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## Japanese Rabaul Surrender

With the dropping of the atomic bombs on Japan the Japanese Emperor Hirohito broadcast to his subjects the news of the surrender on 15 August 1945. The day following signals were sent to to all Japanese Commands that Japan had surrendered

Some Commanders did not immediately accept this order for it was against their training as such an act was dishonourable. Such an order of surrender emanating from any one other than the Emperor himself would have probably been ignored.

Throughout the world "V.J." Day was celebrated and in Australia. Victory Parades were held, but to the front line Australian Defence Forces great vigilance and preparedness had to be maintained for many Japanese continued to fight.

### Official Surrender

On 2 September 1945 the Japanese Government signed the Official Surrender to General MacArthur on board the U.S.A. Battleship "Missouri" in Tokyo Bay.

The following day MacArthur broadcast to the world announcing the war had ended, but the Japanese Commanders continued to fight. No doubt this Official Surrender was the catalyst that finally convinced the Commanders that the war had finally ended.

In Rabaul Harbour, aboard the Royal Navy Aircraft Carrier HMS "Glory", the Japanese signed the Surrender on the 6 September 1945. There were five experienced Japanese Divisions with 19 Generals, and 11 Admirals along with 101,000 troops in the area.

In the Aitape - Wewak (New Guinea) area the Japanese 18th Army vowed to fight to the end so it was not until 13 September that General Adachi formally surrendered to Major General H.C.H. Robertson of the Australian 6th Division at a ceremony held at Cape Wom near Wewak in the presence of a large group of Australian Troops. His once 100,000 army had been reduced to 13,000.

### **This delayed surrender was repeated by many Japanese Commanders.**

David Banks, a member of the A.I.F. 11th Battalion (13 Infantry Brigade) well recalls the apprehension of sailing into Rabaul Harbour knowing that an enormous number of Japanese Forces were waiting for them to disembark.

This Australian force had set up a Base at Jacquinet Bay (New Britain) in December 1944 and their immediate task was to land in Rabaul Harbour to disarm the Japanese Forces, recruit them to carry out reconstruction tasks, and occupy them while arranging their repatriation back to Japan.



The signing of the Japanese Surrender in Rabaul was conducted on the Flight Deck of the Royal Navy Aircraft Carrier "Glory". (David Banks)

1945. 9. 19. 7. 26

# GUINEA GOLD

## RABAUL SIGNING TODAY

### 130,000 Japanese To Surrender To A.M.F.

**ONE AUSTRALIAN POW IN N.B.**

Japanese envoys on Tuesday disclosed to Brig. Sheehan that in New Britain they hold more than 8000 prisoners. There were one Australian, one New Zealander, 18 British, seven Americans, and one Dutch. The remainder comprised 3463 Indians, 1397 Chinese, and the others were Malaysians and Indonesians. The envoys reported that all the POW were in good health.

**THE signing of terms of surrender for all Japanese forces in New Britain, New Ireland, Solomons and New Guinea is scheduled to take place today at 9 a.m. on board the British aircraft carrier "Glory" off Rabaul.**

Signatories to the surrender document will be Lieut.-Gen. V. A. H. Sturdee, GOC First Aust. Army, and Lieut.-Gen. Imamura, C-in-C Jap South Eastern Army. With Gen. Sturdee will be Capt. F. Bryce Morris, Naval Officer in charge, New Guinea.

After the surrender terms have been signed, General Imamura will inform his subsidiary commanders to proceed with capitulation to the Australian area commanders.

On Tuesday, Brig. E. L. Sheehan and Capt. Morris, in the destroyer Vendetta, met senior Japanese envoys outside Rabaul. After disclosing POW held, the Japanese gave figures of their forces in SWPA—New Britain 61,000 including 13,600 Navy, New Ireland 12,400, Solomons 23,000, New Guinea 14,000.

After leaving Japanese Bay on Monday night the Vendetta steamed a wide course outside Endeavour Bay Island to intercept Japanese boats from the north. During the last hour the crew were at action stations with a squadron of BEEF carriers standing by.

