



Newsletter of the HMAS Canberra and HMAS Shropshire Association (Vic.)

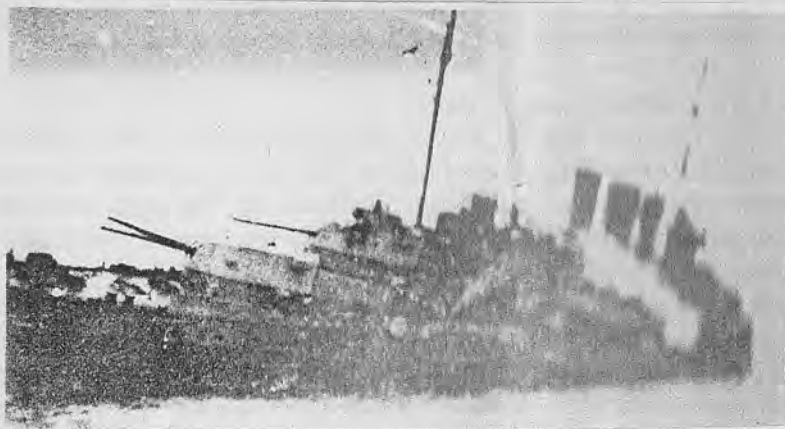
Edition 155

September 2012

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**Treasurer:** R. J (Ron) STRACHAN. Tel: (03) 9807 1927.  
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**70 years ago, on 9<sup>th</sup>. August 1942, in the dark of night, our 8 inch gun cruiser HMAS Canberra, and three US Navy cruisers, were sunk by the Japanese navy in one of the most controversial, tragic and disgraceful naval actions of the Pacific war.**

**In this issue we have tried to bring you a few memories of some of the survivors; of those first few terrible minutes when the ship was struck by enemy fire and all power was knocked out, rendering the ship helpless.**



*Listing and burning, 'Canberra' awaits her final destruction by American shells and torpedoes, in the dawn light of 9<sup>th</sup>. August, 1942. She went to her final resting place in "Iron bottom sound" taking with her the bodies of those who had been killed and the personal kit and belongings of most of her surviving crew.*

## **HMAS Canberra, crippled in two minutes by a sudden hail of shells out of the dark.**

Although at Action Stations, 'Canberra' had not been equipped with a 'TBS' unit (Talk Between Ships) so did not have the ability to receive the radio warning of the enemy's presence. It was a very dark night and the Japanese had escaped detection by the patrolling destroyers. A daring battle plan and a stroke of luck gave the Japanese force the advantage of surprise. The story has been told and analysed many times, but still there is controversy, especially about whether she was torpedoed. Here is what some survivors remember.

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### **From: ALEX BELL, Cromer, NSW.**

Alex was a leading seaman, (ordnance) in B Turret. He remembers that B was the only turret that was not hit, but as power was lost, they could not return fire. As he was nearest the exit he was sent to see what had happened and he was horrified at the damage, with dead and wounded. They were ordered to take fire extinguishers to fight fires amidships, but they were not very effective. They could not use fire hoses as there was no water pressure. A couple of US Navy destroyers came alongside to take off wounded and passed them their fire hoses, which had good pressure.

But suddenly there was an alarm (when the USS Chicago fired on them) and they had to leave in a hurry, taking the hoses with them. Alex said they all battled for survival for some hours. There were lots of wounded. Just before dawn they were ordered to abandon ship and he was taken off by the USS Blue, then transferred to the USS Fuller, a transport. He said all they had on was shorts and shirts and the Yanks fitted them out with new US Marines outfits.

*(Alex joined the navy in 1934 and turned 95 on 1<sup>st</sup> August. He was wounded aboard HMAS Manoora during the assault on Hollandia and lost an eye. He became a Diver and believes he is the oldest surviving 'Hard hat' diver).*

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### **From; EARL CHISHOLM, Sydney.**

Earl was an Officer's Steward whose action station was in the After- HACP, situated under the After-Control. Earl told us that the first indication they had that something was wrong was when the ship 'Shuddered' and the lights went out. They did not hear any explosion as they were in a tightly closed space, with steel walls. But they knew that something serious had occurred.

