad day if you have known someone who had perished at sea and therefore Seafarers Day is a day to remember those who perished and never return.

Our Christmas Dinner this year is Thursday 13th December 2007 at the Yeronga RSL Club cnr Fairfield/Kadumba Streets, Fairfield. An email has been sent and we are waiting for replies from Members. The entertainer is Cameron Smith. It is Buffet Dinner, which will have varieties of food so that everyone could pick their choice of delicacies. The cost for the Buffet Dinner is \$24.00 each for Vindi Boy and wife/partner. Family members and friends are also welcome to join our fellowship at \$28.00 each. Please respond to this festive activity by sending your cheque/money order to Alan Piper, marked "Christmas Dinner". The last date for this dinner is 1st December 2007. So Lads and Lasses, please respond and let's make it a joyful festive day!

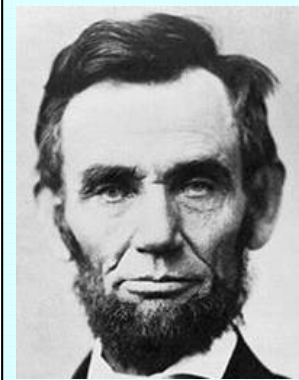
Fred Joughin has had some caps for sale. I know he had sold about 20 and still has some more. You may like to see

him and "grab" his last stock.

I have arranged for Vindi shirts to be made and have received good response. So if anyone is interested in shirts, please contact me – good shirts at a good price! I am at present in WA attending the Reunion and will be home mid November and you may like to contact me by email or phone.

I apologise for not being able to be at the October Meeting as Gordon and I are attending the Down-under Reunion in WA.

Kim Cohen, Secretary



Just a Coincidence?

Abraham Lincoln was elected to Congress in 1846.

John F. Kennedy was elected to Congress in 1946.

Abraham Lincoln was elected President in 1860.

John F. Kennedy was elected President in 1960.

Both were particularly concerned with civil rights.

Both wives lost their children while living in the White House.

Both Presidents were shot on a Friday.

Both Presidents were shot in the head.

Lincoln's secretary was named Kennedy.

Kennedy's Secretary was named Lincoln.

Both were assassinated by Southerners.

Both were succeeded by Southerners named Johnson.

Andrew Johnson, who succeeded Lincoln, was born in 1808.

Lyndon Johnson, who succeeded Kennedy, was born in 1908.

John Wilkes Booth, who assassinated Lincoln, was born in 1839.

Lee Harvey Oswald, who assassinated Kennedy, was born in 1939.

Both assassins were known by their three names.

Both names are composed of fifteen letters

Lincoln was shot at the theater named 'Ford.'

Kennedy was shot in a car called 'Lincoln 'made by 'Ford.'

Lincoln was shot in a theatre and his assassin ran and hid in a warehouse.

Kennedy was shot from a warehouse and his assassin ran and hid in a theatre.

Booth and Oswald were assassinated before their trials.

A week before Lincoln was shot, he was in Monroe, Maryland. A week before Kennedy was shot, he was with Marilyn Monroe.



WHAT HAPPENED TO SHAKESPEARE AND BREWSTER?

In late October 1952 I joined the liner RMV Rangitata as a Senior Ordinary Seaman. It was a new experience for me, being my first and only passenger liner. The round trips lasted less than four months and I completed two voyages.

The first was memorable as we carried to New Zealand Sir Willoughby Norrie, who was to be their new Governor General. He was to replace the legendary soldier Sir Bernard Freyburg VC. At the traditional "Fancy Dress Ball" during the voyage Sir Willoughby decided to dress as a seaman. His Aide came to our mess-room to borrow some gear and as I had recently purchased new 'wet weather' clothing I lent him my oilskin and sou-wester. The day after the ball Sir Willoughby returned them to me personally while I was working on the Boat Deck. The 'Rangi Boats' usually sailed from London's Royal Albert Dock with passengers embarking down river at the Tilbury Landing Stage. Homeward passengers were landed at Southampton. We paid off in London. Normally Wellington and Auckland were the only New Zealand ports of call and a brief stop was made at Pitcairn Island both ways.

One day at Auckland I was disturbed while enjoying a quiet smoke in the heads (as you do) by a familiar voice calling out "Is Trev Castleton in there?" Recognising the dulcet tones of Lennie Shakespeare I replied, "You old bastard! What are you doing here?" I emerged to be confronted by the broad grins of both Lennie and Arthur. Busting to hear of their adventures in the intervening two years, I led them to my cabin to hear their story.

On arrival at Charters Towers they searched for work in the locality but eventually got a job on a huge cattle station. It was a vastly different life to being at sea. They ran the 'Chuck Wagon' that followed the boundary riders around the perimeter of the station supplying all their needs and cooking the meals. In time they became pissed off with the isolation and headed for Brisbane but found work hard to come-by.

