Newsletter

NEWSLETTER
VO. 3 PT. 7 PAGE 322 APRIL 1988

MEETINGS AND REUNIONS

NEW SOUTH WALES	Annual General Meeting 13th May, 1988 12:00 Noon - 3:00 pm	15th Floor Conference Room, OTC House 231 Elizabeth Street Sydney NSW
VICTORIA	Annual General Meeting 13th May, 1988 12:00 Noon - 3:00 pm	3rd Floor, Board Room OTC House, 382 Lonsdale Street, Melbourne
SOUTH AUSTRALIA	Annual General Meeting 26th May, 1988 12:00 Noon	OTC Coast Radio Station McLaren Vale
WESTERN AUSTRALIA	Annual General Meeting 26th May, 1988 12.00 Noon	OTC Office 22 St. Georges Terrace Perth
QUEENSLAND	Annual General Meeting 24th May, 1988 12 Noon	OTC Office 4th Floor 12 Creek Street Brisbane

INTERSTATE MEMBERS AND VISITORS WILL BE WELCOMED AT THESE FUNCTIONS, BUT PRIOR ADVICE OF INTENTION TO ATTEND WOULD BE APPRECIATED BY THE ORGANISERS, NOT ONLY FOR CATERING PURPOSES, BUT TO GET CONFIRMATION OF TIMES AND VENUES.

A MESSAGE FROM THE N.S.W. PRESIDENT

Gordon Cupit

Our thanks to O.T.C. Management for the use of the new Conference Room area for our Annual reunion and for the invitation for members to see the parade of tall Ships on Australia Day. Those who attended were delighted with the view from the balcony which took in the City, Harbour, the Eastern Suburbs, St. Mary's cathedral and Hyde Park. In daylight hours the panorama was magnificent, but as night approached, and the miriad of lights came into view, it was sensational. Those who could not attend surely missed a treat. Be sure to come to the next Annual General Meeting, and see the sights with me from this vantage point.

Planning is now well advanced with the O.T.C. Archives Bicentennial Exhibition, which will be on display at the Paddington Terminal, and which is intended to be open to the public from June to November, 1988.

The overall theme of the exhibition will be a continuous unfolding of the history of overseas communications between Australia and other parts of the world from the delivery of mail by sailing ships to the new and improved services of today. The design will take in various equipment pieces, photographs and supporting documents, and where possible, to include working exhibits of material and equipment that we have available. Arrangements are also being made for the loan of equipment and items of interest from overseas organisations.

To provide depth, credibility, and to ensure the success of the exhibition, some assistance will be needed by O.T.C. staff and Veterans towards the preparation and operation of exhibit pieces.

A very generous budget has been allocated for the design by experts, construction of the exhibit, and towards the cost of restoration and preparation of display items. From what I have seen to date, it is going to be outstanding.

As we have a great number of very experienced and talented members in the Veterans, I will be looking forward to many of you volunteering to assist at various stages of the planning as well as the display itself, and I would appreciate if those who would be interested and prepared to give some of their time to this unique exhibition to contact Alan Arndt by 'phoning 287-5000, or to see me at the A.G.M. where I will be pleased to furnish fuller details.

Trusting to see a record roll-up of pioneers at the A.G.M. (remember, it is a daytime show), and there is no need to travel home in the dark.

MINUTES OF 31ST ANNUAL VETERAN'S REUNION (NSW) BRANCH

This years Annual Reunion was held in the 15th Floor Conference Centre, OTC House at 231 Elizabeth Street Sydney, on 20th November 1987 where 134 members, guests and visitors were in attendance at the recently completed Headquarters of OTC Australia.

The Secretary read apologies from OTC Commissioners Messrs. Hingley, Hoare, Halton and Ms. McIver. Other apologies were received from Messrs. Thatcher, Whittaker and Vincent, which along with numerous other apologies, were duly recorded in the attendance book for all present, to read.

President Gordon Cupit then officially opened the evenings proceedings by welcoming all members and visitors present, before extending a special welcome to our official guests and visitors:

John Phillips (OTC ARHCHIVIST), Vince Connolly (EXECUTIVE MANAGER SYSTEMS AND PROGRAMMING) and visitors from Canada Harold and Katherine Le Quesne (PAST PRESIDENT OF THE TELEGLOBE QUARTER CENTURY CLUB) visitors from Perth, Gerry and Yvonne Tacey (W.A. VETERAN).

The Secretary read seasons greetings from all our Branch Presidents of the W.A., S.A., VIC, QLD Associations, and the National Secretary, Charles Carthew, who is keeping exceptionally good health at present. The following members are currently on the Sick List:

Athol Brown	-	Recovering from a Knee Replacement op.
Ray Baty	-	Suffering from very high blood pressure.
Arthur Oliver	-	Is in hospital for another Eye op. which will hopefully be successful enough to enable him to attend our next A.G.M.

President Gordon Cupit then asked all present, to join him in observing one minutes silence for the following members who have passed away since our last meeting:

Jean Edwards (nee Constable), Joe Holmes, Harold White, Tom Weaver, Norm Seabrook, Arthur Ross, Jack Davis, Gordon (George?) Watt, Jack Blackley and Sam Galea.

Our special guest, Past President of the Quarter Century Club, Harold Le Quesne, responded on behalf of all guests by thanking those responsible for their attendance here tonight.

The Secretary called on George Maltby, Managing Director of OTC to speak. George welcomed the Veteran's of OTC to our new building, which is a home we at long last, "own"!

There being no further business, President Gordon thanked Mr. Maltby and OTC(A) for their continuous generosity and support of our association over the years. He then invited all members, visitors and guests, to enjoy themselves here tonight, and have a very Merry Christmas and a prosperous New Year.

Alan Arnot
Honorary Secretary

CREDITS

WE ARE INDEBTED TO THE FOLLOWING CONTRIBUTORS TO THIS APRIL 1988 EDITION OF "THE NEWSLETTER".

D.B. WALKER
PHIL CHAPMAN
"SANDY" SANDILANDS
BRAX HORROCKS
GUY RUSSELL
JUDITH HOLLAND (Nee Hamilton)
FRED STUDMAN
"BLUE" EASTERLING
JACK BURGESS
"RADIOGRAM"
ALAN ARNDT
JIM BANKS

We are indebted to PHIL CHAPMAN for the following article which Phil found whilst going through some of his old papers. It is an extract from the 1938 copy of the JOURNAL, the union publication of the Professional Radio Employees Institute, (as it was then known) and shows a list of radio staff for the marine and Coastal Service/Island radio services at that time. Seeing it is now 1988, the list is the Golden Anniversary, as it were, of those services and officers. Phil has underlined those who were working for O.T.C.A. See if there is anyone there you remember.

LIST OF WIRELESS OFFICERS ATTACHED TO SHIPS OF THE AUSTRALIAN MERCANTILE MARINE, 1st SEPTEMBER, 1938

Adelong	
Aeon	J. R. DAVISON
Age	W. L. MYERS
Akuna	
Abinga	A. C. TORRENS
Allara	E.D. GREEN
Arkaba	L. DOEL
Aroona	K. B. BROWN
Baralaba	R. T. HAMILTON
Barossa	N. J. GROSE
Beltana	F. D. DOCKRAY
Bidelia	T. SWARBRICK
Bungaree	H. A. KING
Bingera	E. C. DELMAR
Burwah	
Caledon	W. G. MILLER
Canberra	H. A. GREER
Caradale	K. W. DOWNEY
Carlisle	H. R. DARLING
Cardross	C. E. BARDWELL
Changte	R. McNAMARA (Sr.)
	H. WAUGH (Jr.)
Colac	C.E. WATTS
Coolana	S. STAFFORD
Corinda	
Corio	R. S. GLENN
Kooyong	M. H. EWAN
Kowarra	A. L. BATTEN
Kybra	G. I. GUPPY
Lady Isobel	J. H. LOCKER
Lanena	W. J. CROFT
Lowana	L. G. MEEK
Lorinna	E. J. GLAISHER
Lutana	R. Y. PACE
Macdhui	S. H. J. GOVER
Macedon	L. RUSSACK
Mackarra	T. R. DAVISON
Macumba	
Malaita	C. WILLIAMSON
Mangola	G. MAXWELL
Manoora	M. G. CROCKETT
Manunda	H. F. HARTLEY
Mareeba	S. V. FRANKS
Dilga	A.K. McEntyre
Dumosa	J.H. PULLAN
Dundula	R. J. SWAN
Duntroon	J. K. OVERBURY
Echunga	W.D. JOHNSTON
Ellaroo	F.N. TOOHEY
Era	H. J. FULLER
Goulburn	L.F. O'DONNELL
Iron Baron	W. BRUCE
Iron Chieftain	C. BRITCHER
Iron Crown	R. M. E. REES
Iron Kong	W. W. SWANSON
Iron Knight	F. LOGAN
Iron Knob	G. A. GLANVILLE
Iron Master	P. J. CHAPMAN
Iron Prince	D. BROOKS
Iron Warrier	A. J. COSTS
Kangaroo	S. KINGS
Kanimbla	F. C. DAVIES
Katoomba	A. W. SHACKLOCK
Koolama	R. WILLIAMS
Kooliga	W.O. KINANE
Koolinda	G.B. O'SULLIVAN
Koomilya	R. THOMPSON
Kooringa	J. Fuge
Koonda	R. G. TAYLOR
Wm. McArthur	C. A. ROWLES
Wollongbar	
Yarra	F. G. LEWIS
Zealandia	G. VINCENT
Aorangi	C. F. TAYLOR
	H. S. HARVEY
	J. F. STENHOUSE
	D. REID
Awatea	L. H. JONES
Kekerangu	E. A. MILLER
Kini	J. PHILLIPS
Kiwitea	R. J. JACKSON
Koranui	T. CHALMERS
Limerick	G. B. FULLWOOD
Ngakuta	C. M. VINCENT