Soon afterwards they were told to leave their post and help tend to the wounded. The four inch gun positions were nearby and they had taken a direct hit. Some were killed and many were injured. There was mayhem but no panic as they helped set up first aid posts wherever needed. The attack had been very brief, but deadly in effect. Some hours later, when all the wounded had been transferred to an American destroyer, Earl was also taken aboard the destroyer USS Patterson.

*( HACP means High Angle Control Position, which tracked enemy aircraft and transmitted firing directions to the four- inch A.A. guns).*

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**From: ROY STEPHENS, Williamstown, Victoria.**

Roy was a stoker, whose action station was as Messenger in the After Damage Control Room, on the main deck. When the ship was hit, they were plunged into darkness, but unhurt. But the Main Damage Control Centre, further forward, was blown away. Lt. Mussared, the OIC, although wounded, came down to take charge. The telephones were dead so he instructed Roy to hurry to the bridge to tell them what had happened.

Emerging into the upper deck in total darkness, Roy realised he had never been up to the bridge before, and began to make his way forward. Suddenly a voice yelled out "Look out, there's a man's legs there !". A wounded man lay in his path and Roy had no option but to step over him and plough on. Climbing ladders in the dark, he found the bridge and passed his message on to the first person he encountered.

He was an officer whom Roy did not know. Roy was ordered to go back and tell the engineers to pump the starboard tanks across to the port side to try and stabilise the ship, which was listing heavily to starboard. Roy got back as quickly as he could, but the order could not be carried out because there was no power for anything. He was told to go back to the bridge and inform them of the situation.

Roy did his best, but of course, it was pointless and too late anyway. He joined a 'bucket brigade' trying to fight fires with seawater, pulled up on ropes over the side. In the end, he had to abandon ship by climbing hand over hand, down a sloping rope to reach the deck of the destroyer USS Patterson, leaving the Canberra (with his belongings) to its fate.



*HMAS Canberra in Sydney Harbour and libertymen landing at Man O' War Steps, near where the Opera House now stands.*

**From ALAN HINDS (AB) Melbourne.**

Alan remembers emerging from his action station in the After Gun Control Room to a scene of devastation on the nearby 4 inch gun deck, which had been badly hit. It was a very dark night and the only light was from the fires. Looking up, he saw the ship's aircraft ( "Pusser's Duck) and there was a seaman, a big strong man, wrestling with the aerial bomb attached to the plane.

He released it and somehow carried it down to the deck and dumped it over the side. If it had exploded, it would have caused many more casualties. Alan thought it was an extraordinary feat.

Alan also recalls that whoever was in charge of the controls for flooding the magazines, wanted to open the cocks (which was done manually) but was made to hold on until the magazine crews were allowed out. This saved a lot of lives and then the magazines were flooded, which probably saved the ship from blowing up.

There was a terrible sense of loss, because so many had lost mates, but one of the saddest stories that Alan relates is about the Observer of the aircraft crew, Flight Officer Duncan Murchison. He had just received news that his wife had given birth to a daughter and he could not stop talking about it. He was so excited but he was killed, with the rest of the flight crew, by the first shells.

After hours of firefighting with buckets of seawater, they were also throwing water over the decks to try and cool them down. A lot of the men had bare feet and the decks were getting too hot to walk on. In the end, he was taken off on the destroyer Patterson, then on to the USS Barnett, which had many badly burned survivors from the American ships which had been sunk in the battle. He was sickened by the terrible smell of burned flesh and the sulphanilamide powder they were using to control infection. He helped with the wounded wherever he could.

Arriving at Noumea, he was put aboard an American 'Tramp Steamer', which he says, was a clapped-out rust-bucket in disgusting condition and was never more relieved than when they sailed in through Sydney Heads.

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**From: NORMAN (NOBBY) CLAYTON, Victoria.**

Nobby was a seaman torpedoman in B turret in charge of electrics. He said they had not slept for 3 days, as they had been at action stations while bombarding targets on Guadalcanal. He was dozing in the shell room when all power went off. They did not realise what was happening but his job was to get the auxiliary lights back on. He had to scramble across the shell ring in the dark and up the barbettes ladder to reach the switch for the battery-operated lights, so that the turret crew could all see to get out.

