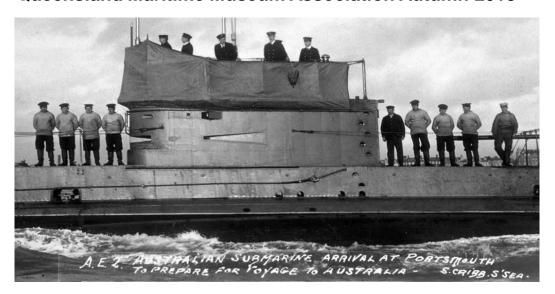




# **Manifest**

#### **Queensland Maritime Museum Association Autumn 2018**



#### New exhibition explores role of Royal Australian Navy in WWI

Over one hundred years ago, on 14 September 1914, Australia's first submarine *AE1* disappeared while patrolling the seas near present day New Guinea. No trace of the vessel or its 35 hands had been found until December 2017.

This story is now being told in a new exhibition at the Queensland Maritime Museum, War at Sea – the Navy in WWI which opened this month.

The experiences of Australian sailors in World War I has largely been overshadowed by the stories of soldiers on the Western Front or at Gallipoli. This Australian National Maritime Museum travelling exhibition draws on the personal accounts of Navy servicemen – through their diaries, mementoes, ship's logs and letters home – to tell their

incredible stories of bravery and sacrifice amidst the drudgery of life at sea, patrolling, blockading and escorting troopships.

The mystery of what happened to *AE1* is explored alongside the story of Australia's second submarine AE2, which became the first Allied vessel to breach the Dardanelles in Turkey, disrupting the Turkish forces moving to defend the Gallipoli peninsular in April 1915, and the story of the RAN Bridging Trains during the Gallipoli campaign.



Patron:

His Excellency the Honourable Paul de Jersey AC Governor of Queensland

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# War at Sea – the Navy in WWI (cont)

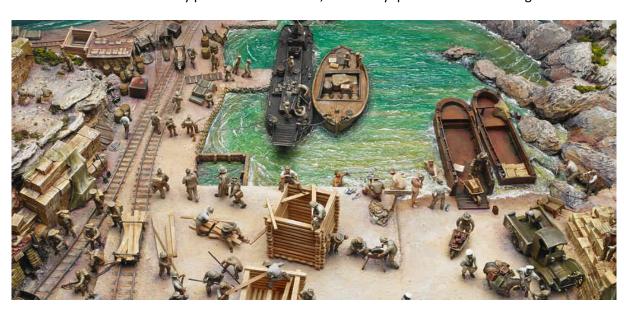
The exhibition features rare objects from the National Maritime Collection, the Australian War Memorial, and the National Film & Sound Archives including medals posthumously awarded to Lieutenant Leopold Florence Scarlett - lost with submarine AE1.

Highlighting the tragedy of the war and the loss of life, the exhibition features letters of condolences following the disappearance of AE1, including a letter from Winston Churchill to a grieving widow.

Also on display are poignant artefacts such as sailors love tokens and grand commemorative medallions dedicated to Australia's first major naval victory – the

defeat of the seemingly invincible German raider SMS Emden by HMAS Sydney in November 1914. Visitors also see rare archival footage of the Navy during WWI which gives a window into life on battleships as well as the troop transport ships which ferried soldiers around the globe.

The activities and subsequent loss of AE2 off Gallipoli is highlighted by footage from inside the shipwreck filmed during the first dive to the site by Australian and Turkish maritime archaeologists June 2014. Sailor's diaries also form a key part of the exhibition, with many quotes featured throughout.



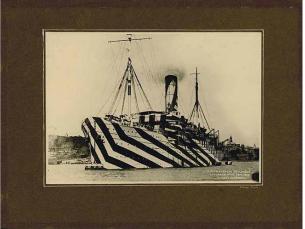
Australian National Maritime Museum director Kevin Sumption reflected on the importance of the new exhibition in telling the full story of Australia in World War I: "Australia's involvement in the First World War was a defining moment in our nation's history, helping form many of the ideas of national identity we still have today," he said.

"The contribution of the Royal Australian Navy to the First World War, by a naval fleet formed less than a year before the outbreak of war, was significant, serving in all theatres of the war from the Pacific and Indian Oceans to the Mediterranean and North Seas. It is our hope that this exhibition will give due recognition to the brave naval servicemen who sacrificed so much," he said.

The exhibition is currently on a national four-year tour with thousands of people across the country expected to gain a better understanding of the role of the Royal Australian Navy in WWI.