Unfortunately they got picked up by the 'Peelers' and sentenced to a couple of weeks in stir. (Len would have been getting used to Aussie jails by now!) Soon they got thoroughly hacked off with Australia and began looking for a way out. By frequenting waterfront bars and the Seaman's Mission they eventually came upon an old shipmate. He was at the time on the MV Cumberland, which was lying at Hamilton Wharf and was due to leave soon for Auckland. Doing a 'ring bolt' with their mate's help they arrived in Auckland. Meeting up with some of my shipmates in a bar they discovered that I was on the Rangitata.

Len and Arthur thought they would be better off in New Zealand but within a couple of weeks had been picked up by the local gendarmes who at that time were clamping down on ship deserters. Fortunately for them the law could not charge them with deserting as they had jumped in Australia. In turn they could not be deported to Oz as they had paid their debt to society there. So all they got was fifteen pounds fine each for illegal entry and laughed all the way to the Waverly Hotel! On my second trip on the Rangitata I caught up with them again in Auckland where they both now had jobs. We met several times and enjoyed the odd drink together but after that trip I lost contact with them completely.

NB. Almost fifty years later at a Vindi get together at Wanganui I met an ex Gravesend Sea School chap named Ted Bagot. After reading the story of my voyages he told me that amazingly he had known Lennie Shakespeare very well in the late fifties and early sixties. At that time Ted was living in Auckland and Len was involved with the Seamen's Union. Len had married and had two children but unfortunately he died in the mid sixties of a heart attack. Incidentally a while back while talking to an old Vindi friend Dave Ware, he told me that he knew Arthur Brewster after he settled in NZ. Apparently he later moved to Lower Hutt and was working at the Silverstream Hospital (which is only about a mile from where we live) as a porter. Dave said he and Arthur were good friends but he (Brewster) and his wife went back to the UK and heard no more from him. It's a strange old world!

Trevor Castleton



May 21, 2007

We can save the Cutty Sark after blaze, say ship's owners



The blaze aftermath: the Cutty Sark skeleton has been damaged, but its unique iron frame has survived. Conservation experts pledged today that the Cutty Sark will rise from the ashes of this morning's catastrophic fire that engulfed the 19th century tea clipper.

Up to 80 per cent of the vessel, one of Britain's best-preserved maritime treasures, was damaged in the blaze, which police are treating as suspicious. Fortunately, half of the timbers and the artifacts kept on board had been removed from the site as part of a three-year conservation project which began last November.

The skeleton of the vessel has been substantially damaged, but this afternoon Richard Doughty, the chief executive of the Cutty Sark Trust, said that he had now been able to

inspect the ship and that he saw no sign of significant buckling in the unique vessel's wrought iron frame. "We have lost a lot of fabric from the decks, but planks from the hull are very substantial and much of it seems to have suffered just surface burning," said Mr Doughty. "Buckling of the hull remains a big fear, but until we do the measurements we are not going to know. With my naked eye, as far as I have been able to see, the structure of the ship seems to be intact." It emerged that prompt action by firefighters saved the ship's ornate figurehead, which was on display inside the exhibition centre next to the ship. The fire crews directed their jets of water to save the white, tented structure from going up in smoke.

Firefighters were called to the historic ship, preserved in dry dock in Greenwich, south-east London, at 4.45am when the ship's security guard and 15 members of the public all placed emergency calls.

The fire is believed to have begun at the centre of the bottom deck and, at the peak of the blaze, the flames stood 6ft above the top deck, according to Cyril O'Brien, the Borough Fire Commander who was in charge at the scene of the blaze.

Police believe the fire may have begun in suspicious circumstances. They are appealing for witnesses who saw people near the ship early this morning, and a silver car that was reported driving away from the scene. The Duke of Edinburgh - who co-founded the Cutty Sark Society in 1951 to save the historic vessel when it was in danger of rotting away, and is President of the Cutty Sark Trust - is due to visit Greenwich tomorrow with the Queen. It is not known if they will extend their stay to see what has happened to the ship.

Inspector Bruce Middlemiss, from Greenwich Borough Police, said: "We are treating the fire as suspicious as we would any fire of this scale and importance. There are indications from local borough CCTV that there were people in the area at the time that this fire started. There's no indication at this stage that these people were involved, they may merely be witnesses." A 200-metre cordon was placed around the ship on the banks of the Thames, and Scotland Yard confirmed that nobody was injured. The security guard has been interviewed and CCTV footage from nearby cameras has been taken for analysis.

Chris Livett, the chairman of Cutty Sark Enterprises, the fundraising arm of the Cutty Sark Trust which is running the conservation work, said that the ship would be restored to better than her condition before the fire.