He eventually got out and dropped down to B deck and made his way aft to the quarterdeck, where he was later taken off by the USS Patterson, which transferred them to the USS Barnett. There, they helped look after the wounded until they arrived at Noumea. There he was taken aboard the President Grant, bound for Sydney, while the wounded were taken on to New Zealand.



**From MAX FARRELL< Leading stoker, Beaumont, S.A. (dec.)**

*I had been hoping to obtain a story from Max, who very nearly lost his life when the 'Canberra' was attacked. Sadly, Max died on 16<sup>th</sup>. July after a long illness, but he had written about his experiences in the navy and we have permission from his widow, Wendy, to extract from them for this issue.*

Max wrote:

“ In August 1942 'Canberra' was part of an American Naval Task Force . Our job was to cover and protect the US Marines landing on Guadalcanal . The heat in a closed-up warship in the tropics is intense. In the engine room spaces and boiler rooms the temperature is in excess of 100 degrees. Sleep is almost impossible when

off watch and we were under bombing attack almost continuously and the noise of our guns and smell of cordite throughout the ship added to the extreme discomfort, and meals; usually “scratch” meals; were taken in relays. After almost three days of this we were quite exhausted, but had been informed that an enemy naval force could be expected next morning.

However, it arrived at 1.43 am and in the next two minutes our ship was reduced to a burning wreck. Nineteen torpedoes had been loosed at 'Canberra' which was the first ship in the line of allied ships in our sector. One struck both our boiler rooms – we lost all power immediately with our main armament ready to fire. The ship was raked from stem to stern with some 28 8 inch shells and was a shambles with almost 25% of the crew dead or wounded.

I had come off watch in 'B' boiler room at midnight and my Action Station was in a “between deck” compartment which was struck by 2 8 inch shells. Out of 26 men, two of us survived. For the next five hours, we searched between decks for the wounded. We threw burning cases of ammunition over the side and tried to ready lifeboats for taking off the wounded.

There wasn't one boat that could be launched – they were all shattered. The decks literally ran with blood and my overalls were saturated after slipping over and carrying wounded men.



*Continued next page.*

Finally the order was given to "Abandon ship" but the fear of sharks kept us from jumping overboard. Eventually the US Destroyers 'Patterson' and 'Blue' came alongside to lift off the wounded and survivors. I went over the side and down a rope to the 'Blue', where a big black sailor grabbed me as I went past and hauled me aboard.

'Canberra' was now developing an alarming list. She had to be sunk because there was no way she could have been towed back to a shipyard. In Sydney 2 weeks later, we were fitted out with new kits (having lost everything) and sent home on 'survivors' leave."

*Max was in the first draft to 'Shropshire' and was discharged in April 1946.*

### **From; DES JONES, Yarrawonga.**

Ex-stoker Des Jones told me that when the 'Canberra' was attacked, he was a member of a Fire Control party in the Forward Damage Control Room. The stoker next to him was George Yates. Des noticed that George was wearing some gold rings. Suddenly a shell came in and George's left arm was taken off 'Clean as a whistle'. As they stood there, stunned, with the arm on the deck, George said "Des, get the rings off me fingers will you mate?"

Stunned, all Des could say was "Not likely mate". He grabbed George and gently helped him into the Sick Bay, which was nearby. Des said that there was surprisingly little blood. He made George as comfortable as he could and left him there. Obviously there were more pressing matters to attend to. Des said he met George about two years after the war and he had a prosthetic hand. He wasn't wearing any rings.

Des went on to 'Shropshire' and was in the first draft to England.