The Japanese appeared in the admiralty bay and three Naval personnel, headed by Captain Kamae, and three Army officers, led by Col. Takahashi, boarded the vessel. They were escorted to mess, served and conversed at length, based protocol names of military officials, and other

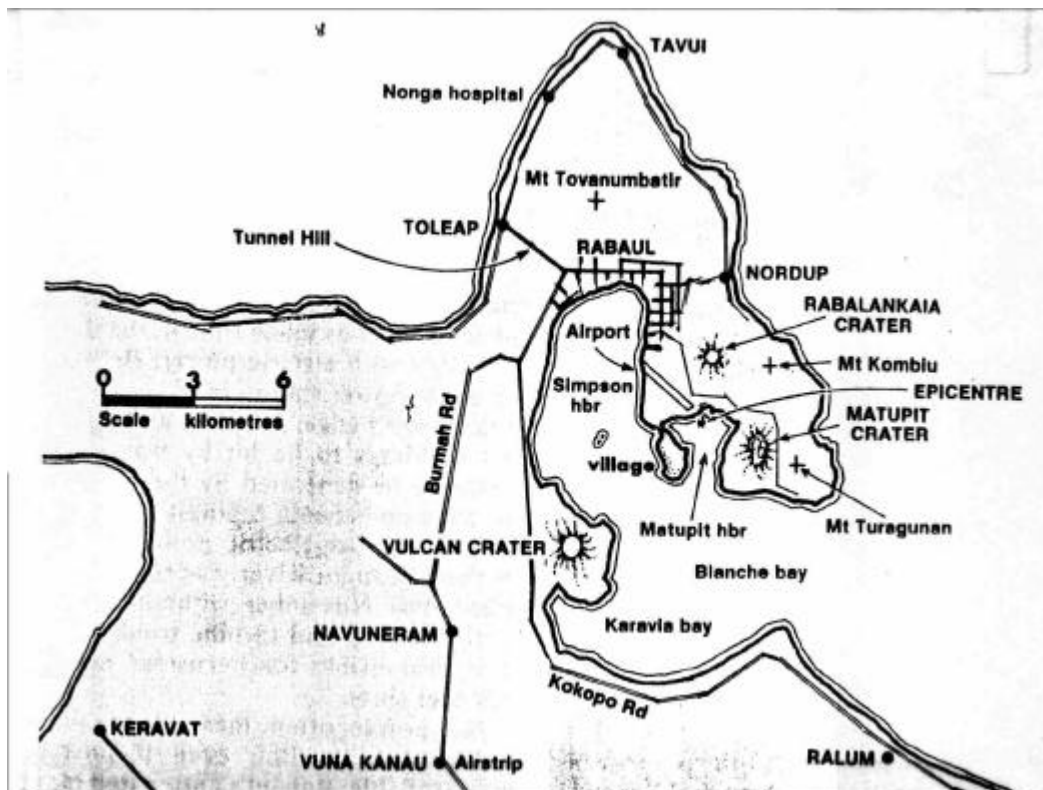
While and six envoys and 12 interpreters were present. The Jap. officer surprised the Australians by asking if the "Glory" was still in Jap hands. The envoys were told to return to their ships and to await further orders. The Australian occupation troops would land.

A letter which the envoys were told to deliver to their own officers set into effect the terms of the proceedings aimed at Tokyo, and to pass surrender orders to Macmillanville and New Guinea. It also stated that all orders issued by Lieut.-Gen. V. A. H. Sturdee and Major-Gen. H. C. Robertson were effective.

"To carry out this transfer would result in many losses."