"We are absolutely devoted to the ship and will be progressing with her conservation," said Mr Livett. "We are determined to put it back together." He confirmed that some of the most important parts of the ship, including the masts, the jolly boat, half the planking and artifacts including paintings of the ship, were all safely in storage because of the renovation work. Mr Livett defended the security measures in place to protect the ship, saying that a 10ft hoarding had been erected around the site and a security guard was on patrol. The ship was insured, but Mr Livett said that the existing £7m gap in funding for the £25m conservation project would have widened substantially as a result of the fire. He appealed for donations via the ship's website, www.cuttysark.org.uk.

This morning workmen carried out urgent repairs on the shoring timbers which hold the ship upright in dry dock, to allow fire investigators and conservation experts on board. By 6.20am the blaze was declared under control, and by 8am it was out, but throughout the morning fire officers were still directing cooling sprays into the smoking ruins. Little could be seen of the ship itself except the white bowsprit still sticking out towards the river - the woodwork around it was a blackened mess. The building erected around the ship while conservation work went on was gutted, with nothing left but a skeleton of blackened iron girders. Yards away, however, the white-tented entrance building remained untouched except for a light dusting of ash.

The stink of burning hung around the scene despite a breeze. Helicopters hovered overhead as police maintained the barriers sealing off Greenwich town centre. Mr Doughty said that the distinctive tang of timber and ropes familiar to all visitors to the vessel had been destroyed. "She was the Ferrari of her day because she was the epitome of speed under sail. When you lose the original fabric, you lose the touch of the craftsmen. You lose history itself." Asked if the fire could have been started deliberately Mr Doughty said that he did not believe that it had been caused by the conservation work, which had stopped as usual on Friday afternoon, leaving the ship empty over the weekend. "I find it hard to believe that anything we've done could have set the ship alight," he said. "There isn't anything electrical at the heart of where the fire started, which was pretty much in the middle at the bottom. I can't think of anything there apart from wood and metal." The fire caused

transport chaos, with all eastbound road traffic barred from the town centre and only a trickle of vehicles allowed through in the direction of London. Buses were being diverted. Cutty Sark Station was briefly closed, but soon reopened and the Docklands Light Railway was said to be running as normal. Greenwich Foot Tunnel, also shut earlier, reopened.

The fire brigade was initially unable to tackle the fire fully after finding gas cylinders and chemicals used in the conservation work stored near the ship, and fearing that some might have been left on board over the weekend. Residents in nearby buildings were evacuated because of fears of an explosion. Ian Allchin, a press officer with London Fire Brigade, told Times Online that the firefighters' efforts were hampered. "Initially, we were in defensive mode, with crews standing well back from the flames," he said. "We were able to confirm within about 45 minutes that there were no hazards on board, and began to fight the fire aggressively."

Buckingham Palace issued a statement on behalf of the Duke of Edinburgh: "The Duke was sorry to hear of the fire, this sad setback to an important example of our national maritime heritage. "The Duke takes a close interest in historic ships and their preservation for future generations and as president of the Cutty Sark Trust since 2000 he has been working closely with them in support of their fundraising." The 280ft ship has been closed since November 2006 and was due to reopen in 2009. It needed substantial repairs because sea salt had speeded up the corrosion of her iron framework.

The Cutty Sark is the last remaining tea-clipper, one of hundreds of ships that would sail to China carrying manufactured goods and return to the UK laden with tea from Shanghai. First launched in 1869, the Cutty Sark was built for Jock Willis, known as 'White Hat Willis' for his trademark white top hat. He named the ship after the Scots phrase for a short petticoat, worn by a fleet-footed witch in Robert Burns' poem Tam O'Shanter.

Times Online

Joe took his blind date to the carnival. "What would you like to do first, June?" asked Joe. "I want to get weighed," she said. They ambled over to the weight guesser. He guessed 120 pounds. She got on the scale; it read 117 and she won a prize. Next, the couple went on the Ferris Wheel. When the ride was over, Joe again asked June what she would like to do. "I want to get weighed," she said. Back to the weight guesser they went.

Since they had been there before, he guessed her correct weight, and Joe lost his dollar. The couple walked around the carnival and again he asked where to next. "I want to get weighed," she responded. By this time, Joe figured she was really weird and took her home early, dropping her off with a handshake.

Her roommate, Laura, asked her about the blind date, "How'd it go?" June responded, "Oh, Waura", she replied, "it was wousy."



SPECIAL POEM FOR SENIOR CITIZENS!!

**A row of bottles on my shelf
Caused me to analyze myself.
One yellow pill I have to pop
Goes to my heart so it won't stop.
A little white one that I take
Goes to my hands so they won't shake.
The blue ones that I use a lot
Tell me I'm happy when I'm not.
The purple pill goes to my brain
And tells me that I have no pain.
The capsules tell me not to wheeze
Or cough or choke or even sneeze.
The red ones, smallest of them all
Go to my blood so I won't fall.
The orange ones, very big and bright
Prevent my leg cramps in the night.
Such an array of brilliant pills
Helping to cure all kinds of ills.
But what I'd really like to know.....
Is what tells each one where to go!**

There's always a lot to be thankful for if you take time to look for it. For example I am sitting here thinking how nice it is that wrinkles don't hurt...