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**From: MACKENZIE J. (MAC) GREGORY, Lt.Cdr. RAN (Ret.)**

*Mac was a Sub.Lieutenant and Officer of the Watch on the night the HMAS 'Canberra' was hit and he has written extensively about the battle. This story, and all his other writings as a naval historian, can be viewed on his website; Ahoy.tk-jk.net*

*Mac has given us permission to quote from his personal experience of the attack and we have extracted the following story for this special issue:*

**“We are hit.** I called the Navigating Officer and the Gunnery Officer; the P.C.O. sighted 3 ships on our starboard bow and gave the alarm and the order to load the 8 inch turrets. The Captain quickly arrived to be first to reach the bridge. I sighted torpedo tracks approaching down the starboard side – the Captain ordered full ahead and starboard 35 to quickly swing the ship to starboard.

The Navigating Officer reached the bridge and told me that he had the ‘Con’, thereby taking over from me. The Gunnery Officer had taken over from the P.C.O. and moved to the Port enemy bearing indicator. Further torpedo tracks crossed the bow. Ahead, star shells were lighting up the scene and aircraft dropped flares to starboard. As I left the bridge, we again altered course.

I hurried to my action station in the fore control (above the bridge) – there was an explosion amidships, we were hit on the 4 inch gundeck, the Walrus aircraft was blazing fiercely on the catapult. A shell exploded on the port side just below the compass platform and another just aft of the fore control.

The Plotting Office received a direct hit. The shell that demolished the port side of the compass platform mortally wounded the Captain, killed Lieutenant Commander Hole, the Gunnery Officer, wounded Lieutenant Commander Plunkett-Cole, the Torpedo Officer and severely wounded Midshipmen Bruce Loxton and Noel Sanderson. I had virtually been surrounded by shell hits but luckily remained unscathed. In the fore control standing alongside me, Able Seaman Oliver was hit from the explosion just aft of our position – he was given morphine but was a very sick young man.

The ship now lost power and took on a noticeable list to starboard. For *CANBERRA*, the war was over. Only 2 – 3 minutes had elapsed since the ship went to action stations.



*4 SURVIVORS*

Sub. Lieut. Mac Gregory, (Holding binoculars) Midshipman Farquar, Sub.Lieut. Royce Dawburn (in cap) and Sub.Lieut Ray Green.

*Continued..*

We were blazing amidships with 4 inch ammunition exploding and we had developed a severe list to starboard. There was no power and no water pressure for fire fighting. The fore control was abandoned and I went to assist with the wounded and dump ammunition. At one stage I went below decks in the vicinity, but the list made it difficult to proceed. The ship gave a shudder and suddenly took on an even greater list to starboard. I feared *CANBERRA* was about to capsize, I would be trapped and that this was the end for me. However, the ship steadied and I scrambled back to the upper deck, and survival. I tried to move to the stern but could not pass the fierce fires amidships.

Even in times of crisis, one acts quite illogically. One of my prized possessions was a genuine "Gieves" officer's cap with gold embroidered badge, which I had thrown into a corner when I had reached my action station and donned my 'tin hat'. I decided to try and retrieve it and scrambled back up to the fore control. Alas ! Just a large hole where I had left it – so much for foolish pride.

On my way down I came across two sailors with someone on a stretcher. It was Bruce Loxton and he had ghastly wounds and I did not think he would survive. He was conscious and I said "How are you Bruce ?" He replied "I will be alright" and his fighting spirit pulled him through. He continued his career as an executive officer and retired as a Commodore.

At about 0330, *PATTERSON* came alongside our port side, forward of the 4 inch Gun Deck. She provided pumps and hoses for fire fighting and proceeded to take on board wounded from the fore-half of *CANBERRA*. Captain Getting was among those removed to *PATTERSON*. At 0430, she ordered all lights to be extinguished – she had sighted a hostile ship, so she quickly slipped or cut all lines.