Marella	J. E. CLEARY (Sr.)
	J. HUGHES (Jr.)
Merkur	P. J. QUILL (Sr.)
Mernoo	L.C. ROGERS
Mildura	J. A. COLWELL
Momba	F. B. FREER
Montoro	G. E. DAVIES
Morinda	A. OLIVER
Mulcra	R. C. OAKLEY
Mundalla	E. J. WHITEHOUSE
Mungana	M. McPHERSON
Murada	
Nairana	
Nankin	E. C. BOUEL (Sr.)
	R. H. CLARK (Jr.)
Nellore	P. WHELAN (Sr.)
Neptune	W. C. LUCAS (Sr.)
	J. B. KEENAN (Jr.)
Noora	W. J. HUDSON
Corama	C. SMITH
Ormiston	V. B. RIPPINGALE
Orungal	A. V. ZOPPI
Paua H. W. BACON	
Period	
Taiping	G. A. PHILLIPS (Sr.)
	J. W. FURNELL (Jr.)
Tanda	W.H. HARRIS (Sr.)
	R. REDMAN (Jr.)
Taroona	J. B. QUINN
Time	J. BOTO
Triaster	C. GREEN
Triona	L. GREEN
Ulooloo	S. C. ABBOTT
Victoria	N. E. GUNTER
Wanganella	A. E. HOOPER
Wear	T. E. GREENWOOD
Westralia	L. K. CONNOR

Nigra	C. T. SCRIVENER
Niagara	G. M. POWER
	F. L. WHILLANS
	W. E. DAVEY
Omana	A.A. LINDSAY
Talune	H. M. WILLIAMS
Wairuna	S. J. WATERS
Wanaka	J. B. WHITE
On Leave	J. R. GILLESPIE
	J. L. WALKER

COLONIAL SUGAR REFINING COMPANY

Rona	J. BOGIE
Tambua	J. CLARKE
Fiona	T. GUNDERSON

JOHN BURKE LIMITED

Tinana	W. E. SAWYER
Wandana	D. S. OGG

TRAWLERS

RED FUNNEL LIMITED

T. BURNETT	N. ERICSSON
F. CALDWELL	H. HORDERN
T. CAREY	J.C. McCLURE
G. J. EDWARDS	E. J. PICKLES

CAM & SONS

W. F. BROWN	R. H. KING
H. A. DAVIES	R. W. PAGE
D. R. DUNCAN	W. F. POTTER
G. R. HULBERT	L. T. YOUNG

MURRELLS LIMITED

H. F. LANGAN

COASTAL RADIO SERVICE STAFF

ADELAIDE RADIO
RSM Stoyle, J.B.
R/t Kempling, A.G.

Reed, G.H.W.
Hutchinson, C.E.

BRISBANE RADIO
A/RSM Mulligan, F.C.
R/t Flood, A.G.
Smith, G.H.
Howlett, A.M.
Hodges, W.C.H.
Scott, F.L.

BROOME RADIO
A/RSM Tymms, R.W.
R/t Williams, C.

Lemmon, C.E.
Howe, J.J.

COOKTOWN RADIO
R/t/C Phillips, G.G.
R/t West, C.R.

DARWIN RADIO
A/RSM Reynolds, G.D.
R/t Shingleton, A.
Kyle, H.J.M.

Hardy J.J.
Ward, J.
Curnock L.
(Aviation)
Luscombe, L.
(Aeradio)

ESPERANCE RADIO
R/t/C Bridges, F.J.C.
R/t Chambers, W.S.
Grant, J.A.

FLINDERS ISLAND RADIO
T/t/C Holloway, W.H.

GERALDTON RADIO

R/t/C Christmas, F.H.
R/t Wolfe, H.B.
Anderson, R.C.
HOBART RADIO
R/t/C Weeks, M.L.
R/t MacGoun, M.A.
Ponsonby, J.B.
KING ISLAND RADIO
R/t/C Ternes, L.E.
LORD HOWE ISLAND RADIO
R/t/C Fenton, S.
MELBOURNE RADIO
R/t Hutchinson, J.E.
Smellie, E.H.
Inglis, R.J.
Hart, A.S.
MISIMA RADIO
R/t/C Lee F.H.
PORT MORESBY RADIO
R/t/C Frank, K.T.
R/t Sievers, E.W.
Odgers, N.F.
Warner, G. (Temp)
PERTH RADIO
RSM Chapman, W.G.
R/t Gornall, J.
Allinson, J.R.
Ambler, S.C.
Ouvrier, F.
Clifford, J.R.
Izett, E.C.
Bullen, J.P.
ROCKHAMPTON RADIO
R/t/C Leverett, J.H.
R/t Robertson, M.L.
SAMARAI RADIO
R/t/C O'Donnell, E.J.
SYDNEY RADIO (La Perouse)
RSM Brown, P.W.
R/t Elmore, J.
Kennedy, J.R.
Dale, C.F.
Fleming, D.B.L.
McCollum, A.A.
Wallace, C.
Gechn. Heavey, J.
Peell, J.
Bailey, R.W.

Marsden, F.
CENTRAL RADIO OFFICE
R/t Park, J.
Plowman, A.F.
Sheppherd, A.
Sage, A.T.
Barnfield, H.W.
Bassett J.
Burgess, H.S.
Bettison, R.O.
TOWNSVILLE RADIO
RSM Cox, A.G.
Cusack, L.C.
Hamilton, S.
Stanfield, C.R.
Todd, M.B.
Gowlett, F.
Gillon, P.C.
THURSDAY ISLAND RADIO
A/RSM Walters, G.
R/t Sticpwich, H.A.
Oates, H.E.
Burke, A. H.
Scott, G.J.
WYNDHAM RADIO
R/t/C Coley, C.L.J.
WILLIS ISLAND RADIO
O/C Gollan, E.N.
R/t Priestley, P.C.
PENNANT HILLS
TRANSMITTING CENTRE
E/C Stanley, V.E.
Snr. Doggett, J.
Tech.
Tech. Bale, G.F.O.
Ringrose, W.S.
(Temp at
Catford, A.F.
Glennie, J.
Flynn, G.J.
Kerr, A.A.
(Temp at
Kempsey)
Macauley, A.E.
Groom, H.P.
Prentice, E.T.
Dawes, F.L.

Sim, W.V.
Hutchinson, J.V.T.
Rgr. Robinson, W.
Temp.
Rgr. Thomson, L.J.
Mech. Wright, S.
DUNDAS (2CH)
Tech. Cottrell, J.
Binns, C.
Young, H.E.
BRAYBROOK
E/C Forrest, F.G.
Tech. James, E.J.W.
Windsor, E.W.
Parer, A.S.
Allen, R.
Jenvey, W.W.
Richardson, W.H.
ISLAND RADIO
RABAUL RADIO
RSM Holland, H.D.
R/t Thomas, W.R.B.
Thomson, T.W.
Monks, A.B.
Minogue, K.
Tech. Sturgeon, C.H.
Bardin, W.F.
R/t Farnsworth, L.C.
Tracy, F.J.
Marlow, F.G.
Luke, W.A.P.
MANUS RADIO
O/C Taylor, H.S.
KIETA RADIO
O/C Widdup, J.
KAVIENG RADIO
O/C Bishton, E.F.
Karumba)
O/C McMillan, D.W.
SALAMAUA RADIO
O/C Colquhoun, T.K.
WAU RADIO
O/C Beckett, C.C.
R/t Doherty, H.F.
ON LEAVE
CARE SUPT. C.R.S.
Coleman, L.C.A.
Alexander, C.B.

WEWAK RADIO

MEMBERS OF THE GOVERNING COUNCIL AND COMMITTEES OF MANAGEMENT

Governing Council:
(President and Chairman)
Atkin, W.P. (Beam)
(Senior Vice-President)
Grant, W.T. 2KA
(Vice-President)

Prentice, E.T. Pennant Hills

Morris, F.L. 2KY
Sharland, A.B. 2CH
Blemmings, W.J. (Beam)
Timmins, F.J. (proxy) (Beam)
Sage, A.T. (proxy) (C.R.S.)
Telegraphic Committee of Management:
Prentice, E.T. Pennant Hills
Blemmings, W.J. (Beam)
Selfe, H.G. (Beam)
Binley, J.V. (Beam)
Boutell, S.G. (Beam)

Stevenson, W.J. (Beam)
Timmins, A.T. (Beam)
Sheppherd, A.E. (C.R.S.)
Heavey, J.A. (C.R.S.)
Sharland, A.B. 2CH
Flynn, G.J. Pennant Hills

Broadcast Committee of Management:

Grant, W.T. (Chairman) 2KA
Morris, F.L. 2KY
Phillips, T.J. 2UW
Phillips, J.P.C. 2UW
Piermont, N.S. 2UE
Briggs, L.O. 2GZ
Marine Committee of Management:
Rippingale, V.B.
Rees, R.M.E.
Shacklock, A.W.
Connor, L.K.
(Two more members still desired).