Rabaul had been one of the most important Japanese Bases in the SW Pacific and therefore heavily defended by fighters and anti-aircraft batteries.  
(Walter Murray)



Miles of tunnels were constructed in the mountains for holding large quantities of supplies, ammunition, workshops, aircraft, hospitals as well as a secure shelter for personnel.  
(Walter Murray)

No. A.178

Australian Military Forces

## Routine Orders, Part 1

by  
Lieutenant-General S. G. SAVIGE,  
Commanding 2 Aust Corps (AIF)

Headquarters  
2 Aust Corps (AIF)  
11 Aug 45

**SPECIAL ISSUE**

**Adjutant and Quartermaster-General's Staff**

**A.178 PERSONAL CONTACT WITH JAPANESE AFTER THE  
CESSATION OF HOSTILITIES.**

1. All Japanese personnel will at all times be treated as prisoners of war and the provisions of the laws and ways of war and the Geneva Convention will be strictly observed.
2. It must be remembered that the Japanese while entitled to receive treatment as prisoners of war have not in the past given such consideration to their enemies but have on many occasions acted with total disregard of the ordinary principles of humanity. Australian troops will remember the savage and ruthlessly brutal treatment given to personnel of the AMF captured at Singapore and in other places.

It is therefore appreciated that there will be no attempt at fraternisation by our own troops, and all friendly approaches made by Japanese of whatever rank will be declined with dignity but without offensiveness.

3. Australian troops of whatever rank will NOT salute any Japanese officers.
4. Officers and other ranks who are themselves saluted by Japanese on occasions when official business is being transacted will return salutes. On other occasions salutes will be ignored.
5. Australian troops will not engage in conversation with any Japanese except when discussing official matters in the course of their duty and any such conversation will be confined strictly to the business in hand.
6. Violence or threats will not be used except where necessary for personal protection.

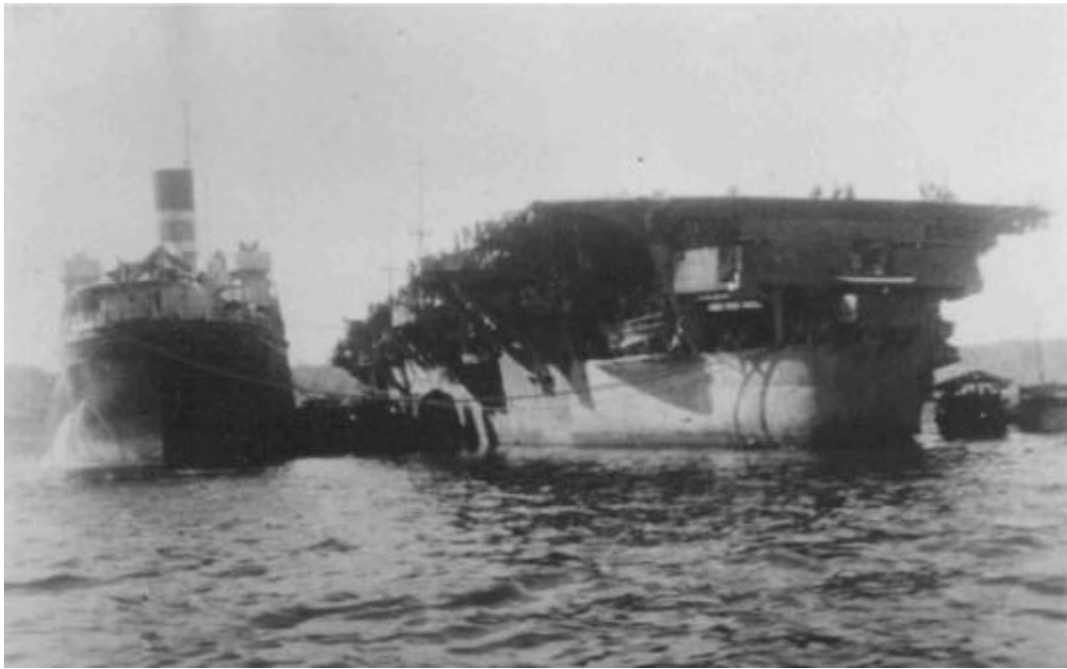
All cases of undisciplined conduct on the part of Japanese will be reported at once to higher authority.