Walking into the bar, Mike said to Charlie the bartender, "Pour me a stiff one - just had another fight with the little woman."



"Oh yeah?" said Charlie, "And how did this one end?" "When it was over," Mike replied, "She came to me on her hands and knees. "Really," said Charles, "Now that's a switch! What did she say?" She said, "Come out from under the bed, you little chicken."



The Flying Enterprise

SS Flying Enterprise was a 6,711 ton Type C1 ship. It was built in 1944 and commissioned as the SS Cape Kumukaki (C1-B) and operated as a tramp steamer. After World War II, she was sold in 1947 to Isbrandtsen Company. At this time her name was changed to the SS Flying Enterprise. She was used for the next 5 years as a general cargo freighter in the North Atlantic.

In December 1951 she left England for New York with a cargo of Volkswagen cars, pig iron, grass seed, Stradivarius violins, paintings and an undisclosed amount of cash. During rough seas on December 25 the stacked pig iron fell over causing the ship to list to port. At some point the cars rolled causing the ship to list more. The ship cracked just rearward of the superstructure. This was a known problem with the Liberty ships, so the crew lashed the hull together and attempted to continue their journey. The lifeboats on the Flying Enterprise were lost.

The next morning, the ship started to list badly, and the decision was made to abandon ship. A distress call was issued, and the USNS General A. W. Greely responded. The crew and passengers were evacuated, with the loss of only 1 life. The procedure was to send a lifeboat close but not so close that it would be smashed against the listing ship. For the first rescue the crew of the lifeboat threw a rope to the ship but later jumpers had to jump in pairs and swim to the lifeboat without a rope. Sometimes passenger were swept back onto the Flying Enterprise. However, the ship's master, Captain Henrik Kurt Carlsen, chose to remain aboard.

Captain Carlsen refused to abandon ship until it either sank, or was towed to a safe harbor. Towing efforts were attempted, and succeeded in towing the ship until it was only 40 miles from Falmouth, England. At this time, the tow line snapped. Attempts were made to continue, but the ship listed more heavily, and Captain Carlsen finally abandoned ship. She sank on 10 January 1952. During the afternoon the Flying Enterprise lay flat on her side. With tugs Turmoil, Dexterous, Englishman, and Abeille 25, and the Trinity House Satellite standing by, the casualty was abandoned at twenty-two minutes past three. At eleven minutes past four, like a living thing, she was gone - with whistle, siren, and foghorn salutes from the flotilla

Immediately after the sinking, there was much speculation into why the ship sank, and why the captain remained on board. The most common speculation is that the ore in the forward hull was poorly loaded and therefore shifted to the side during the swells. The shifting of cargo would account for the 60 degree list to Port.

Captain Carlsen may have remained aboard in order to protect the cargo. Among the holds was a shipment of \$600,000 being sent from Europe to America. There was another shipment of cash totaling over \$200,000 in the mail room. Under International Salvage Laws, if the Captain had abandoned the ship, then any salvage company could have grabbed the ship as "Open Water Salvage" and claim 50% of the value. By remaining on board, Captain Carlsen prevented that from happening.

In 1960, the Italian salvage company Sorima conducted Salvage operations, recovering over \$210,000 in cash. But because of a Confidentially Agreement, they have been unable to disclose who paid for the salvage and the exact description of the cargo recovered. Most investigations point to a consortium of Swiss Bankers being responsible for the salvage operations.





Vindi Talents

In August during the Seniors Week in Queensland, Vindi Boy George Shepherd-Ashby and wife Lily had the privilege to entertain some Seniors at the Rochedale/Springwood National Seniors Centre. The above picture shows the pair with Cecilia Ward and Jeanette Mosterd of Rochedale/Springwood National Seniors.

George and Lily wore their buttoned outfits which commenced in England in the 1800's and is still very active today. They were made official Pearly King and Queen of Ipswich 12 years ago. Lily said they have been singing and entertaining in various Nursing Homes and Senior Centres for 37 years and thoroughly enjoyed every minute of it. On 10th September, they received a Certificate of Appreciation from Lauriston Residential Care for entertaining their residents for the last three decades.

They have both entertained at the Down-under Vindi Reunion hosted by Queensland Vindi at Tweed Heads in 2002. Besides singing and entertaining, Lily enjoys crocheting, sewing and knitting. Lily told me that they have 11 grandchildren, 10 great grandchildren and are anxiously looking forward to receive two more on the way. They love their family and spend time with them when they are not singing. So, among the many VINDI Boys, there are talents!