MINUTES OF THIRTEENTH ANNUAL GENERAL MEETING, 18.11.87.

Held in OTC's city office, 22 St. George's Terrace, Perth.

The meeting was declared open at 1805 hours by the President, Fred James, who welcomed special guests George Maltby, Graham Darley and Roy Ayton, all fom Sydney and Chris Tancheff and Phil Priestley from Melbourne.

Western Australian veterans attending included Jim Bairstow, Colin Benporath, Ron Cocker, John Coles, Paul Cooper, Ron Fisher, Arthur Hadden, Fred James, Jim Keenan, Des Kinnersley, Max Miller, Derek Moore, Brian Morrell, Barry O'Keeffe, Jim O'Toole, Rod Pernich, Brent Schofield, Ellis Smellie, Pat Sykes, Jack Thomas, Elliott Trigwell, Derek Walker and Graham Watts.

Apologies had been received from Jim Delvin, Heb Farrer, Norm Johnstone, Ted Kemp, Doug Lancaster, Les Owen, Val Parker, Alex Robertson and Gerry Tacey.

The Minutes of the 12th Annual General Meeting having been circulated it was moved by Barry O'Keeffe, seconded Ron Fisher, that they be accepted as a true and correct record. The motion was moved and carried.

Reports: It was moved Colin Benporath, seconded Des Kinnersley, that the Hon. Secretary/Treasurer's Financial Statement and Report be received and endorsed. The motion was moved and carried.

Election of Officers: The President declared the positions of President and Secretary/Treasurer open for nominations. Des Kinnersley nominated Fred James for President; this was Seconded by Jim O'Toole. There being no further nominations Fred James was re-elected to the position of President. Jim O'Toole nominated Derek Walker as Secretary/Treasurer; this was Seconded by Ron Cocker. There being no further nominations Derek Walker was re-elected to the position of Secretary/Treasurer.

General Business: Fred James asked for members to comment on the suggestion that whenever a W.A. Veteran died a donation be sent to the Heart Foundation or Cancer Appeal, the cost of the donation to be the same as for a wreath. After some discussion it was moved by Paul Cooper, Seconded Ron Cocker that this be done. The motion was moved and carried.

Barry O'Keeffe put forward the suggestion that an Honours Board inscribed with the names of W.A. Veterans be made out. The Secretary promised to investigate the possibility.

OTC's Managing Director George Maltby spoke to the meeting, assuring the veternas of his continued support and touched on the future of OTC. Roy Ayton, OTC's Archivist, spoke on the Commission's interest in finding and preserving documents and equipment for the archives. A special welcome was given to our oldest veteran, Ellis Smellie, (rapidly approach 100yrs young!) who mentioned that he was hopeful of publishing his book sometime in the next couple of years.

There being no further business the President closed the meeting at 1832 hours and invited everyone to enjoy the buffet meal and drinks.

Signed as a true correct record.

THROW ANOTHER TRAFFIC ASSISTANT ON THE FIRE.

"SANDY" SANDILANDS, Manager of VIS (Sydneyradio) writes;

Hope you can include some of the following in a future edition.

During the month of December, 1987, a barbecue was arranged for the retired staff who were ex-Sydneyradio.

It proved to be a most successful get-together with many a good yarn being spun as the afternoon progressed.

Many of the senior staff at the outstations will remember the following persons who attended.

JOHN CLENDINNING
JIM LARSEN
BILL BROWN
"SHEP" SHEPPHERD (89 years of age)
ORM COOPER
ROBBIE ROBERTSON
GEORGE MADREN
HARRY BENNETT
ALAN NELLEMAN
BILL LUKE

NEEDLESS TO SAY, A GOOD TIME WAS HAD BY ALL.

VALE

VERA KERR, widow of the late ALF KERR passed away in Adelaide on 17th April, 1987. Our commiserations to her friends and family.

AND WHILE WE ARE ON THE SUBJECT

JACK SWIFT, a bloke who will be remembered by the old High Speed Beam Trainees who did the course after the war, passed away on the 12th January, 1988, aged 64 years.

There is nothing on the official record re Jack. He was retired on ill health, being afflicted with diabetes from as far back as his early forties.

He didn't keep in touch with the Vets, but his passing should not go unnoticed despite that.

He was an ex-R.N. sparker on one of H.M. Carriers (the Idefatigible, Indiscernible, or Invisible, or some such - at least that is what he told me), a good bloke, even though he was a Pom, and a dam good operator. He married an Aussie girl, Margaret, and was discharged in Aussie rather than go back home, and was one of the original 24 ex-servicemen chosen to do the High Speed Beam training course at the old Marconi School in Clarence Street, Sydney. He had a keen sense of humour, and was one of the stars in our smoko skits put on at the North Sydney Council chambers in the early days to raise funds for the newly-born O.T.C . Cricket Club.

He served in the Sydney Operating Room and International Telex for some years, but because of his developing diabetes, was transferred to the clerical section, and remained there until finally invalided out.

He may be gone, but not forgoten. Our commiserations to his friends and family.

FROM OUR SOUTH AUSTRALIAN COLLEAGUES

PRE CHRISTMAS MEETING THURSDAY, 26TH NOVEMBER 1987, 2:30 PM, AT THE UNLEY PARK HOME OF THE PRESIDENT, BRAX HORROCKS

IN ATTENDANCE

ROY AYTON (Sydney), BERT DUDLEY, HUGH TAYLOR, DENIS MAHER, GEOFF COX, KEN SPRINGBETT, GEORGE ROWE, KEN COLLETT, FRED REEVE, KEITH PARKER, BRAX HORROCKS.

APOLOGIES

RON WARD, MAX LANG, KEITH COX, CLIFF BIRKS, ERIC SYMES.
Cliff Birks rang during the meeting to extend the Season's greetings to all attending the meeting.

Greetings were received from GEORGE MALTBY, CHARLES CARTHEW, ALAN ARNDT, BRUCE SUTHERLAND (N.Z.) and PAT SYKES (W.A.).

President Brax introduced Roy Ayton from Sydney. He then, with regret, tendered his resignation as President on the grounds of ill health and called for nominations for a new President. George Cox (ex-C&W/OTC) was elected as the new President. Bert Dudley was re-elected as Secretary - no one would be silly enough to nominate anyone else (verbatim quote). Good on yer, Bert.

Fred Reeve expressed thanks, on behalf of all S.A. Veterans, to Brax Horrocks, for his many years of excellent, friendly service in keeping together the relatively small Adelaide group.

Members met outdoors in the lovely garden area for the meeting, and refreshments in typical Adelaide sunshine.

The winter meeting will be, as usual, on the fourth Thursday in May (26th), at 2:30 pm and Fred Reeve suggested that we gather again at Adelaide Maritime Communications Station McLarenvale.
The suggestion was unanimously adopted.

VALE "PEG"

A letter from Jan Hooper, daughter of CEDRIC NEVILLE PEGLER, advises us that "Peg" passed away peacefully in his sleep on 26th October, 1986. The letter from Jan was dated 4th December, 1987, and in explanation she says that she was not aware that her father was on our mailing list until "we recently received your NEWSLETTER".
He was 80 years old and had not been in good health for some years.

Jan also writes "I found your Newsletter very interesting, especially the stories about Cocos and Direction Islands.

Thanks for the information, Jan.

VALE JOE.

JOE HOLMES passed away in mid '87, and will be sadly missed by his family and workmates at the O.T.C. Radio station at Doonside.

Joe commenced as a rigger with O.T.C. in 1953 at the Fiskville radio station and was there until 1969 when he transferred to Bringelly.

He made many freinds during his 30 odd years of service, and was also a devoted family man, involved in cricket, Aussie Rules football, and the Boy Scout movement and looked forward to attending the Jamborees.

Our deepest sympathy is extended to his wife and family.

AND A BIT OF GOOD NEWS

The following has been received from RAY MOYES, who had retired from service to what was to be a liesurely life at Harrington, a little place thirteen miles up the road from Taree, and then eight miles from the Coopernook turn-off into Harrington itself.

He writes, "I am sorry I can't make it to the reunion due to other commitments up here.

It will probably be of interest to many fellow veterans that I am to be ordained to the priesthood on the 28th November, 1987, at Christ Church Cathedral, Newcastle, so you see, retirement has taken a different turn than I expected initially."

Good luck, Ray, and if it means anything, our blessings.