*To be Issued to all Ranks*

*S. G. Savige*  
Brigadier  
DA & QMG  
2 Aust Corps (AIF)



In the Rabaul region the Japanese looked extremely fit and healthy as they marched to the embarkation area for repatriation. (Walter Murray)



One of the surviving Japanese Aircraft Carriers was here being loaded with 4,000 Japanese POWs bound for Japan. (Walter Murray)



This RAAF Marine Section Boat and Crew played a very important role in the Allied Occupation Forces stationed in Japan. (Frank Gould)

One of the remaining Japanese Aircraft Carriers and a Battleship was used in this way. Gordon Low of an Australian Water Transport Tug remembers towing a refuelling barge to the Japanese Battle ship so that it could return to Japan. Gordon had helped construct the first Torpedo Recovery Boats for the Marine Section in Perth before joining the Army Water Transport.

In Rabaul, as else where, the enormous number of Japanese troops had to be disarmed then kept occupied. Construction of POW compounds were made by the Japanese. Australians had the task of providing food and arranging medical facilities, although those Japanese forces in Rabaul appeared to be in good shape. Repatriation back to Japan was a major task so a Japanese Aircraft carrier and a Japanese Battleship was used, but yet it took many months to accomplish.

Photographic evidence showing Japanese troops working unloading Marine Section Boats, all appeared to be readily assisting having just surrendered. There is a marked contrast to those Japanese held in an Australian Prisoner of War Camp, who saw the humiliation of being taken prisoner. It would appear that the direction of surrender from their Divine Emperor erased personal guilt that the soldiers in the field may have felt.

## **Occupation Forces in Japan.**

Australian Defence Forces formed part of the BCOF, and therefore had a large Marine Section operating from Kure. RAAF AIRCDRE A.D.Garrison well recalls these boats maintained lines of communications to Iwahuni by ferrying personnel, correspondence and vital equipment. The Inland Sea provided an excellent pathway, for most of the railways and roads had been destroyed during the destructive air raids. Inspections and official visits to areas along the Inland Sea could be speedily accomplished.

The Marine Section carried on their war time role of providing all the facilities needed to assist flying boats as well as Air Sea Rescue services. With the enormous growing incoming and outward flights by land based aircraft it was necessary to have on standby Air Sea Rescue Crews and Boats.

Again the men of the RAAF Marine Section played an important role during this period.

## Disposal of

### Marine Section Boats

With Marine Section Crews returning to Australia for demobilization their Boats were left on moorings in some isolated localities. The Commonwealth Government decided to offer these vessels for sale at Disposal Sales in places like Port Moresby, Milne Bay, Madang and numerous ports throughout Australia.

As all these vessels were considered surplus to peace time requirements they were offered to potential buyers at auctions. These boats had been maintained by their Crews and many were in prime condition.

To departing Marine Section Crews it must have been a sorry sight to leave their boats that had served them so faithfully throughout the war.

A number of those boats still exist today because of the careful maintenance and regular servicing by dedicated owners.

One example is shown below, "The Bataan" may be seen at Grumps Wharf, in Surfers Paradise.



The "Bataan" moored at Grumps Wharf, The Spit, Surfers Paradise, July 1995, is now being used as a floating office for booking tours. Here a wartime RAAF Type Number is proudly displayed.



Marine Section Boats that had operated around northern New Guinea ended here in Madang on moorings awaiting buyers. Their Crews having been rostered back to Australia for Discharge. (Norm Greaves)



Disposal sales were conducted for many boats were considered surplus to needs now the war was over. (Norm Greaves)

**RAAF Marine Section**

**Medals, Awards & Commendations**

Please Note:

No lists are available relevant to the Marine Section, but undoubtedly there were many recorded acts of bravery in Unit Records, and probably a great number were never recorded, especially those in small independent Units and lone Air Sea Rescue Boats.