*Photo with thanks to Seniors Magazine
Kim Cohen*

MV Manoora



The motor vessel MANOORA (10,856 tons gross) was built for the Adelaide Steamship Company and entered service on the Cairns – Fremantle run in 1935. After the outbreak of war she was requisitioned by the Royal Australian Navy on 11 October 1939 for service as an Armed

Merchant Cruiser and outfitted in Sydney. She was commissioned on 12 December 1939 and her conversion was completed on 5 February 1940. After trials and exercises in Port Phillip Bay she returned to Sydney before proceeding to northern Queensland waters.

After conducting further exercises off the Queensland coast and in the Coral Sea MANOORA sailed for Macassar where she arrived on 1 April and carried out patrol duties to prevent the breakout of German merchant ships from Dutch East Indies ports as a German invasion of the Netherlands was considered possible. She was relieved by HMAS WESTRALIA on the 10th and departed for Darwin. Subsequent to the German invasion of Denmark and Norway on 9 April it was necessary to ensure that the occupied countries' merchant vessels came under Allied control. To this end the MANOORA intercepted and boarded the Norwegian tanker HAVBOR and escorted her to Darwin. She then escorted HAVBOR and another Norwegian tanker, THORDIS, to Thursday Island where two further Norwegian vessels were collected and escorted to Brisbane.

For the next three months MANOORA operated mainly in New Guinea and north eastern Australian waters. With the likelihood of the entry of Italy into the war, MANOORA shadowed the Italian liner ROMOLO which had departed Brisbane on 5 June. When, by the morning of 9 June, Italy's attentions were still unclear and the shadowing might continue indefinitely, MANOORA was called off. By that evening, however, the situation had become clearer and MANOORA was ordered to find ROMOLO and recommence shadowing. By this time the Italian liner was 160 miles away, steering north east. She was eventually

caught by MANOORA approximately 220 miles south west of Nauru and scuttled herself, her sinking being by gunfire.

As she returned to Australia with the ROMOLO's crew and passengers, MANOORA embarked the complement of the American merchant vessel ADMIRAL WILEY which had run aground on Kitava Island in the Trobriands. She reached Townsville on 17 June.

After refitting in August, MANOORA sailed for Fremantle from where she escorted a convoy to Sunda Strait at the end of August. On her return she conducted patrols in the Indian Ocean before moving to Darwin in October and commencing patrols to Thursday Island.

After attacks by German raiders on Nauru and Ocean Island in December, MANOORA was dispatched there at the end of the month for escort and patrol duties. She remained until 7 February 1941, before returning to Sydney for a refit. The remainder of the year was spent on patrol and escort duties in Australian and New Guinea waters with two deployments to the Nauru and Ocean Island areas in May and September / October.

After a refit in November MANOORA sailed for Singapore, arriving on 6 December. After the entry of Japan into the war, MANOORA was employed on patrol and escort duties between India, Ceylon and Burma until March 1942, when she returned to Australia as part of the escort of Convoy SU.1, the first of the 'Stepsister' convoys returning Australian troops from the Middle East.

After reaching Melbourne she remained there until the 17 April when she departed escorting a convoy to Noumea, returning to Sydney on the 27th. She made another trip to Noumea in May, escorting the minelayer HMAS BUNGAREE. In June she refitted in Sydney then proceeded to Fremantle to escort a convoy to Sydney. Further escort duties between Sydney and Fremantle followed until 30 September when she arrived in Sydney to begin conversion to a Landing Ship Infantry (LSI).

On 2 February 1943 MANOORA was recommissioned. Her conversion was completed in March and she proceeded

to Port Stephens for a few days before returning to Sydney. She then departed for Melbourne where, until mid June, she was involved in exercises with United States troops. She returned to Sydney and operated in the Sydney/Port Stephens area until 26 July when she departed for Milne Bay transporting Australian troops. She returned to Port Stephens on 16 August and remained there until 2 October. She then visited Sydney and after returning to Port Stephens for a short stay transported troops to Oro Bay, New Guinea, a voyage she repeated early in November. During this period she also carried out landing exercises in the Cairns area. On 15 December she commenced a major refit at Garden Island.

MANOORA's refit was completed on 9 February 1944. From March to June 1944 she was in New Guinea waters and, on 22 April, with the Landing Ship Infantry HMAS KANIMBLA and four other transports, 16 Landing Craft Infantry and seven Landing Ships Tank, landed troops at Tanahmerah Bay without incident. On 17 May MANOORA landed troops of the American 41st Division on Wakde Island.

In early September 1944 MANOORA and KANIMBLA prepared for the Morotai landings. On 10 September MANOORA embarked 1,272 men at Maffin Bay. The ships then sailed to Morotai. The landings took place on 15 September with little opposition and few casualties to the Allied forces. On the 16th MANOORA and KANIMBLA departed for Humboldt Bay, arriving on the 18th.