A TRIBUTE TO THE LADIES

It was my good fortune to be present at all, repeat ALL O.T.V.A. (Vic) meetings over a period of 27 years. During that time the ladies of O.T.C. House staff volunteered to assist with the catering of each meeting of the Veterans. The recent sad passing of Shirley Alexander and Jean Edwards bring back very pleasant memories of their kindness and enthusiasm to help encourage others to join them with equal enthusiasm which was always acknowledged by a sincere vote of thanks by the President on behalf of everyone present and duly recorded in the minutes. Time marches on, but it is sure good to remember days gone by and to be inspired by the goodness derived therefrom. Charles Carthew.

Byline - ELLIS STRIKES AGAIN!

This letter from Ellis Smellie is self-explanatory. Guy Russell has asked us to print this epistle from a remarkable veteran.

Dear Veterans'

Just to let you know that my coming to Western Australia to be near my daughter has been a good move.

I stayed a couple of months with my daughter and tried two hostels at Mandurah, 100 kilometres south of Perth, where my daughter lives. I did not like them and they did not like me. A doctor found me a vacancy at the above address, where I have been for eighteen months.

About fifty "all sorts", including three blind people, infirm, cripples and a sprinkling of young intellectually handicapped. Some of them work at the brush and cane factory which takes up one whole block. I have a busy week with two elderly citizens clubs, two Red Cross craft classes at the Ida Mann Hostel. One day at the Associaton for the Blind at Victoria Park.

For the last couple of months, I have attended the Mahi Kari group. If you want to know more about it, ring Mahi Kari at Heidelberg, for literature, cassettes, or buy their book. titled "Mahi Kari". All I can say is, that is genuine, they are not after your money and it works! They cure ailments and improve your health etc.

After four years trying and spending much money, I now have a good writer to complete the book of my life story, which I've put on cassette, a few years back. The book may be printed in a couple of years time.

I am sorry I can't be with you for the meeting and would much appreciate a letter.

The Ida Mann Hostel has a lot right with it and a lot wrong, but what is wrong with it, can be tolerated.

At the Mandurah Hostels, I was the only blind person and it took up too much of the supervisors time to take me to meals, bathing me etc. Where I now live, the young 'slow learners' and intellectually disabled, are able to come and help me.

When I came here, one girl (a slow learner) was given the job of being with me, until I could find my own way about. I still need someone with me when I go for shopping.

Six weeks ago, I was taken to an acupuncturist, by a friend. He knew of blind people with the optic nerve kelled, like Glaucoma (my trouble), to have other nerves around the eye being teased to take over the optic nerves' function. After four, weekly treatments, no progress has been made. But I am going back in one month's time for more nerve treatment.

It has worried me that I may have a repeat of a nervous collapse, similar to that which I had after I was a one man delegation, for a rise in wages with Mr. Hook, when in my fifties, in Melbourne. So my next visits are to calm my nerves.

Direct nerve treatment by acupuncture, appeals to me, as being better than drugs. I have never taken a Doctor's prescription to a Chemist for drugs and have never used sleeping tablets and do not want to start now, so am trying acupuncture.

Strange to say, I have never met the two or three blind people in Ida Mann Hostel, so I am often alone amongst a crowd. I hear what people say, but background noises, or two people speaking at once, or too fast, makes conversation difficult.

Very best wishes for the future and hoping to hear from you.

All the best,

Ellis H. Smellie

OVERSEAS TELECOMMUNICATIONS VETERANS' ASSOCIATION
(VICTORIA)

4 Pareora Avenue
East Brunswick 3057
Victoria

February 22nd, 1988

Dear Alan,

Please find enclosed letter from Scotty Hamilton's daughter and the cutting from the "Eastern Province Herald" about the loss of the liner "Waratah".

Hope you can find space in the next Newsletter for both the letter and article which I consider will be of interest to our readers.

All the best to you and to the Sydney gang in the new Head Office.

Cheers now,

Guye Russell

16 Frost Street
Clontarf Queensland
February 3, 1988

Mr. Guye Russell
Secretary
O.T.C. Veterans
G.P O. Box 2853AA
Melbourne VIC 3001

Dear Mr. Russell,

I am writing on behalf of my Mother, Mrs. E. Hamilton, who always receives regular copies of the Veterans Newsletter. She always reads it with interest, and keeps the latest copies for me to read whenever I return home from overseas.

Your Newsletter is always full of interest (my Mother is the widow of "Scotty" Hamilton, formerly Manager, CRS), and the latest copy which is to hand (Vol. 3 Pt. 7 - November, 1987), is no exception. I always enjoy reading about the early days in Coastal Radio, as it was my life until my Father retired in 1967.

I refer to Page 302 of the latest publication - "The Ellis Smellie Story - conclusion", paragraph 4, the opening statment about the "Waratah". I presently live in South Africa, and was very interested to read the attached article, with reference to the "Waratah". I do not know if investigations are continuing about the discovery (?) of the ship, as I have been away for about 2 months, but if any further information does emerge, I shall pass this information on to you. I do hope you shall find the article of interest (and to your readers?); that particular part of the South African coast has certainly caused the loss of many a life. I live in Grahamstown, which is south of the Wild Coast.

Thank you again for a super Newsletter - would you kindly pass on our warmest Greetings to all our friends connected with the Veterans Groups. Mother has no contact with the Brisbane group, hence looks forward to receiving her regular copy of your publication, containing names of old friends, and stories of happenings she recalls, too. Somewhere in my packed boxes, I have an autograph book containing signatures of all those who worked at VIP during the war - I think it would be of interest to many, if I can only put my fingers on it! I know Keith Parker of Adelaide is on one of my pages.

With all good wishes.

Yours sincerely,

(Mrs.) Judith E. Holland (nee Hamilton)

EASTERN PROVINCE HERALD, THURSDAY, SEPTEMBER 17, 1987

LINER LOST WITHOUT TRACE

NEW LIGHT ON THE WARATAH?

BETTIE COWDRY RECALLS ONE OF THE WORLD'S GREATEST MARITIME MYSTERIES

It was during the night of July 27, 1909 that a ship with 212 people aboard vanished in the cruel seas off the South African east coast as if she had never existed.

No bodies came to the surface. No lifeboats. No flotsam and jetsam. No slicks. Nothing.

What happened on that stormy night is a mystery that has captured the imagination since. South African adventure writer Geoffrey Jenkins even based one of his novels, "A Scend of the Sea", on the story.

The Blue Anchor liner Waratah of 9,339 tons, her 93 passengers, her crew of 119 and her cargo of about 6,500 tons of flour, frozen meat and lead concentrates, disappeared off the face of the earth.

She left Durban on July 26, 1909 after topping up her coal bunkers, making for Cape Town on the penultimate leg of her homeward voyage from Australia to England.

The next day, July 27, she overtook the cargo steamer Clan McIntyre. The weather was fine and the two ships exchanged signals before the Clan McIntyre watched the Waratah, which had an average speed of 14 knots, disappear southward.

She was never seen again.

That night the weather deteriorated rapidly, the master of the Clan Mcintyre referring to it as the worst storm he had experienced in 13 years he had plied the South African coast.

Because marine radio communication was not yet in general use, the alarm was not raised until the Waratah became three days overdue in Cape Town.

Then naval ships were sent out to search the entire eastern coastline while a land-based search went on in the area where the Clan McIntyre had encountered the missing ship.

Ships plying the southern Atlantic and Indian oceans were asked to keep an eye open for the missing liner.

Later, the Wakefield was dispatched from Durban to search some 30,000km of the Indian and Atlantic oceans south of Africa, working on a theory that the Waratah had been disabled and had been swept into the open oceans by the winter winds and currents.

Finally, in 1911, a marine inquiry concluded that the Waratah had capsized in a strong gale, the first severe storm she had encounted since being launched on the Clyde in 1908.

Many are the stories and theories that have come to light since that fateful day in July 1909.

Soon after the disaster, a couple of people living near the Bashee River, north of Coffee Bay seen the lights of a passenger liner suddenly disappear on the night of July 27.

A clairvoyant claimed the ship was overwhelmed by a huge wave, a statement with which scientists have tended to agree as oceanographic research has developed over the years.

From her first venture into the element that was to claim her life, the Waratah being top heavy. Indeed her master, Captain J E Elbery, commodore of the Blue Anchor Line, reported that she tended to be "tender" (unstable) and did not handle well in a sea of any kind.

It was this feel of instability that caused one of her passengers, a Mr Claude Sawyer, to leave her in Durban on that fateful voyage and to wait for the next.

He said here constant rolling had frightened him. And he had three dreams about a man with a bloodstained sword.

The theory that an unstable Waratah was suddenly overwhelmed is strengthened by the fact that the sea behaves treacherously along the east coast in certain winter circumstances.

Seafaring folk believe implicitly in the so-called without warning when a gale force wind and the strong southerly current combine, particularly where the continental shelf dips sharply on the 100 fathom line off the coast.

One constantly reads about ships with deck railings ripped apart or foreparts stove in when their bows have dipped into a sudden trough then been hit by a freak wave of outsize proportions.

A tanker arrived in Port Elizabeth with her bow shattered by one of these waves. She had been sailing on the 100-fathom line.

I myself saw two mailships, the Winchester Castle and the Edinburgh Castle, with buckled sea doors on the foredeck on their arrival in Cape Town after their coastal voyages from Durban.