While the exhibition is not large, it is very personal, tracking the lives of the sailors through their own words in many cases. Some of the vitrines have pull out drawers underneath and visitors are encouraged to read more about the objects by looking at the letters and diaries that relate to them.













Presenting Partner

#### **Bass Monkey Weather**

By Bryan Wood

It was a cold day, somewhere in the winter of '63; the officer was not yet on deck, so we decided to show a little initiative, since this was to be the last lifeboat drill before exams.

The canvass cover was frozen stiff; it took all, about ten of us, to remove it. On boarding the boat, we completed a check of all the equipment ~ the bung, yes, we mustn't forget that, oars, mast, storm sail, all good, next were the bow and stern lockers, water, barley sugar, biscuits, so far so good, rudder, axe, smoke flares, a gallon can of wave oil, etc.. etc., yes, it was all there.

We were now back on deck awaiting the training officer. They were a mix of ex R.N. and Merchant Naval officers. This was one of the latter, a true sailor, who went to sea as a fifteen year old, in the days of sail, the last of the clipper ships, transporting wheat and wool from Australia to the U.K amongst other things. Now, still working well past the age of retirement, it did not take much to start him reminiscing, and this was to be one of those days.

So there we were, with hands tucked under our armpits (hands in pockets wasn't tolerated) and stomping our feet to ward off the cold, each deep in thought, mentally preparing for the upcoming exams. Then one cadet eventually broke the silence with "bl\*\*dy hell I wish he'd hurry up, it's cold enough to freeze the bl\*\*dy balls off a brass...", but that's as far as he got. He was stopped short by a resounding voice from behind us. The officer had arrived. In fact, he had been there all the time, watching and listening, out of sight. "Of"..., he shouted, "if you're going to use such colourful language on my deck, at least get it right". And so we stood listening to yet another story from the past.

Now, after all these years, I cannot remember exactly how he told it, so I will put it together in my own words. Let us start with - what is a monkey? Well, put simply, a monkey had to be

the smallest of its kind – plus some clever aspect not usually found in the others, and the list is long, but I'll mention a few, just to give you an understanding of the nautical monkey.

Powder monkeys were hand-picked for their size and intelligence, short enough to run under the beams on the gun decks and below the height of the bulwarks on the upper decks (out of sight of enemy sharp shooters), and intelligent enough to handle explosives, they were...SHIPS BOYS – FIRST CLASS





A monkey fist is essentially a hollow knot encapsulating a weight, which could be anything from a small rock to round shot of lead or iron. The monkey fist is attached to a heaving line to increase the throwing distance.

A monkey block is the smallest of rope blocks having a single sheave and a built-in swivel eye.



Warm clothing was essential when working aloft, but the long overcoats worn by landsmen were far too restrictive and so the 'monkey jacket' became the clothing of choice. The monkey jacket was a small waist length, eighteen buttoned coat with three buttons on each cuff.

Monkey Bridge & Monkey Ladder
The highest navigational platform on a ship - a small (often open) deck above the main pilot bridge commonly known as a 'monkey bridge' and is accessed by a small, 'monkey ladder'.

NB. – S.T. FORCEFUL was built with a monkey bridge, accessed by a monkey ladder and is currently being restored in the Q.M.M. workshop.

Swivel guns were an invention of the 14<sup>th</sup>. century. They were a small gun mounted on a swivelling fork which allowed a wide arc of movement. The swivel gun was principally an anti-personnel weapon aboard ships in the days of sail.

They were the smallest of the ship's guns, having a length typically less than 1mtr (3 ft.) and a bore size of up to 3.5 cm. (1 1/4in.) and fired either grape or round shot. Originally,

of wrought or cast iron, swivel guns were the ship's 'monkey guns'.

Iron

Monkey

Brass, or braes, as it was in old English, simply meant an alloy of copper and <u>any other metal</u>, principally tin to begin with, but later zinc became more prevalent. Indeed some of the larger, so-called "brass" guns of the British Navy were actually around 75% cast iron with copper, tin, zinc and small amounts of other metals thrown in. The point being, all alloys containing copper were brass.

Eventually brass, copper/tin or copper /zinc replaced iron for manufacturing swivel guns and these became 'the brass monkeys'.