At Humboldt Bay MANOORA and KANIMBLA, joined by the third Australian Landing Ship Infantry, HMAS WESTRALIA, overhauled equipment and embarked troops and supplies for the landings on Leyte. A full scale rehearsal was carried out at Tanahmerah Bay on 10 October. On the 13th the three Australian LSIs departed for Leyte as part of a large assault convoy escorted by a covering force of American and Australian cruisers and destroyers. The Australian landing ships were part of the Panaon Attack Group which detached from the main group at 2:00 am on the morning of the 20th and arrived off Panaon at 8:45. No Japanese resistance was encountered. Cargo was discharged by 4:00 pm and the ships sailed for Humboldt Bay arriving on the 25th.

During November the three LSIs were engaged in transporting troops from Humboldt Bay to Leyte. On 30 November they, and 15 other ships designated Transport Group 'A', commenced embarking troops and stores for the Lingayen landings. Transport Group 'A' then proceeded to Lae where, in company with Landing Group 'B', practice landings were carried out. The ships then sailed for Manus Island. On 31 December they departed Manus to execute Assault Mike I on Luzon Island in Lingayen Gulf.

As part of Task Force 79, the Lingayen Attack Force, KANIMBLA, MANOORA and WESTRALIA passed through Surigao Strait and proceeded up the western side of the Philippine Archipelago to Lingayen Gulf, arriving on 8 January 1945. As the ships made their final approach to the gulf they came under air attack, one aircraft being shot down by WESTRALIA. The troops were landed on the 9th, supported by a heavy bombardment. The LSIs discharged their cargoes rapidly and left the area that evening to avoid further air attack, returning via Leyte to Morotai.

MANOORA and WESTRALIA were then engaged in the

Australian landings on Tarakan. Embarking Australian units for the first time the LSIs sailed from Morotai on 27 April 1945, each ship towing a Landing Craft Tank (LCT). The transport force arrived off Tarakan on the 30th and the LCTs were slipped. The troops were successfully landed on 1 May and the ships finished discharging their cargoes the next day. They departed for Morotai where further stores were loaded and brought forward to the landing beaches.

The LSIs' next operation was the invasion of Brunei. Departing from Morotai on 4 June in company with a large group of American vessels, mostly landing ships and landing craft, they arrived off Brunei on 10 June and commenced landing their troops on Green Beach just before 9:00 am with little or no opposition. They unloaded their cargo that day and set sail for Morotai on the 11th, arriving on the 14th.

The final amphibious operation in which the LSIs took part was the Balikpapan landing. After embarking troops and cargo at Morotai, MANOORA, KANIMBLA and WESTRALIA sailed on 26 June, arriving off Balikpapan on 1 July. That day was spent disembarking troops and unloading the cargo after which the ships sailed for Morotai at 7:30 pm. Arriving on the 4th, they embarked reinforcements and departed the same day, returning to Balikpapan on the 7th. It was the LSIs last operation together and the remainder of the war was spent on transport duties around New Guinea, the Philippines and Borneo.

MANOORA began post war operations in September 1945, repatriating troops from New Guinea, New Britain, Morotai and Borneo. This work continued until April 1946, when she made the first of four trips to Japan.

MANOORA paid off on 6 December 1947 and was returned to her owners on 31 August 1949. In 1961 she was sold to an Indonesian company as the AMBULOMBO and finally sold to a Japanese firm for scrapping in 1972.

*It would be noted that **Manoora** is now a leafy suburb of Cairns along with **Manunda** and **Kanimbla**. These ships will always be remembered.*

Armament: (as AMC)

7 x 6-inch guns

2 x 3-inch anti-aircraft guns

2 x Lewis light machine guns

1 x Seagull V aircraft

(as LSI)

1 x 6-inch gun (later replaced by 2 x 4-inch guns)

2 x 3-inch anti-aircraft guns

8 x 20mm Oerlikon anti-aircraft guns

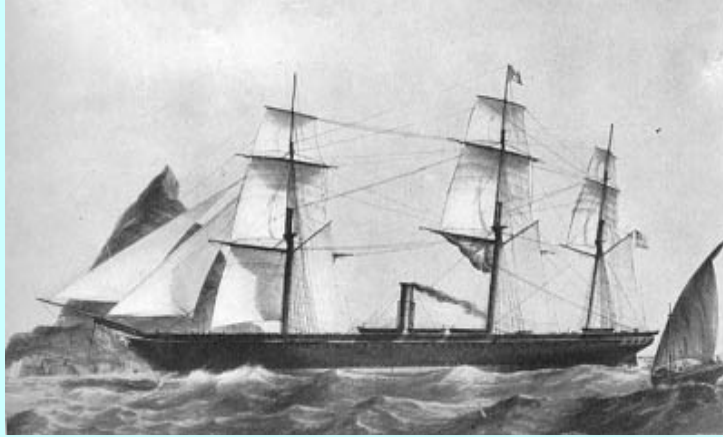
6 x 40mm Bofors anti-aircraft guns (added later)

Sea Power Centre - Australia

QE2 Sold to Dubai as Floating Hotel

The QE2 has been saved from the scrapyards. The luxury liner, which was launched by the Queen 40 years ago, was sold for £50 million to become a floating hotel in Dubai. The QE2 has been around the world 25 times and served as a troop carrier in 1982 taking 3,000 soldiers to the Falklands. Her final voyage will be from Southampton in November 2008 to her new berth at Palm Jumeirah, the world's largest man-made island.