Those Confirmed

**Corporal S. Cummings, of RAAF Rathmines,**  
Awarded

**“Order of the British Empire”**

**Mentioned in Dispatches**

On 16 March 1943, a Unit Parade was held in Port Moresby to Award "Mentioned in Despatches" to three Members of the Marine Section, who had not only put out a fire on a Refuelling Barge, but averted a very dangerous situation developing because of the presence of many drums of highly explosive aircraft fuel. Nearby were many wounded personnel lying on the ground in stretches awaiting to be loaded onto waiting Sunderland Flying Boats. The Coxswain, who had been doused in flaming petrol, was saved by the quick action of Sergeant Ken Breakspear by wrapping him in a blanket snatched from one of the wounded.

The Three Recipients.

**Sergeant Ken Breakspear      Sergeant Hec. Duncan**  
and  
**Corporal E. Chadwick.**

\*\*\*\*\*

**Citation**

By the King's Order, (name of the person) was published in the Commonwealth Gazette on 16 March 1943 as Mentioned in a despatch for Distinguished Service displaying exceptional bravery beyond the Course of Duty.

\*\*\*\*\*

A number of Marine Section personnel were believed to have been awarded the British Empire Medal but no confirmation from the Recipients is available.

Royal Australian Air Force

**MARINE SECTION**

**in the**

**Post War Period.**



Marine Section Boat 011.59 was here ferrying visitors to a Sunderland Flying Boat moored on the Swan River (WA) (Kitch Williams)



Sergeant Jeff Larac, having served as an Air Gunner on Catalinas was in 1945, attached to the Marine Section that operated on the Swan River. (Jeff Larac)

## **RAAF Marine Section**

### **Post War**

With the War's end and Demobilisation being phased in there came a period when a decision had to be made by Members of the war-time Marine Section if they would join firstly, the Interim Air Force, then in 1948, the PAF (Permanent Air Force). FLTLT de Costello was the Marine Section Commanding Officer in Perth.

Fortunately for the Service many, very experienced men elected to remain in the Marine Section for there was still a great deal of work to be completed requiring their skills.

At No.82 O.B.U. (Operational Base Unit) Marine Section located on the Swan River, Perth Western Australia, had tasks to accomplish immediately after the war.

03.6 Torpedo Recovery Boat was still operating together with 02.4 Air Sea Rescue Boat. 017.11 Work boat, with Jack Clayden as Coxswain and Frank Purcell, (ex Cairns) as Fitter/Engineer, made regular trips to Rottnest Island.

Catalina and Sunderland air craft were still operating in 1946 and still required all the assistance developed during hostilities except the need for armament.

A regular service was still required by personnel on Rottnest Island, but one major task was the disposal of all surplus bombs from RAAF Base Pearce and any other localities. This project of dumping the 250 pound bombs had commenced by December 1945, as recalled by Ted Harding, who had served in Merauke, New Guinea. Ted was awaiting for his discharge so was given the job of assisting in the disposal and would report to the WA University Boat Shed every morning. They would then move the 03.6 boat up to a boat shed located only a few hundred metres from the Perth Town Hall.

Trucks carrying bombs would pull up along side of the 03.6 Torpedo Recovery Vessel, and using its own hoist, commence loading the bombs. When loaded the boat set off down river to Fremantle, some 10+ miles away then proceed to Rottnest Island. There the boat would remain over night and at day-light, head westwards to a deep trench in the ocean floor, some 20 miles away. This early departure was to hope for calm seas to allow the lifting of bombs overboard without the danger of them swinging back and damaging the vessel. A great deal of surplus equipment, and possibly Lend Lease Catalina aircraft were also dumped.

03.6 then returned back to Rottnest Island to collect any Defence Personnel, who might be waiting for a lift to the mainland. This procedure carried on after Ted was discharged.

## Interim RAAF Port Moresby

421309 FLTLT David Bennett, after returning from England, elected to join the Interim Air Force and was posted to Port Moresby on 16 January 1947 as O.I.C. Air Operations. On board the same Dakota were six very senior Japanese Officers destined to be tried for war crimes in Rabaul.