It is a frightening reminder of the power of the sea.

Sometimes ships suffer as far south as Port Elizabeth, but the terror usually strikes north of East London, between Coffee Bay and the Bashee River - which is where the Waratah disappeared.

Since 1924, when an air force pilot reported seeing a wreck on the edge of the continental shelf off the mouth of the Bashee, there have been several aeiral sightings of a sunken ship in that area.

Hitherto nothing could be done about them, but modern underwater science could well make further investigation possible now.

Using a sonar scan, Mr Andries Cornelissen, a Cape Town marine geophysicist, has been able to pinpoint the position of a wreck lying in 120 metres of water about 10 kilometres offshore.

Many other ships have sunk between Coffee Bay and the Bashee River, including one that was torpedoed during the Second World War, so Mr Cornelissen is wary of positively identifying his find at this stage.

The next step in the investigation is sending underwater cameras down in the hope of finding some positive identification. After that, expense will doubtless dictate what happens next.

If the wreck is the Waratah, international interest could almost equal that shown in the discovery of the Titanic off Newfoundland.

The two accidents happened within three years of each other.

It would also solve one of the greatest maritime mysteries of all time.

THOUGHT FOR TODAY

But watch thou in all things, endure afflictions, do the work of an evangelist, make full proof of the ministry.

VETERAN CABLEMEN'S ASSOCIATION

AUCKLAND

Our Annual Reunion will be held on Friday 28th November, 1986 at the Parnell Rose Gardens Lounge commencing at 11.30 a.m. to be followed by lunch at 12.00 noon.

Unfortunately our Chairman Bill Craig was rushed into Auckland Hospital in the evening of 6th October. I had seen Bill that morning to discuss arrangements for our Reunion. I am glad to say he is progressing well and hopes to be with us when we meet together.

Others who have been hospitalised in the past few months are Hugh Evetts also Tom Condon and "Jake" Jacobs both recovered and well again. Tom Atkins is still in hospital as the result of several minor strokes.

According to a recent N.Z.P.O. Newsletter a new cable linking N.Z. and Australia will be laid within the next five years costing 1.5 billion dollars. This fibre optic cable will have a capacity of 57,000 simultaneous telephone conversations, or a mixture of telephone, data, facsimile, sound programmes including TV. A far cry from the old type slow cable we coped with in the nineteentwenties.

A recent copy of "Recorder" magazine from C. & W. London mentions the passing away of Rod Gordon, an Aucklander who spent most of his working days in Canada and until recently was retired on Vancouver Island. Robert Bruce Scott, also retired in Victoria B.C. has just written another book relating the history of Bamfield, our one time terminal station on Vancouver Island. Bill Craig has a copy if anyone is interested in reading it.

Wishing you all and your wives a Merry Christmas and a New Year of Happiness and good health.

Fred Studman,
Hon. Secretary Treasury.

A LETTER FROM "BLUE" EASTERLING

Dear Gray & Bev (McDonald),

You gotta believe it, I've been back to Ti for a holiday and what's more, paid my own fare. One of the very few OTC people who ever have. Maree Giddins invited me, she was able to see, even at that distance, that I needed dragging out of my rut. The trip did me a power of good and I'm very glad that I went.

It's a good time of the year to go, albeit the island so dry and dusty. Had a good cool breeze during the evenings. As usual, the sun beat down heavily enough during the afternoons. Maree lives in No. 2 house where Bill Sawyer was in your/my time. As with No.2 and the one on the station, the front and rear verandahs have been enclosed giving more useable area, privacy and reducing the glare.

Our house has been sold to the Commonwealth and a chap named Brendan O'Connor lives in it now. An OTC house has been built in front, so the only access is from the rear. As you can see, it has a garage plus extensive concrete works, the eastern side smoothed off and the rear fence brought forward, less backyard to keep clear. He invited me in, but not wishing to invade his privacy plus it being obvious that he was ready to go out, I declined. This was the day before I left to come home. I'd been up to the old fort. Maree was on the morning shift.

VII has changed and for the better. The operating room is now in the northern part of the complex; the old barn where we worked has been divided lengthways into an enclosed airconditioned bed-sitter for transient staff; the rest is a junk store and rough workshop for the groundsman. The diesel has been replaced by another generating set, still in the same place. The operating room is carpeted, airconditioned, indoor plants, good gear, everything nice and quiet. The Manager's office is where the Met. chaps had their setup. On the western side is an amenities room with lockers, toilet, microwave, fridge. Hard to believe? To cap it, the roof between the two buildings has been completed, giving good parking space and protection from the weather.

Even the grass is closely cut, and new rock gardens put in by the groundsman who is a very handy type. Has some trade or other but quite happy to have the job and be able to live within his family on Ti. The old concrete blocks for the 1912 masts are still there, apparently forever.

Very few of the people we knew are alive. Arthur See Kee, George Laifoo, Arthur AhMat, Putt, Dr Barnes, Eddie Sereanalis; all dead. I had a yarn with Gwen Moloney whom you met at the Pope's visit; she runs the local newspaper, so doubtless my life story will be in print. Muriel Daly still there, old and ill. Her husband Louis died about ten years ago and she still pines for him. Col Jones married a pharmacist who has a chemist shop almost opposite where Mendis' jewellery/newsagency shop was; Col runs it now. I met Ron Laifoo - he

was at school in our time - and carried a message from a mutual friend Don Hopper VK4NN. Ron has a full call, VK4FOO which shows that someone in the licensing branch has a sense of humour. He runs several agencies, is flat out most of the day and night. Spoke to one of the See Kee boys who now runs the business; told me that young Shirley lives at Belfield these days...so she did get away from the Island eventually.

Horn Island is bustling with the new goldmine venture; you would have read about it. A weekly ship, the Leichhardt, comes from Cairns and offloads a lot of stuff at Horn. Its going to be a big business indeed. The weekly service has improved the supply of fresh food, but not the prices. Cairns bread, $2.60 loaf, local bread $1.90, cabbage $1.20 kilo, oranges 80¢ each. A bottle of mediocre white wine $10, so nothing has changed for the better pricewise. BPs is now the IIB supermarket. Farquhars disappeard, complete new building there; a native hostel.

New roads all over the place, Chester Street extends eastwards, up and over the hill. Most roads now tarsealed, some with speed restrictions (ignored) and there is talk of parking restrictions!! Many more cars than in our time, the majority even being registered. I saw a few devoid of labels or rego plates; nobody seemed to care. Over to Horn Island they abounded.

Nissi Mendis is working still, at the Court House. Vistied him and Armarah on the Saturday, both showing their age. Their son, Mahendra, is a financial accountant whizz kid with Comalco in Brisbane. Siri still running the store down there. Nissi had a falling out with the old man, and from what I heard some years ago, was cut off without even the proverbial shilling. Siri got the lot.

It was a funny feeling, going back. On the way over in the boat (SS Ronald Shipway) I kept saying to myself "What in hell am I doing here; why am I coming back to this dump" and the like. Two days later I was saying "Why did I ever leave it?" when I stood on the shore outside the Federal, looking at the water, the skies, the boats, having the breeze blowing between my knees. Perhaps just as well that I was only committed to a week there.

Remember Dr. Glen Whittle? Had four sons. All doctors. The youngest, John, is at Ti after working down here at Tweed Heads. Small world. Nice lad, indeed.

The hospital has been extensively rebuilt, virtually nothing of the old mangled mess of huts left. Alas, the beaut swimming pool on the sea front is just a wreck. Possibly a new in-ground one has been built for the nurses' homes, must ask Maree.

Also the swimming pool near the Engineers' jetty has disappeared; the one that old Arthur Burton cleared out. By the way, he died up here on the GC about 4 1/2 years ago, not long before Eve. Well into his 80's and as mentally active as ever.

None of the old pilots still working. The doyen is Martin O'Sullivan who hadn't joined the service when I left in 1954. Very nice man; we had a long yarn over morning tea; he knew many whom I knew and I was able to catch up. Margaret and Peter Hanley are living in England, 3 or 4 kids. I sent a memo to Norman Rogers telling him that I was back on Ti, he phoned straight back and let them know who I was. Lunch and dinner followed. Most pleasant. Maree is well known and liked by them - as she is with just about everyone on Ti. I went out to Booby on one of the new launches, Gannet, 18 knots. Does the run to Booby pickup ground in 1 1/2 hours, so they don't bring ships into Goods any more. Or rarely. The lighthouse on Goods is now automatic and the houses have been demolished. We had some good times over there.

Maree is doing a Uni of New England course - economics. Also a volunteer fire-fighter, and secretary of the Historical Society, so she is kept on the hop. Right now the society is trying - with no success - to get some money from the Bicentennial mob to replace the bronze plaque commemorating Captain Cook's taking possession - some bastard stole it from Possession Island about 6 months ago. So what with her activities and her work, I was left to my own devices, which suited us both. I watched TV several nights and read from her extensive library. They have ABC radio (2BL type programs) and a TV dish and translator - up on the hill at the back of our place. 10 watts, range 30 miles. A godsend to houses on the outlying islands. The picture show has closed down, videos are the rage. The islanders take up to 5 tapes a day at $5 a go, so Gwen told me. Otherwise, the usual range of el-cheapo tapes.