**Brass Monkey** 

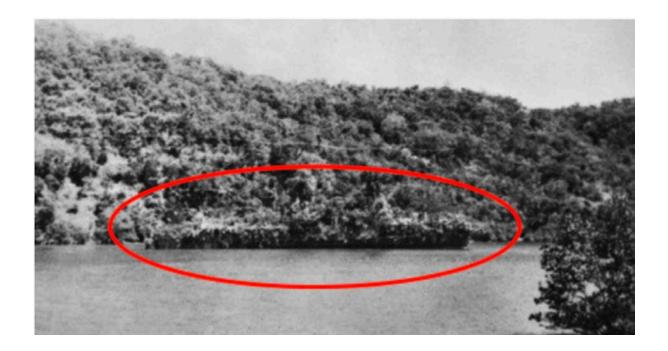
Firing grapeshot from a brass monkey was not a problem, except, perhaps, for uninvited boarders. However, according to legend, a problem arose when ships sailed into the colder climes, such as the north Atlantic in winter, for instance. The shot of course was never stacked on deck as depicted in some illustrations, but was stored below, either in a shot locker or on a garland. The brass monkeys, on the other hand, mounted on the bulwarks or stern rail, even with their protective covers on, were subjected to sub-zero temperatures, and pirates often used smaller and faster vessels to sneak up from astern (as do modern day pirates) resulting in thermal contraction to the point where the balls would no longer fit the bore.



"Well"? – "Are you just going to stand there yacking all day"? – "This is supposed to be a lifeboat drill... get to your stations before we all freeze to death..., it's cold enough to freeze the balls of a brass monkey".

Yes, now it makes sense..., it is <u>of</u>..., not off.

# That time a Dutch warship pretended to be an island to evade the enemy



By Emma Liem (Reprinted with permission)

Sometimes in life, the guy with the drunken, so-crazy-it-just-might-work ideas hits one out of the park and saves the day This is clearly what happened in 1942 aboard HNLMS Abraham Crijnssen, the last Dutch warship standing after the Battle of the Java Sea.

Originally planning to escape to Australia with three other warships, the thenstranded minesweeper had to make the voyage alone and unprotected. The slowmoving vessel could only get up to about 15 knots and had very few guns, boasting only a single 3-inch gun and two Oerlikon 20 mm canons — making it a sitting duck for the Japanese bombers that circled above.

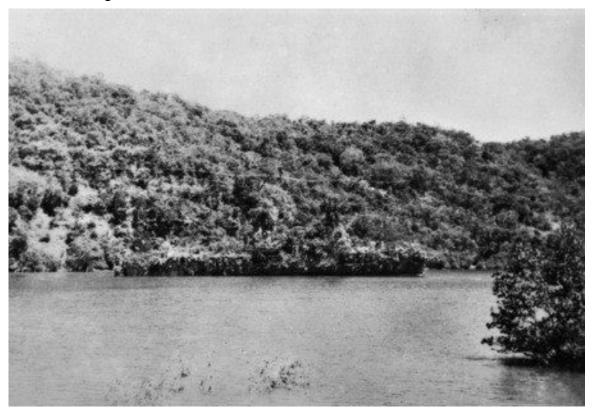
Knowing their only chance of survival was to make it to the Allies Down Under, the Crijnssen's 45 crew members frantically brainstormed ways to make the retreat undetected. The winning idea? Turn the ship into an island.

The Abraham Cristessen in all its jungle finery Photo: Wikipedia



You can almost hear crazy-idea guy anticipating his shipmates' reluctance: "Now guys, just hear me out..." But lucky for him, the Abraham Crijnessen was strapped for time, resources and alternative means of escape, automatically making the island idea the best idea. Now it was time to put the plan into action.

The crew went ashore to nearby islands and cut down as many trees as they could lug back onto the deck. Then the timber was arranged to look like a jungle canopy, covering as much square footage as possible. Any leftover parts of the ship were painted to look like rocks and cliff faces — these guys weren't messing around.



Check out that boat-shaped island. Oh wait... Photo: Wikipedia

Now, a camouflaged ship in deep trouble is better than a completely exposed ship. But there was still the problem of the Japanese noticing a mysterious moving island and wondering what would happen if they shot at it. Because of this, the crew figured the best means of convincing the Axis powers that they were an island was to truly be an island: by not moving at all during daylight hours.

While the sun was up they would anchor the ship near other islands, then cover as much ocean as they could once night fell — praying the Japanese wouldn't notice a disappearing and reappearing island amongst the nearly 18,000 existing islands in Indonesia. And, as luck would have it, they didn't.