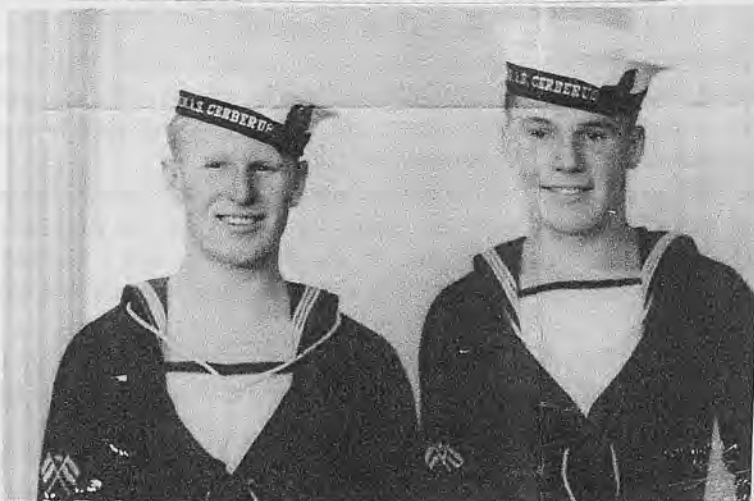
I vividly recall her captain's reassuring words "Don't worry, we'll be back".. As *PATTERSON* quickly got under way, the enemy ship opened fire. I still had my 1900 binoculars ( from the fore control ) around my neck. I used them and recognised *CHICAGO* – she had mistaken *CANBERRA* for a burning Japanese cruiser. *PATTERSON* used her searchlight and exchanged fire with *CHICAGO* before their true identity was established. Both ships ceased fire. Another error in a night that may well be described as a 'Comedy of errors' – but then, we did not have much to laugh about. It commenced to rain to add to our discomfort.

The ship's list suddenly increased and we were ordered to 'Stand by to abandon ship'. I discarded my boots, but kept my binoculars. *CANBERRA* steadied and the final order to leave was not given – at that time. I put my boots on again. As daylight broke, *PATTERSON*, keeping her promise, returned and secured starboard side aft and proceeded to take off the ship's company gathered there. *BLUE* secured to the port side forward and took off the rest of *CANBERRA*'S crew, including myself. The time then was about 0630".

*Mac managed to hang on to his binoculars from the Fore Control and still has them. It seems that the USS Patterson and USS Blue saved a great many lives that morning.*



## A TALE OF TWO BROTHERS.



**William James ( Jim ) Thurlow**  
**Killed in action aboard HMAS**  
**Canberra, 9<sup>th</sup>. August 1942,**  
**Aged 21.**

**Thomas Cecil ( Tom ) Thurlow**  
**HMAS Canberra – HMAS**  
**Shropshire. Died 4<sup>th</sup>. August**  
**2012. Aged 89.**

We are indebted to Mrs. Jeanne Tyack for the following letter, informing of her father's death.

*P.O.Box 551 Torquay 3228 ( [tyack11@bigpond.com](mailto:tyack11@bigpond.com) )*

*Dear Ron, I have enclosed a photo of my Dad Tom Thurlow, who recently passed away at Alan David Lodge, Grovedale (Geelong) on 4<sup>th</sup>. August, 2012, aged 89 years.*

*Tom was born in Brunswick on 6-2-1923. Dad enjoyed getting "Shropshire Times" and has kept every copy sent to him. I must say I also find them most interesting.*

*I think Dad was a leading Signaller. These old World War 2 guys were just so special, they do not make people like them any more, more's the pity.*

*Dad's funeral was 70 years to the day that the 'Canberra' was sunk !  
Kind regards, Jeanne Tyack ( Tom's daughter ).*

Accompanying the letter was some other information that tells us that the brothers joined the navy together on 21<sup>st</sup>. May 1940. Both Signallers, they served together in HMAS *Canberra*.

When the ship was attacked, Jim was on the Flag Deck and was killed. It would have been a heart-rending shock for Tom to find his brother dead. Under the circumstances, he was not able to have a proper service for Jim. He had no option but to leave him where he lay, to go down with the ship, so he covered his body with signal flags to give some measure of honour and dignity to him, before saying his own goodbyes.

*(End of 'Canberra' stories)*

# Australia takes possession of new “SHIELD”.

## Australian Defence Vessel “Ocean Shield” arrived at HMAS Stirling after sailing from Norway.

Defence Minister Stephen Smith says the ‘Ocean Shield’ will provide humanitarian and disaster relief capabilities, and will be able to undertake patrols in the southern ocean to provide surveillance and apprehend any vessels operating illegally. It could also operate in sub-antarctic conditions.