Remember the Bank down on the corner? It has moved to the old Metropole site, opposite the PO - diagonally, cnr Hastings & Douglas Streets. Staff of 8 or more. Two quiet, efficient young lady tellers, Lisa Shibasaki and Michiko Shoji (or Shinjo?) and quite a big queue the two times I went there. The old lighthouse depot site is now Telecom;s exchange etc. Douglas Street as dry and dusty as ever, same old trees, same old sagging buildings. Newest is a TAB!! There is a motel, the Rainbow, umimprissive from the front but not too bad at all once inside and the owners know their stuff. Many more cars than in our time. Maree has a little FWD Suzuki and took me to places I'd never seen before.

Yep, a good week. More interest and excitement than I've had for many many years.

Best regards to you both.

Blue.

QUEENSLAND CHRISTMAS REUNION

Minutes of the 12th Reunion, held at Brisbane Maritime on 4th December, 1987.

Present were:

Alan Jones, President, Colleen, Jim & Berl Banks, Eric Cramp, Blue Easterling, Laz & Joanne Eliou, Sid Gill, Alf & Heather Goeby, Kev & Vi Hiscock, Bob & Margaret Hooper, Dean Laws, John Marshall, Jack Silcock, Vince Sim, Keith & Sadie Vincent, Ron & Barbara Flood, Pat Phipps-Ellis

Hosts were:

Richard & Margaret Westwood

(26 in all)

A beautiful day and a lovely setting, the marquee bedecked with wild gladioli and the station grounds in their usual manucured state.

President 'Spike' Jones welcomed all present, in particular the Floods, with Ron sitting in the vacant State Manager Queensland's chair, Keith 'Pancho' Vincent and Sadie, newly settled at Bogangar, just south of the border, Bob and Margaret Hooper, back at Bribie Island following retirement, and Jim and beryl Banks, returned only the day before from an extended overseas trip following retirement. He also welcomed new member Pat Phipps-Ellis, who is one of the VIB 'workers'.

Apologies were received from George and Mary Maltby; from Wilf Atkin, who keeps maintaining he is now "too old" to travel north; from Pat Gray who unfortunately had to remain in Rocky to help rescue the RSL there from a 'coup' (who better than Pat to do that!); from Lou Heggie, Alan Rees (on duty), Bob Webster (in Perth), and from two on 'sick leave' - John Norris, waiting for a heart by-pass operation (since performed satisfactorily and John recuperating well, thank goodness) and Clen Searle, who is not very well at all.

Proceedings were, as usual, kept to a minimum and fellowship to a maximum, with excellent catering provided by the ladies of VIB and a barbecue ably (over)cooked by the indomitable Laz Eliou - as a penance for again winning the Maltby Trophy shield on the gold course, according to President Spike.

Although small in numbers there is no lack of fellowship and comradeship in the Queensland Vets. We look forward to more Veterans coming to join us in the Sunshine State, permanently or when passing through.

Jim Banks,
Secretary.

THE LARGS BAY AND LAST TRIP UNDER THE AUSTRALIAN FLAG

BY JACK BURGESS

In the late 1928's the Bruce Federal Government decided to get out of the maritime industry and to sell its fleet of five passenger - cargo ships and two cargo vessels. The purchaser was the Aberdeen & Commonwealth line.

The five passenger ships, each named after a prominent bay in each state of the Commonwealth - namely Queensland "Moreton Bay", N.S.W. "Jervis Bay", Victoria "Hobsons Bay", South Australia "Largs Bay" and Western Australia "Esperance Bay".

These ships had a tonnage of about 14,000 tons and carried a passenger list of about 1,000 persons all one class. The two cargo ships, the Fordsdale and Ferndale were of about 8,000 tons each.

The Bay boats were permitted by the Government to carry interstate passengers which the other outside companies were banned. This Act was brought in to protect local shipping companies from outside competition.

These seven Commonwealth Line ships each carried three radio operators making a total of 21 whose jobs were at stake. The Marconi Company through the A.W.A. London office (Mr. Alan Longstaffe) offered to re-engage the A.W.A. Boys under Marconi conditions. The salaries offered were much lower than those being paid by A.W.A. One would start off in A.W.A. at 12 pounds per month rising each year to a maximum of 25 pounds per week after about 15 years service. In my case I was getting 14 pounds a month plus extras for publishing the newspaper and obtaining advertisements for the paper, the Marconi Co offered me 9 pounds a month and no guarantee of remaining on the Australian run.

About the time A.W.A. lost the radio contract with the Commonwealth Line they also lost the staffing arrangements with the Union Steamship Line of New Zealand. The Union Line decided to staff their radio equipment with their own staff, and with the Depression coming up things were not too good for the Maritime industry.

Between 1926 - 1928 I served on two Bay boats, Hobsons Bay and the Largs Bay. I signed off the Largs Bay in London's Victoria Docks on 25th May, 1928, The Largs Bay was the first Commonwealth liner to be handed over to the new owners.

The officers of the Largs Bay had the option of joining the new company, returning to Australia on one of the New Company's liners or returning to Australia on the Bay boats, being paid an extra 25 pounds each for inconveniencies, dining in the Officers Dining room and other facilities available to the officers. We all accepted the passage home on the Largs Bay and welcomed the 25 pounds.

The Wireless Room was directly behind the Bridge and consisted of a 1 1/2 KW rotary spark transmitter with a small D.C. Motor with speed control, driving a rotary disc with numerous spikes to take the spark from the transmitting condenser. The emergency setup was a Telmar Coil driven by a big bank of accumulators through the normal tuning coils - condensors to the aerial which consisted of twin T Type with down leads to the Radio room. A third down lead was used to receive the A.W.A. - A.A.P. short wave press transmission for the local wireless News.

The receiver was the A.W.A. type P1 receiver with a single valve with plug-in honey-combed coils for medium wave reception and large Bank Wound coils for the reception of low frequencies press, weather reports and other broadcasts emitted from stations at Rugby in England, The Eiffel Tower in France, Nauen in Germany. A second receiver with 2 valves one as an audio amplifier, used to recieve short wave reception of press messages from Sydney and some American free press transmissions.

The Port and Starboard bank of life boats were mothered by a large boat powered with a large engine, a small 250 watt quenched spark radio transmitter powered with a small 2 stroke petrol engine, the receiver received its power from a 6 volt battery. I was attached to the Port side powered boat.

Emplacements for the mounting of heavy guns was also provided for each Bay Boat and these were brought into operation for world war two when they were brought into the Atlantic Ocean protecting convoys between America and Europe. The Jervis Bay was lost when during convoy duties, it took on a heavy German cruiser and was sunk, but the convoy got through.

Publishing a newspaper was another job the radio men had to do. The biggest task was getting press for the paper. We were able to hold Sydney Radio with its A.A.P. broadcast on short wave up to the entrance to the Red Sea then the big search was on. Rugby official wireless press twice a day was a big help. The transmission from the ARC station from the French Eiffel Tower and the Valve transmission from the German station at Nauen with their free press transmission on very low frequencies of about 25,000 metres were also a great help.

The daily paper "The Wireless News" was published daily at sea and was produced by typing through a waxed stencil. The paper was sold around the decks at 3d a copy by a paper boy who got a small percentage for his efforts. At the end of each voyage a souvenir large copy of the paper was produced with assistance from passengers associated with numerous sporting events etc., around deck including passenger list and fancy dress ball. This copy was sold for one shilling per copy. Originally about 1,000 copies were produced and in many cases a second edition was required. I am making a copy of this souvenir copy of the newspaper available to the O.T.C. Archives.

Finally, I am extracting paragraphs from the last souvenir copy of the Wireless News we published on the Largs Bay. It concerns COCOS ISLAND.

Occasionally on the long voyage from Fremantle to Colombo which normally took nine days we would make a pre-arranged meeting with a boat from the Island. Our Captain J.A. Beighton would visit the Radio Room and ask for a radio message to be sent to Perth Radio Station to ask the Cable station at Cottesloe to inform their staff members at Cocos Island cable station we would be passing next day and that we had a couple of casks filled with goodies including magazines, newspapers etc., and to have a boat there to pick up the casks as we delivered them to the ocean.

Now over to extracts from the souvenir of the Wireless Weekly. Quote.

On the 27th of May, 1928 the Largs Bay passed close to this group of Islands; most of us are still discussing the sight and probably will never forget the beauty of these slender isles as they lay in a sea made brilliant by the morning sun. At 9.30 a.m. land was sighted on the starboard bow and by 10.00 a.m. a boat with men was well in sight. As we approached we were greeted by two white men who had come off from the island in a small launch. They cheered and gave their war cry "Tiger Tiger Tiger" followed by a long howl. Barrels containing newspapers, magazines, goodies etc., was then dropped, and we passed on, the men in the launch farewelled us with hearty cheers and the cry "Tiger Tiger Tiger" and so the article goes on. Unquote.

I have a post card size photograph with a negative of the two men in the boat but unfortunately was never able to get their names or if so have lost it.

We had radio contact with the island at the time but I suppose it is one of those times when things go astray.