Japanese War Planes over the islands

The Crijnssen managed to go undetected by Japanese planes and avoid the destroyer that sank the other Dutch warships, surviving the eight-day journey to Australia and reuniting with Allied forces.

#### "ALL FACE BOOKERS"

ARE YOU WORRIED ABOUT FOMO - FEAR OF MISSING OUT - ON OUR INTERESTING MARITIME POSTS AND WHAT MISCHIEF OUR VOLUNTEERS REGULARLY GET UP TO AROUND THE MUSEUM?

HAVE YOU BOTH "LIKED" AND "FOLLOWED" OUR FACEBOOK PAGE? BY DOING BOTH ACTIONS, QMM POSTS SHOULD AUTOMATICALLY POP UP IN YOUR PERSONAL FACEBOOK FEED. THE LINKS ARE UNDER OUR PROFILE PHOTO - AND YOU'LL NEVER MISS A QMM POST AGAIN......

#### **UBS Mayu**

#### A Sister For Diamantina

In November 2017, the attention of the Queensland Maritime Museum was drawn to the existence of another complete River Class frigate (UBS Mayu) located at the Naval College in Yangon (Rangoon) in Myanmar (Burma).

Mayu was laid down as the British built River Class frigate HMS Fal and was commissioned in July, 1943. Fal served most of her time on the West African convoy routes, based in Freetown. The German submarine threat at this time of the war had diminished and HMS Fal saw no enemy action. With the end of hostilities, she was transferred to the Far East and was stationed in Rangoon, Burma.

An interesting coincidence is that both Fal and Diamantina were commissioned by the same commanding officer, Lt Cmdr Maurice Rose, RANVR. Rose's service records state that he was "the first RANVR officer to be appointed in command of a frigate".

In May 1947, Fal was handed over, on loan, to the Burma Royal Naval Volunteer Reserve, and was renamed HMBS Mayu. In August 1948, she was transferred to the Burmese navy as a gift and was subsequently renamed UBS Mayu. UBS Mayu was the first flagship of the Burmese Navy. She saw 32 years of service during which she participated in many counter-insurgency operations and also served as a training ship for the officers and ratings of the Myanmar (Burma) Navy.

She was decommissioned in September 1979. Following her decommissioning, she was designated an historic war vessel and is now preserved as a museum ship at

Myanmar Naval Training Headquarters, Seikkyi.

Search of the internet has identified a number of sources of information, including Wikipedia, Facebook and Twitter. Facebook and Twitter have given us some photos and contact has been made with an ex-Myanmar naval officer.

The ship was located on Google Earth. The coordinates are 16 degree 43 min 17.20 sec N; 96 degree 13 min 41.66 sec E. She is on land and is located in a well-maintained park.

Available pictures indicate the UBS Mayu is in good condition and she appears to retain most of her World War 2 fittings – including a Hedgehog mount.

Through Facebook, contact was made with Kyaw Iwin (aka KT), a retired naval officer and "World War 2 veteran". He served on UBS Mayu, initially as Instructor of Midshipmen and later as Navigating Officer and as Gunnery Officer.

In answer to some questions, KT replied that UBS Mayu is not open to the public, except on special days. However, it appears that a visit might be possible, through serving naval contacts!

To the best of his knowledge, there is little modification. He mentioned that the "quarterdeck" was modified for helicopter landings and that the after 4" gun was removed. (This might explain the apparent extension to the superstructure aft).

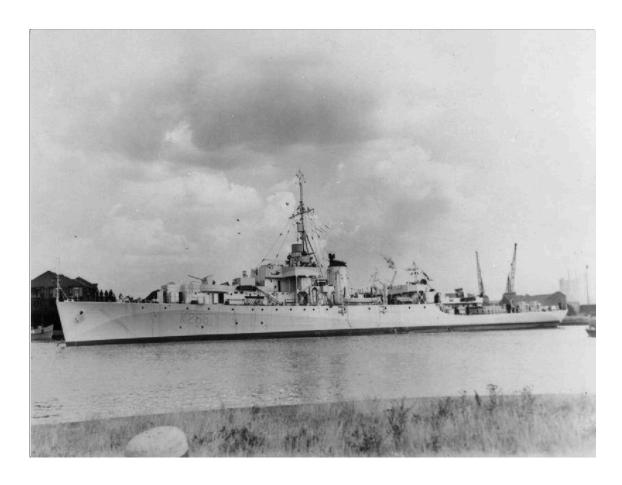
Initially, the intention was to scrap the ship "inside a side creek off the Rangoon River in the vicinity of the naval training base". The late General

Ne Win "decided to retain her as our memento of Burmese naval history and had the creek converted to a permanent dry dock where she rests today on concrete blocks, and connected to shore lighting".