The former Offshore Support Vessel Skandi Bergen, will be home-ported at Fleet Base East, as part of the Navy’s overall capability. The 6,500 ton ship has a very unusual shape, with more than 1,000 m<sup>2</sup> of flat deck space and a helipad. It is capable of 16 ½ knots forward and 13 astern and is highly manoeuvrable with five powerful thrusters.

The ‘Shield’ has capacity for 1,000 tons of fresh water and has accommodation for 100 people. Equipment includes a 60 ton crane. Built to withstand the harshest conditions, it can hold position even during a cyclone.

ADV Ocean Shield (not HMAS) has a civilian Captain, Capt. Jason Britton. Chief of Navy, VADM Ray Griggs says he is very happy to have this ‘State of the art’ ship; that it will be a great addition to our capacity for disaster relief. Captain Britton praised the versatility of the ship and predicted “This ship will make a name for herself – she will be famous one day”.



(Source: Navy News)

VADM Ray Griggs, Stephen Smith and Capt. Britton hold a press conference on the foredeck. Inset, the Ocean Shield. Note the flat front of the ship (not a pointed bow) and low freeboard.

## Letter from Norman McCurry:

Dear Ron, reading the June edition of "Shropshire Times" gave me a buzz when I read your article about George Wellington. George lived at Oak Park, Charlie Walton at Pascoe Vale and I at Essendon. For many years we attended football matches at 'Windy Hill'. Mention of Charlie brought to mind an experience we shared at the service of commemoration of the 50<sup>th</sup>. Anniversary of the loss of HMAS Canberra. (As follows).

### "A man from the lower deck"

One Sunday morning in 1992 I was listening to 'Macca' on the ABC and his 'Australia All Over' programme. To my surprise I heard the voice of Charlie Walton talking to Macca, telling him about the forthcoming commemoration service for the 50<sup>th</sup>. Anniversary of the loss of HMAS Canberra in August 1942.

Charlie wanted to invite all survivors and families and friends to attend the service which was to be held at St. Thomas's Church, Clarendon St. South Melbourne, 'next' Sunday at 2 p.m. Macca gave Charlie plenty of time to get his message across and went on to tell the listeners about the advent of HMAS Shropshire.

I phoned Charlie later to congratulate him on his 'broadcast' and he invited me to help on the day, which I was very happy to do. The church was full; the order of service excellent and quite moving. The navy was well represented, including a band. An important guest was Richard McGarvie, Governor of Victoria.

I adjourned to the Church Hall, where afternoon tea was being served. As soon as I entered I was approached by the Governor, hand outstretched, who said, "Richard McGarvie". I replied "Norman McCurry your excellency". He then said, "This is an informal occasion Norman. What I would like you to do is escort me around so that I could talk to the survivors of Canberra".

"You know Norman" he went on "I was an able seaman in the navy and served for some time in the 'Arunta'". I replied "I'm aware of that, as I am a friend of one of your shipmates!" I also told the Governor that I was not a Canberra survivor and that Charlie Walton was the best man to assist him.

So for the next hour, McGarvie\* talked to all and sundry about the wartime service of Australian 'Matelots' in the RAN. To my mind, it proved the cliché "You can take the man out of the navy, but you can't take the navy out of the man".

(\*The Hon. Richard Elgin McGarvie, AC, KStJ, QC.: 21.5.26 – 24.5.2003. Judge of the Supreme Court of Victoria; Governor of Victoria 1992 – 1997).

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**REUNION ALERT !** Our Annual Reunion will be held on Wednesday 24<sup>th</sup>. October, at Waverley RSL Club from 12 noon. Full details and booking form on back page. *Mark your calendar now ! ! ! !*

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## ***Royal Navy plays major role to bring the Olympic Flame to Britain.***

On 18<sup>th</sup>. May 2012, a large crowd had gathered at Culdrose, the R.N.A.S. Base, to witness the arrival of the Olympic Flame from Greece. The flame had been lit by the sun in traditional manner and had travelled around the Peloponnese before being presented to Princess Anne.