Himalaya, Peninsular & Oriental Steam Navigation Co.



HIMALAYA (1) was built in 1853, about 3,553 tons by C. J. Mare & Sons, Blackwall and was intended for use on runs to the Orient. However, the Crimean War changed this and she was used by the British Admiralty. Hulked in 1895; July 4, 1940: Sunk in Portland harbour by German bombers.



HIMALAYA (2) Built and launched by Caird and Company at Greenock for the Peninsular & Oriental Steam Navigation Company Ltd of London. GRT 6,898 tons. Completed in June 1892. She was built for the UK to Australia service and also built to the Admiralty requirements. 1914 She was requisitioned by the Admiralty and converted at Hong Kong into an Armed Merchant Cruiser. Eight 4.7 guns were fitted. 1916 Requisitioned and old to the Admiralty and fitted with 6" guns and converted into seaplane carrier. 1919 Sold to the Board of Trade. London and used as troopship. 1922 Sold to German Ship breakers and on the 11th of May she arrived at Bremen to be broken up.



HIMALAYA (3) 27,955 tons, 709ft x 90.5ft, twin screw, speed 22 knots, accommodation for 760-1st and 410-tourist class passengers. Built 1949 by Vickers-Armstrong, Barrow in Furness for P & O Steam Nav. Co. she started her maiden voyage on 6th Oct. 1949 from Tilbury and made Bombay in 15 days, Melbourne (28 days) and Sydney (30 days). 1958 transferred to Sydney - Auckland - Vancouver - San Francisco route. 1959 London - Sydney - trans-Pacific service. 1963 converted to single class ship. Made her last voyage UK - Hong Kong in Oct. 1974 and was then sold to Mitsui for scrapping at Taiwan.

Two builders (Dave and Stuart) are seated either side of a table in a rough pub when a well-dressed man enters, orders a beer and sits on a stool at the bar. The two builders start to speculate about the occupation of the suit.....

Dave: - I reckon he's an accountant.

Stuart: - No way - he's a stockbroker.

Dave: - He ain't no stockbroker! A stockbroker wouldn't come in here!

The argument repeats itself for some time until the volume of beer gets the better of Dave and he makes for the toilet. On entering the toilet he sees that the suit is standing at a urinal. Curiosity and the several beers get the better of him.

Dave: - 'Scuse me.... no offence meant, but me and me mate were wondering what you do for a living?

Suit: - No offence taken! I'm a Logical Scientist by profession

Dave: - Oh? What's that then?

Suit: - I'll try to explain by example ... Do you have a goldfish at home?

Dave: - Er ... mmm ... well yeah, I do as it happens!

Suit: - Well, it's logical that you keep it either in a bowl or in a pond. Which is it?

Dave: - It's in a pond!

Suit: - Well it's reasonable to suppose that you have a large garden then?

Dave: - As it happens, yes I have got a big garden.

Suit: - Well then it's logical to assume that, in this town, if you have a large garden then you have a large house?

Dave: - As it happens I've got a five bedroom house... built it myself!

Suit: - Well given that you've built a five bedroom house it's logical to assume that you haven't built it just for yourself and that you are quite probably married?

Dave: - Yes I am married, I live with my wife and four children.

Suit: - Well then it is logical to assume that you are sexually active with your wife on a regular basis?

Dave: - Yep! Five times a week!

Suit: - Well then it is logical to suggest that you don't masturbate very often?

Dave: - Do what? Not me, mate!

Suit: - Well there you are! That's logical science at work!

Dave: - How's that then?

Suit: - Well from finding out that you had a goldfish, I've told you about your sex life! That's just one thing a Logical Scientist can do.

Dave: - I see! That's pretty impressive thanks mate!

Both leave the toilet and Dave returns to his mate.

Stuart: - I see the suit was in there, did you ask him what he does?

Dave: - Yep! He's a logical scientist!

Stuart: - What's that then?

Dave: - I'll try and explain, do you have a goldfish?

Stuart: - Nope

Dave: - Well then, you're a wanker.



A man met a beautiful lady and he decided he wanted to marry her right away. She protested, "But we don't know anything about each other." He replied, "That's all right; we'll learn about each other as we go along." So she consented, and they were married and went on a honeymoon to a very nice resort.