It is just on 60 years since this incident happened and I wonder if any of the cable boys from those days can help with the names of the two men in the boat?

The wireless staff aboard the Largs Bay on this final trip were:

Chief Radio Officer - Mr A. Dryden-Hosken
2nd Radio Officer - Mr V. Rippingale
3rd Radio Officer - Mr. H.S. Burgess

OUT OF THE PAST

There would not be many blokes who had not met, or knew about, the writer of this article. I dug it out of a copy of a 1936 magazine, but it was the name of the writer which caught my eye. Dave was a bit of a tradition within the service, with a fairly short fuse, and a tendency to "go the knuckle" as the ultimate argument in any debate. Hope it will be of interest to those old Islands Radio men who are still with us.

"COOKTOWN AS I KNOW IT - (1936)"

BY DAVID B. FLEMING (Late Officer in Charge VIC)

"CLIMB, Boys, Climb", and "I'm Sitting On the Top of the World" are melodies which run through one's mind whilst climbing "Old Man Grassy," after which one keeps thinking of a punishment to fit the crime of locating Cooktown Radio on top of a hill - and such a hill. To reach the station from the town, the operator has to traverse a tortuous, winding, nerve-wracking and heart-breaking track for a couple of miles. "Grassy" is 600 feet high, in a temperature which rarely finds itself under the 90 mark! A term of service at "Cooky" is a certain cure for anyone desiring to reduce weight.

Up and up, and around, one is slipping one moment and sprawled out the next, all the time with one eye here, the other there - and I was going to say, "the others everywhere." One feels that he is blessed with the head of a fly - eyes in abundance - and one needs them. Especially is alertness needed during the summer, for the "Grassy Hill" abounds in all kinds of reptiles, from the more docile looking death-adder to the more aggressive brown and black snakes.

During my term I considered it would be a good idea to use a horse to reach the station. This I did for a year, when the horse decided to end its misery - and died. I soldiered on, as before, per foot, and, although I came away not quite dead but almost, I found my avoirdupois had fallen 22 pounds. Are you listening, you slimming addicts.

My old college chum, Gordon Phillips, a bouncing beauty of 14 st. 10lbs., on arrival also decided to try and kill a horse. He almost succeeded; but more tender hearted than I, retired his horse to the pastures before it cost him funeral expenses. Gordon, despite his daily armchair ride, was 12st when I left!

When one gets over the obsession of lurking death, weight-reduction problems and a few abrasions, reaches the station and cools off, he is compensated by the delightful view from the radio station. To seaward one views for seemingly hundreds of miles, passing ships inside and outside of the Great Barrier, many small isles and a multiplicity of reefs. Some of the latter have caused and continue to bring much anxiety to the skipper unversed in the dangers of the far northern coast.

Looking from the station over a small ravine, one sees in season a picture of undreamt beauty in the flowering gum, the red of the flame tree, the delightful green and gold of the cascara, the multi-coloured lantana, pink and white delicately perfumed frangipanni, native wattle and pink and white oleander. Add the screeching of the galah and other birds and you have a picture dear to the heart of the nature lover.

Across the bay from Cooktown stands Mount Saunders, rising to 1,500 feet. Further on is Cape Bedford, where the Rev. Schwarz conducts a mission station. The natives are practically self-supporting, their mentor having trained them to utilise what nature has provided. From the lighthouse a magnificent panoramic view of Cooktown and of the surrounding country and riverside is obtained.

Looking down one sees the remains of the "Pott's Point" of Cooktown in the good old days - a few scattered houses, apparently fine places in their day, but now mostly struggling against Father Time and white ants. To the west and north-west lie the estuaries of the Endeavour River and its neighbouring watercourse, the Asmus River, winding away into the interior.

The harbour which once sheltered a fleet is now silting up so fast that at low tide one can almost walk across it from China Creek to the north shore. To those who have to stay on its shores overnight the latter is known as Sand-Fly Point!

Cooktown can boast of an extensive and clean beach at Finch Bay. Here a dip can be enjoyed without unduly worrying about sharks, although several of fair size have been seen from time to time. Pony racing is indulged in on the beach.

A reasonably good pool of 75 by 30 yards was built and completed in two months by working "bees," the volunteers working on weekends. The pool is very popular, fully 80 per cent of the population visiting it daily. The originators were Messrs. Denis Ryan, ex-Police Magistrate, Dr. Burke Gaffney, Bob Inglis and the writer. Nearly every person in the town contributed in some way to the materialisation of this dream of a few members of the citizens of Cooktown - familiarly called "Birds of Passage."

Mangoes grow abundantly out of the town. An exciting pastime is hunting wild pigs, which exist in large numbers a few miles out of Cooktown.

OVERSEAS TELECOMMUNICATIONS VETERANS' ASSOCIATION

(VICTORIA)

On Friday November 13th our 31st Vets re-union, held in the Melbourne Managers Suite was quite a success and once again our thanks go to O.T.C. and Our President Jim Robinson for making the delightful surroundings of the third floor available to us for this function.

The attendance book recorded 60 names - many of them our ladies and their presence gave that sparkle which added so much to the success of the night. We look forward to their continued support to all our Vets functions.

There were quite a few oldies missing - mainly due to illness - we wish them all speedy recoveries. Apologies were received from 3 O.T.C. Commissioners, and 18 veterans.

Our President Jim Robinson in closing thanked the ladies for their assistance with the catering and Sambo Bright and his gang for their excellent bar service.

President Jim also reminded all present that the Annual General Meeting would be held at O.T.C. House on Friday May 13th from noon until 3.30 p.m.

We look forward to seeing you all.

Guye Russell,
Secretary.

DEFINITION OF A COASTAL RADIO SERVICE RADIO TELEGRAPHIST

1. He must have a diplomatic knowledge of human nature in order to get his best from "the man at the other end".

2. He must be capable of professional decisions and actions involving human life.

3. He must have more than average mental alacrity, personality and adaptability.

4. He must be adaptable to tropical and southern locations.

5. He must be adaptable to living alone, far from his family, for three years.

6. He must be capable of shouldering heavy responsibility.

7. He must be of the type who will strain and strive for greater efficiency than either he or his apparatus is capable of achieving.

8. He must be capable of keeping calm and doing normal technical or professional work when he knows the loss of seconds may cause death.

9. His mental alacrity, manual dexterity, powers of concentration and adaptability must be maintained until he retires at 65.

10. He must be capable of doing without normal social life for 60% of his working years.

11. He must have the ability to work alone, initiative, enthusiasm, loyalty, and devotion to duty.

12. He must be capable of intense concentration for long periods.

13. He should be capable of inventions and vision in the use of wireless for the benefit of mankind.

14. He must be capable of visualising disasters to ships and aeroplanes and devising and adopting, on the instant, rescue or safety measures.

15. The gazetted standard of morse code speed would eliminate 99 out of 100 average men.

16. His theoretical knowledge comprising most of:

    1. Ternan's Radio Engineering
    2. Keen's Direction Finding
    3. British Admiralty Manual Vols 1 and 2 1938

    must be extensive and accurate.

17. His practical training on intricate and delicate radio apparatus and diesel engines should be detailed as regards erection, servicing, maintaining, improvisations for, designing (apparatus) and operating as he may do any of these unassisted.

18. He should, according to A.W.A. circulars, be competent to carry out instructions relating to war S.O.S. S.O.S. S.O.S. interception which only the most brilliant of radio telegraphist could even attempt.

19. He should be the type who can use code books, and not divulge secrets, and work amicably with other services and men of all nationalities.

20. He must combine clerical, engineering (theory and practice) morse code and safety of life work with commercial revenue earning activities in the one individual, as well as being a motor mechanic and diesel engineer.

MELBOURNE VETS AND THEIR LADIES VISIT VIM MELBOURNE

At 10.00 a.m. on Tuesday February 23rd, Melbourne Vets and their ladies boarded the coach at O.T.C. House bound for a visit to VIM at Cape Schanck.

The weather was just perfect, the coach Captain in good form, and, as always so were the Vets.

On arriving at VIM they were joined by a considerable number who had made their way to VIM from holiday resorts on the Peninsular.

Station Manager Barry Mottram and his staff were inundated when approximately 65 people filed into the station - however Barry rose to the occasion and after screening a video he explained the workings of this very important station. It was most interesting - not only to the Vets, but to their Ladies also. Our thanks go to Barry and his staff who were all most helpful. It is understood that the local farmers believe these O.T.C. bods are strange people as the best they can grow in such good farming land is aerials.

Following this most interesting visit the coach departed for Flinders for lunch - a happy get-together - and lots of chatter.

Reluctantly we departed for the trip back to Melbourne - all agreed it had been a super day. A special vote of thanks to Jim Robinson, Jim Kennedy and O.T.C. for such an excellent outing.

The article which appears below caught my eye whilst I was browsing through a copy of the A.W.A. Staff magazine RADIOGRAM, September 1935 issue.

In view of the sophisticated methods at hand for assistance of the ships and aircraft in this era, I thought it might be of interest to reproduce it here. After all, "Smithy" was one of Australia's greatest sons.