The Flame (plus 3 backup flames) had been carried aboard an Airbus, co-piloted by an ex-navy flier. Accompanying the Flame were: Princess Anne, Games Supremo Lord Coe, Olympic Ambassador for England David Beckham, London's Lord Mayor Boris Johnson and Sports Minister Hugh Robertson. Also some young runners who would carry the flame on one of the 8,000 legs of its relay around Britain.

The waiting crowd had been entertained by the Navy's Black Cats Lynx Helicopter display team and the Band of the Royal Marines,

All ceremonies finally over, the Flame was kept overnight under guard in the Wardroom. At 5 a.m. next morning, the C.O. of 771 Naval Air Squadron briefed the helicopter pilots. One to carry the Flame, plus one as backup, to fly the Flame to Land's End, where the torch of the first runner, Triple Gold Medallist Ben Ainsley, was ignited.

### ***We Will Remember Them***

**Raymond Thomas FAHEY, AB. Howrah, Tas. Born in Richmond.**

**Died 30-3-2012, aged 87.**

**Jack Campbell STANBRIDGE, Tel., Swan Reach, Vic. Born in East Malvern, Vic. Died 2-6-2012 aged 85.**

**Carlyle James JOHNSTONE, L/sto., Warana Qld., Born in Brisbane. Died June 2012 aged 89.**

**Maxwell Leonard FARRELL, L/sto. Beaumont S.A.**

**Died 16-7-2012 aged 89.**

**Ron William EMERY, AB. Kensington Park, S.A.**

**Died August 2012, aged 89.**

**Keith Stanley HODGSON, AB. Born in Fitzroy.**

**Died Ringwood 13-8-2012, aged 86.**

**Thomas Cecil 'Tom' THURLOW, L/sig. Born in Brunswick.**

**Died Geelong 4-8-2012, aged 89.**

**Robert Charles BOYD, AB. OAM. Ulverstone, Tasmania.**

**Born in Strahan, Tas. Died Ulverstone 4-8-2012, aged 87.**

***Lest We Forget***



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**97<sup>th</sup> Birthday Greetings to A.W."Bert" Norgate, on 8<sup>th</sup>. September.**  
**Bert was a Sub.Lieut. in HMAS Shropshire at commissioning, after serving in Royal Navy ships. He is still in fair health in the Yarra West Aged Care Facility. (Contact: Son, Leigh. Inorgate@ausmarco.com.au)**

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### INVITATION

The next Committee Meeting of the HMAS Canberra and HMAS Shropshire Association will be held on Monday 5<sup>th</sup>. November at 11 a.m.

Venue: The Naval Centre, 146 Toorak Road, South Yarra.

*An invitation is extended to Veterans, Family members, Friends, all who may be interested to join us for a brief meeting followed by refreshments; (Beverages, hot pies and pasties!)*

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### Who are the signallers ?

On page 10 of our last issue there was a picture of two signallers on the bridge of HMAS Shropshire. We asked if anyone could identify them. As a result, Aub Telfer received this letter from Mrs. Heather Hall, SA41 Lindsay Gardens, 35 Lindsay Rd., Buderim, Queensland, 4556.

Dear Aub,

After hearing the sad news of Frank Browne's death I have found it very hard to put pen to paper. We will not forget his kindness and friendship to others in time of need – he just seemed to have the ability to judge the situation and to make the most of it -- good or bad !

I would like to wish you well for the hard road ahead; helped by all Shropshire lads , as and when they are needed.

Thank you for our Shropshire Times. My family and I look forward to it so much. The enclosed ( donation ) will help in some small way, for stamps I guess.

We were very interested in the photo on page 10 of the June Shropshire Times. The more I look at it the more convinced I am that it is my husband, **Keith; K.A. Hall**, PM4469 (Signals), and my brother – also a Shropshire lad, **A.R.McLachlan**, (Radar), feels the same. We have been quite excited !

Just in closing, I see Allan Hinds name and photos so often in the Times. Keith and I had the pleasure of working with him years and years ago, and it's always nice to say hello to him. Next time you meet up with him you might mention I asked after him . Thanks Aub.

Thank you for all your hard work. Good Luck and Good Health to all.  
Sincerely, Heather Hall.