One morning, they were lying by the pool when he got up off his towel climbed up to the 10-meter board and did a two and a half tuck gainer, entering the water perfectly, almost without a ripple. This was followed by three rotations in jackknife position before he again straightened out and cut the water like a knife. After a few more demonstrations, he came back and lay down on his towel. She said, "That was incredible!"

He said, "I used to be an Olympic diving champion. You see, I told you we'd learn more about ourselves as we went along. So she got up, jumped in the pool and started doing laps. She was moving so fast that the froth from her pushing off at one end of the pool would hardly be gone before she was already touching the other end of the pool. She did laps in freestyle, breaststroke, even butterfly! After about thirty laps, completed in mere minutes, she climbed back out and lay down on her towel, barely breathing hard. He said, "That was incredible! Were you an Olympic endurance swimmer?"

"No", she said, "I was a prostitute in Plymouth and I worked both sides of the harbour".




First Kiss



"No man will be a sailor who has contrivance enough to get him into a jail; for being in a ship is being in jail with the chance of being drowned.... A man in jail has more room, better food, and commonly better company".


Dr Samuel Johnson, 1759.



Allan Kelly was walking down a street when he heard a voice from behind, "If you take one more step, a brick will fall down on your head and kill you." Allan stopped and a big brick fell right in front of him. Allan was astonished.


He went on, and after a while he was going to cross the road. Once again the voice shouted, "Stop! Stand still! If you take one more step a car will run over you, and you will die." Allan did as he was instructed, just as a car came careening around the corner, barely missing him.

Allan asked. "Who are you?" I am your guardian angel," the voice answered. "Oh, yeah?" Allan asked "And where the heck were you when I got married?"



Gordi, an old fella in Brisbane, came running into the store and shouts to his mate, "Jacko, Jacko somebody just stole your car from the car park!" Jacko replied, "Did you see who it was?" Gordi answered, "No, I couldn't tell, but I got the license number."


A woman scanned the guests at a party and spotted an attractive man standing alone. She approached him and said "Hello my name is Carmen," "That's a beautiful name," he said. "Is it a family name?" "No," she replied. "I gave it to myself. It reflects the things I like most, cars and men." "What's your name?" she asked. "Beertits," he said.



Did you Know?

Each king in a deck of playing cards represents a great king from history:

- Spades - King David,
- Hearts - Charlemagne,
- Clubs - Alexander, the Great
- Diamonds - Julius Caesar




111,111,111 x 111,111,111 = 123456789 87654321

Did you Know?

If a statue in the park of a person on a horse has both front legs in the air, the person died in battle.

If the horse has one front leg in the air the person died as a result of wounds received in battle.

If the horse has all four legs on the ground, the person died of natural causes.

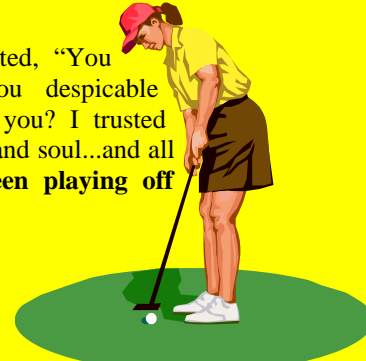


Out on the golf course with his wife, the husband says, "Twenty years ago I had a brief affair. It meant nothing. I hope you can forgive me." His wife was hurt but said, "Dearest, those days are long gone. What we have now is far more valuable. I forgive you." They embraced and kissed, and everything was fine until they got to the seventeenth tee.

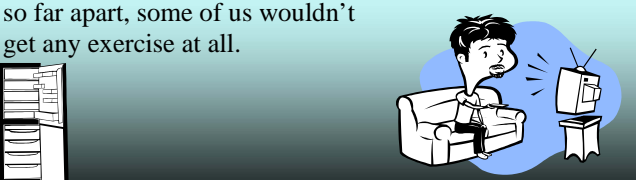
As the husband was starting his back swing his wife blurted out, "I'm sorry darling, I've been so conscience-stricken since you told me your news. Since we're being honest with each other, I have something to tell you also: 32 years ago I had a s ex change operation. I was a man before I met you. I hope you can forgive me."

The husband froze at the top of his back swing, then threw a fit! He slammed the driver into the ground, kicked the ball into the woods, stormed off the tee, pushed the golf cart over on its side, broke the rest of his clubs one by one, then started on hers.

He screamed and ranted, "You liar! You cheat! You despicable deceiver! How could you? I trusted you with all my heart and soul...and all these years **you've been playing off the ladies tees!**"



If it weren't for the fact that the TV and the refrigerator are so far apart, some of us wouldn't get any exercise at all.



ALL MONIES, for whatever reason to be paid to the Treasurer (Cheques & PO's made payable to Vindicatrix Association Queensland - ONLY)

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