From Russell Stuart, a New Zealand friend of KT, we have (quote) "the River Class Gunboat (sic) was in immaculate condition considering her age, the care and pride was very evident, the grounds manicured."



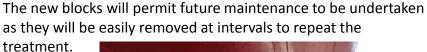




HMS Fal in July 1943 (UBS Mayu)

### **Diamantina Block Replacement Project**

Beneath the *Diamantina* a program to replace all the wooden blocks supporting the hull and on top of the concrete mounts has now been completed. The reason for the project was to enable corrosion removal and surface penetration and painting of the areas of her hull, covered for many years by the blocks she sits on.





#### What's happening at the Museum

#### Lecture series 21st July 2018 Strange new ship design for amphibious warfare

WW II brought major use of Amphibious warfare to the forefront of warfare. Invasion by sea was the only way to progress the War in both the Pacific and Europe.

Starting with Guadalcanal and North Africa it became the major type of operation to push the Japanese, German and Italians from their strongholds. This put forward a number of Naval requirements that did not exist. David Jones will take us through the developments that came up with some very unusual ship designs that made these invasions possible.

#### The lecture series

is held at the Queensland Maritime Museum in the shipping Room and attendance is by booking and at the cost of a gold coin donation.

#### Lecture series 17<sup>th</sup> November 2018 Life as the Harbour master at Santo, Vanuatu AN INTERVIEW WITH ARTHUR DIACK

The islands in the pacific were still very dependent on sea borne resupply. Arthur Diack was harbour Master in Santo, Vanuato. He will be interviewed about the challenges and life in a remote area of the Pacific when there was a different culture and way of living.

# Lecture series 15<sup>th</sup> September 2018 Brisbane's role in the Days of Coal Fired Ships

Many of us don't realise the importance of the museum in the days of coal. If you look down river toward the Victoria Bridge you'll see some rusty old structures near the shore of the river. These are all that is left of the coaling whares which spread far along the river. Rail lines went past the museum and our coal wagon is just where a bridge went over Sidon Street. John Thiele will fill you in on the coal handling, and hard work that went into refuelling ships during the days of coal. It was hard and dirty work.

## History Alive: A Journey Through Time



http://www.historvalive.com.au/

History Alive: A Journey Through Time is Queensland's most unique Living History Event!

Join us at Fort Lytton National Park on 9 & 10 June, 2018

Buy your tickets online this year & WIN a chance to Fire the Cannon!!

## New Naval War Memorial opened at at South Brisbane War Memorial Park and opposite the rear entrance of the Queensland Maritime Museum

On Saturday 27 May 2017, in the presence of the Queensland Governor, His Excellency the Honourable Paul de Jersey AC, and Patron of the Naval Association of Australia, Queensland Section, the memorial was officially opened by the Chief of Navy.

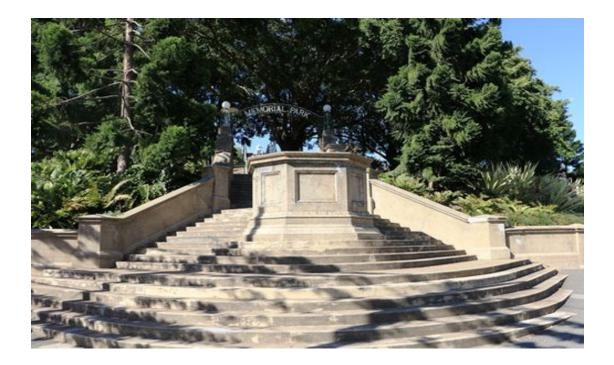
The background to the new memorial, the Memorial Park, was constructed to commemorate soldiers from South Brisbane who died in service or were killed in action in World War One.

The memorial to the right
The supporting information below
Photos by Keith Boulton





The resolution giving authority to secure the area of land opposite the South Brisbane Town Hall passed at a special meeting of the South Brisbane City Council on the 20 May 1921. It was also proposed that the park be divided into 1000 squares and that squares be sold for about 60 shillings for which a certificate would be issued and all money raised would go to beautifying the park in memory of the South Brisbane members of the A.I.F. in the Great War. The park was officially opened and dedicated by the Governor-General, Lord Forster on the 6th August 1923.