RADIO'S PART IN SOUTHERN CROSS ADVENTURE

Tense moments were spent in the radio control rooms of A.W.A. on May 15th, 1935 when Sir Kingsford Smith and his companions had to turn back on their flight from Sydney to New Zealand.

When the news of the Southern Cross' first mishap came through, the watches at A.W.A.'s listening centre at La Perouse and at Central Radio Office, 47 York Street, were doubled.

By a system of automatic relays, A.W.A. controls both the receivers at La Perouse and the transmitters at Pennant Hills from York Street. One operator, therefore, concentrated on listening to the Southern Cross; another called up ships at sea. When the Faith in Australia left to search, a third operator tuned in to the wave length of that machine's transmitter and kept in touch with him throughout.

Interstate and coastal shipping was advised of Smithy's peril and operators were instructed to remain on watch. Sir Kingsford Smith at 1.34 p.m. asked A.W.A. to try to obtain a bearing on his 600 metres signals so as to determine his position. A.W.A. immediately communicated with the Comorin off Montague Island, the Largs Bay off Newcastle and the Nankin off Sydney Heads, and asked that the operators on these ships should train their direction finders upon the Southern Cross signals. A.W.A. also received from these ships their precise positions, and later, from the information they supplied, was able to plot the position of the Southern Cross. The information was conveyed back to Smithy and to the Faith in Australia.

On behalf of MacDonald, Hamilton & Co., A.W.A. also despatched a radiogram to the commander of the Nankin requesting him to proceed at full speed in the direction of the Southern Cross.

Throughout the morning and till half a minute past 4 o'clock the A.W.A. men sat tensely at their instruments. A sigh of sympathy would go up with each untoward message, and a little cheer when better news came to hand. To the men "talking" by the radio with the actors in this drama and controlling the activities of all concerned in the search it was almost as if they were supporting the plane upon its faltering flight.

As the final message came: "reeling in now, thanks to all at VIS" a sympathiser unversed in wireless remarked: "Good old Southern Cross, she is just managing to reel home."

"Reeling in," replied an old wireless hand who has flown many thousands of miles in aeroplanes, "means that he is winding up his aerial before landing."

A.W.A. men who were busy with the Southern Cross messages under the direction of Mr. L.A. Hooke were Messrs. A.S. McDonald, W.G. Clarke, H.I. Moore, P.W. Brown, C.H. Stanfield, S. Hamilton and M.B. Todd.

VALE,

The flag at half-mast all about up country and down town at Kingston is always a cause of sadness on Norfolk Island and we know that we have lost another member of the community.

On Wednesday morning, 10th February at the Norfold Island Hospital we lost another Norfolker - Campbell Quintal, affectionately known to all as "Bambi", at the age of 68.

Cam was the only son of Annie (Grannie) and Stephen (Chon) Quintal and attended the Anson Bay school.

When schooling was finished, Cam became a member of the O.T.C. and remained a member of that organisation until his early retirement, due to ill health a few years back.

Joining the 2nd/3rd Field Squadron R.A.E. Cam later saw service overseas.

He married May (nee Adams) and they had 7 children and the family moved to Sydney in 1958 when Cam was transferred to the Marrickville branch.

An all-round Sportsman, Cam played golf, tennis, cricket, football and was a staunch supporter of the Cascades (Reds) Football team.

He was a typical Norfolk Islander of the 'old school' - gentle, couteous at all times, had a tremendous sense of humour and was a good friend.

Cam's second wife Sylvia, (nee Sharpe, who pre-deceased him only a few months ago) had two sons from her previous marriage. Cam was very fond of both boys - Ricky and Gary - and it was Gary who was able to travel to Norfolk with Shorty to attend the funeral on Thursday, which was conducted by Pastor Noel Gallagher of the Uniting Church.

The members of the R.S.L. and of the Cascades Football team formed a Guard of Honour for Cam.

We extend our sympathies to the members of the families - May (of Norfolk Island) and her children and their families - Ricky of Norfolk, Cam (Shorty) of Sydney, Clare (Mrs Edward of Norfolk), Robbie-Anne (Mrs. Harrison of Bribie Island), Ruth (Mrs. Finch of Norfolk, Larry of Norfolk Island - and to Sylvia's family of Ricky and Gary of Sydney.

The families wish to extend their sincere appreciation to all who have been of such help and kindness to them in their sadness.

They wish to record also, their thanks to Dr. Jenny Sexton and members of the Hospital for their care and attention to Cam, to the grave diggers and members of the Administration who carried out so many of the necessary tasks which take such a load off the shoulders of the family, to those who made and sent such beautiful wreaths and for the many cards and messages they have received.

So numerous have been the cards, the wreaths, and the help given etc. that the families trust all those concerned will accept this as their most grateful thanks for everything.

WHILST ON HOLIDAYS

As we all know, Secretary's have holidays occassionally, and as usual, always have their Organisations interests at heart even though they are holidaying!

Well, Alan Arndt while spending a well earnt holiday at Tumut, in southern N.S.W., decided that whilst in the area he would pay a visit to ex DCA Veteran Jock Cowie, whom he had only knwon over his years as Secretary by the letters received enclosing annual subs., or apoligies for non-attendance at meetings etc.

Jock and wife Phyllis made Alan and wife Joan most welcome, and over morning coffee (plus a few ales and whiskies!!) related many and varied tales of their experiences whilst serving in Australian Outposts during Jocks years as a Radio Operator with DCA. which included acting as an Undertaker in Alice Springs, and a Marriage Celebrant in Tennants Creek (or vice versa)!

Hopefully, Alan and Joan talked Jock (Cowie) into putting pen to paper to record some of his most interesting experiences over 40 odd years of service, which they are certain will make most enjoyable reading in future editions of our Newsletter.

EXHIBITION OF TELECOMMUNICATIONS

As a contribution to the BICENTENNIAL activities O.T.C. has decided to put together an exhibit on the history of International Telecommunications, beginning with the earliest days of the telegraph cable through to the current technologies of satellites and fibre optics in use today.

As you can imagine such an exhibit calls for not only creativity and imagination in design but also authenticity of the exhibits displayed, and particularly so of the technology applied in the bygone eras.

The committee working on the exhibit have been busy going thorugh the archives and the O.T.C. Museum gathering equipment to go on display. However, there are some gaps in the early days of cables and wireless of incidents which occurred throughout their long history.

Maybe you are in a position to help here with the loan of the odd item of interest which could add to the exhibition and any contributions would be most welcome.

It is proposed to open the exhibition all week including weekends for a six month period, July through December 1988. The location is Level 2 Paddington Terminal Building in Oxford Street, Paddington.

ANY VOLUNTEERS???

We are also looking for some assistance in the staffing of the exhibition at week-ends!

As it is anticipated that the venue at Paddington will attract a high level of interest at that time, it is felt the presence, and the knowledge of the "Elders" of the the industry would provide a contribution and add authentic support to the exhibits on display.

Those Veterans with time to spare and who wish to contribute in this way can contact Roy Ayton, the co-ordinator for the exhibition at Paddington on telephone 339 3954, who will be only too happy to provide you with further details.

[illegible]

Very sad news just to hand as we go to press.

Our editor, Jim Anderson's wife Joyce, passed away on Sunday evening the 27th March 1988, after a long battle with cancer which hospitalised her for the past 5 months.

The President and Committee of the NSW Branch, on behalf of all Veterans, express their deepest sympathy and condolences to Jim and his family, in their very tragic loss.

VETS NEWSLETTER (APRIL)

As part of the Bicentennial Exhibition it is planned to incorporate some of the equipment used in the operation of the early telegraph cable services.

The Exhibition Committee are hopeful that they will be able to develop a working exhibit featuring the Kelvin (Muirhead) Siphon Recorder along with related equipment as indicative of the telecommunication technology applied at the turn of the century.

Such items of equipment are located in the OTC Museum storage area at Broadway but we are short on knowledge and the skills necessary to turn back the clock into this era and would appreciate any assistance from those familiar with this equipment and its operation.

Should you be interested and willing to assist, Roy Ayton at Paddington on 339 3954 would be more than happy to receive your call.

AN ENCOUNTER WITH THE 'VETS' IN ADELAIDE

As has been the custom of recent years the SA veterans gathered at the residence of Brax Horrocks in the leafy and restful suburb of Unley Park.

The purpose of my visit to Adelaide was to seek out information on the workings of the early telegraph cable stations of Adelaide and Darwin and to represent our Managing Director, George Maltby at the Christmas Meeting. Upon arrival in Adelaide a telephone call to Brax brought an immediate response to come out and talk over recollections of his experiences of the "early days". Despite his failing health and physical difficulties Brax was a most charming host and along with his likewise charming wife, Rita entertained my wife and myself and provided me with insight into those activities now long past. It was my first encounter with Brax and I must say all that had been said about him prior to our meeting was more than fulfilled and that it was a most rewarding and fruitful experience.

Later, at the meeting it was my pleasure to further my endeavours with the other vets of the 'cable' and 'wireless' era in going over old ground and providing an up-date on the latest developments.

All in all, it was a most memorable afternoon, spent in pleasant surroundings with enjoyable company - an assignment that can be locked back upon with enjoyment and satisfaction.

Roy Ayton.