*Thank you for your letter Heather, and the donation. The 'Times' is an expensive exercise and our treasurer has a very worried look !*



### **New Western Australia Committee accepts old banner.**

As stated in our last issue, the Canberra and Shropshire Association has been re-activated in the Golden West by ex-crew members of HMAS Canberra II. WW2 veterans Bill Kynaston and Jack Gallagher have presented the W.A. Division Banner to the new committee, shown here with the banner. They are, left to right: Greg Brumby, John Scarfe, Teresa Blackman, Ray Graham, Wade Green, Lee Webster. Lee was the instigator of the move to set up the new organisation and is the Webmaster for their website:

<http://www.hmascanberra.com/news/associationnews.html>

The latest news we have from them is that they are now based in the Navy Club in Fremantle and are in the process of being incorporated. New members will be invited to join in September. The Association has a permanent booking for a monthly meeting which will be on the third Saturday of each month, commencing at 1100 hours. Those wishing to attend should Email Lee Webster at [webmaster@hmascanberra.com](mailto:webmaster@hmascanberra.com)

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*Napoleon came home wet, weary and wounded and went straight to Josephine's place. He was shocked to find a large pair of gumboots outside her door. "Josephine, Josephine" he called out. "What are those rubber boots doing on your doorstep?" "They're not rubber boots" replied Josie. "They're Wellingtons!"*

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Material intended for publication may be sent direct to:

Ron Russell, 50 Nepean Highway, Dromana, 3936. (Ph: 03-59818987)

**NOTE: New E-mail address: [ronrussell21@hotmail.com](mailto:ronrussell21@hotmail.com)**

## "SHROPSHIRE GALLERY"

### Jack (Slim) TRAWN. AB.

Jack writes " I joined the navy and was shipped to the 'Shropshire' which then went to New Guinea, Borneo and Japan for 3 months as part of the peacekeeping force.

I was made Captain's Orderly for a trip to England with the Victory contingent, after which I was demobilised in Melbourne.

I did a course in painting and sign-writing and worked for Borthwicks Meats, in charge of the maintenance crew, until they closed. I married an angel and we had 4 children – the tally is now 16, which keeps me busy !

After 50 years, I lost my angel to cancer. Now live with my son Frank and his wife Kerry in Riddells Creek. I am now an artist having won the McAuley Award at the 2005 Werribee exhibition and some trophies in the DVA State competitions.

*(Some years ago we published some of Jack's drawings from 'Shropshire'. Thank you Jack.)*



*Jack Trawn sent us this picture he "just came across" somewhere. The ship is not identified. Could that be an Australian flag at the masthead ?*

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**90<sup>th</sup> BIRTHDAYS**

*From our records, the only veterans we can identify as reaching that magic milestone in the next 3 months are:*

**Douglas John BLANEY, Cook, turns 90 on 19-11-2012.  
Born in Brisbane, Resides in Hawthorne, Qld.**

**Jack William LEVY, MBE, Lieut. Commander. Turns 90 On  
23-10-2012**

**Born in Williamstown. Resides in Hampton East.**  
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**HMAS Canberra and HMAS Shropshire  
Association ( Vic.) 2012 Annual Reunion  
Will be held on Wednesday 24<sup>th</sup>. October 2012,  
from 12 noon  
At the Waverley RSL Club.**

Because we no longer have sufficient numbers attending, we are not using the upstairs function room this year. All guests will assemble in a screened-off section of the Club Lounge on the ground floor.

After a "Meet and greet" period, a **3 course meal lunch** will be served in a section of the Club Restaurant from about 1 p.m.

Because of this, the cost this year is greatly reduced, to only **\$25 per head.**

*Use this coupon to book, or just send names, money and details, as shown.*

*No receipts will be sent to confirm bookings, so please mark your calendar.*  
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**To: Mr. Ron Strachan, 3 Quercus Court, Mt. Waverley 3149.  
I / we wish to book for the 2012 Annual Reunion on Wed. 24<sup>th</sup>. October**

**NAME.....**

**Accompanied by .....**

**No. of persons ..... @ \$25 per head, total \$.....**

**By cheque ? ..... or Money order ? ..... (No cash please).**