The Naval Association had approached the park authority requesting permission to place a statue atop the plinth and permission was granted. Inspections revealed that the plinth had undergone serious failure over the years and the interior was basically rubble. The decision was made to demolish the plinth and replace it with an exact replica. In March 2017, the plinth at the bottom of the stairway to the park was demolished. A bronze statue of a sailor was placed atop the new plinth and is the only dedicated Naval Memorial in Queensland. The restoration work was quite involved and retired tradesmen were called in to insure a faithful replica was put in place. The works were completed in May 2017.

#### Single-Handed Voyage- Exhibition closed

The temporary exhibition wais "Around the World - A Remarkable Voyage" which commemorated the 30<sup>th</sup> Anniversary of Serge Testa's single-handed voyage around the world in a 3 m yacht, *Acrohc Australis*. The yacht was on loan from the Queensland Museum. The Redcliffe Museum hosted a similar exhibition. The exhibition was well received by our visitors.





Maritime Manifest Autumn 2018

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## **Enlistments**

Cameron & Brownwyn Adams	David Matthew Hannan	Vanessa Orth
Amanda Savita Alexander	Phillip Hart	Russell Postle
Grant Allaw	Robert Hume	Christopher Powell
Peter & Sandra Baston	Damien Hutley	Royal Naval Association (QLD)
Matthew & Phoebe Bedford	Gary James	Larissa Seewald
Tim & Denise Brooker	Anthea Jones & Adrian Toscano	Heidi Sherman
Ian Burns	Jayne Keogh	Hattie Smith
Mark Chee	Lynn Law	Angela Sobyra & Ian Poynten
Alan Colgrave	Reuben Lawnton	Nathaniel Leonard St. John
Michael Corby	John Lewis	Roslynne Stannard
Paul Currie	Alan MacDonald	Mike Stone
Jonathan Daly	Jozefa Marrioti-Trotter	Greg Swain & Kelly Smith
John Gilbert	Ross & Jenny McLeod	Paul Wilson
George Godley	John Darrell Moore	Colin Yench
Harvey Alexander Greenfield	Darryl Nield	Phillip York
Owen Phillip Grimes		

Life	~ N /	0 10	$\sim$ $\sim$	0 100
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Robert (Jeff) Andrews	Glen French	John Keenan
Bryant John Berriman	Kevin Fuge	John Keogh
Warren Blee	Fred Gans	Brian Martin
Peter Byrne	Judith Grant	Beatrice Joan McLeod
Lilian Campbell-Innes	Peter Hall	David Morgan
Keith Cogzell	William Heymink	Barbara Poniewierski
Joy Elcock	Victor Horne	Carl Savage
Edward Elcock	Peter Ives	Helen Savage
Jennifer (Jenny) Fison	William Jenkinson	Fabian Sweeney
Richard (Dick) Fletcher	Raymond Jones	Coral Tillett
Frederick Franklin		

## Crossed the Bar

Gwen Buckingham	John Hoge	Joan McLeod	Doug Ward
Bill Collins	William (Bill) Jones	Elizabeth McPherson	Harold Webster
Thora Daniels	Stanley Marquis-Kyle	Laurie Strange	Colin Whale

#### **Honorary Members**

Peter Brennan Madeline Blyth **Keith Boulton** George Buckingham Arthur Diack Harry Bradley Warwick Foote Jack Duvoisin Mark Garlipp George Gee Peter Grant Col Gladstone John (Jack) Hamilton **David Jones** Jack Hopper Dorothy Kirby Catherine Leahy Ben MacDonald Ronald McGeechan Peter Nunan **Graham Price** Samuel Gardaz Pietro Godenzi Anne Whale Arthur (Wally) Walker

Annual Membership fees	
Ordinary	\$50.00
Family (2 Adults, 2 Children)	\$75.00
Concession	\$45.00
Family/Concession	\$65.00
Corporate	\$150.00

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June 15th 2018

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Ms Angela Mr. Chris WILLIAMS Mr. Peter BASTON Mr Mark FORT

**TILLMANNS** 

Mr. Russell Adams Mr. Mike SOBYRA Mr. David ROLLINS Mr. Mark Kavali

#### For your diary

10-27 May		Anywhere Theatre Festival
19 May	2:00 PM - 3:30 PM	Battle of the Midway – Mike Sobyra
9-10 June	10:00AM – 4PM	History Alive at Fort Lytton
9 – 13 July	9:30 AM – 2:30 PM	Pirate's Week
21 July	2:00 PM – 3:30 PM	Strange new ship design for amphibious
		warfare –David Jones