David well remembers the very active Marine Section under the Command of SQNLDR Jock Tennant, while Warrant Officer Noel Maloney looked after the day to day running of the Unit. A special Marine Vessel there was built in steel, and was used to carry supplies and equipment to RAAF Stations in Biak, Nadzab, Madang, Rabaul, Lae, Finschhafen and Samarai. Another Marine Section boat was 06.14, a large Launch, 65 foot in length, Skipped by FLTLT John Coape-Smith (Pilot) with a Crew of six. This boat would be away from Port Moresby for up to six months.

Its role was to locate all downed war time aircraft that had been reported by Patrol Officers, native people, and wartime Service Personnel. This Team of RAAF personnel had to ascertain whether the aircraft was of Dutch, American, New Zealand or Australian origin. It was also necessary to recover any human bones and "Dog Tags" and return them to the Australian War Graves Commission for a proper burial.

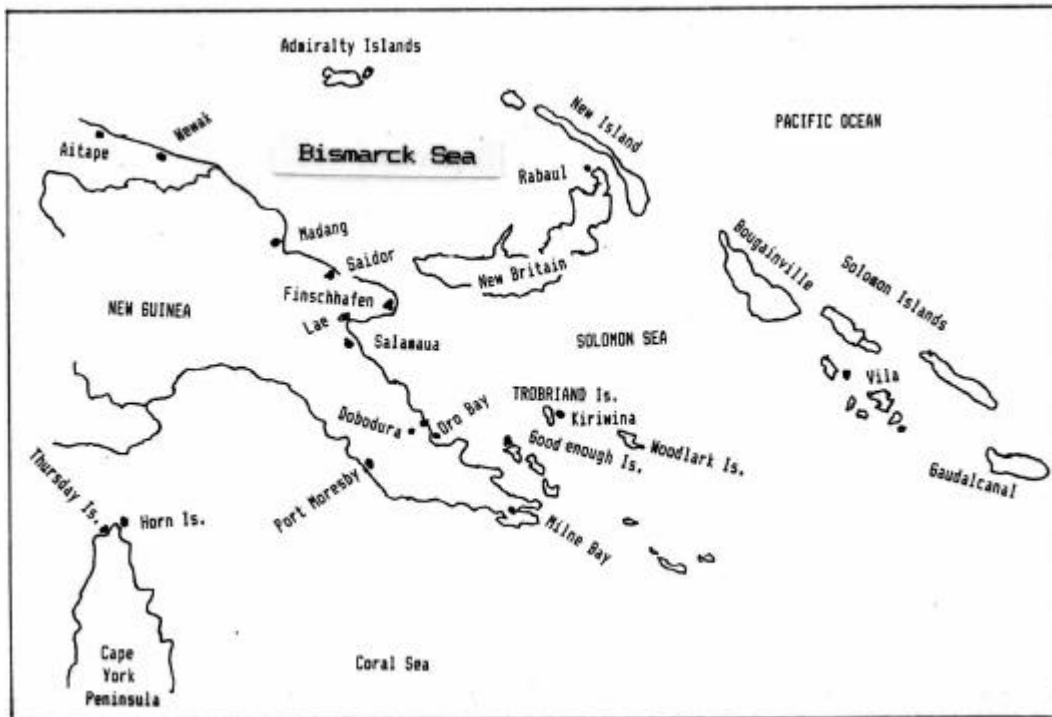
In David's Office was a very large wall chart that recorded the daily position report from 06.14. John Coape-Smith was a Pilot and a first class Sea Navigator which required great skill in negotiating many bays, islands and rivers in his gruesome quest. In the course of this work John had many wonderful and some times weird, frightening experiences.

The Base Crash Boat was powered by two, six cylinder Chrysler Marine Motors and was used for emergencies and routine inspections. Two Bomb Scows serviced the constant flow of Flying Boats passing through. Two Catalina Flying Boats were attached to the Base, with one being an amphibian, was Captained by SQNLDR Keith Rundle, the O.I.C. of the RAAF Search Party. A "Dak" was kept on stand-by at Jackson's Strip. On Keith's wall chart were hundreds of small flags representing the sites of crashed Allied aircraft. He had visited every site, and on occasions the Search Party believed they might be murdered, but fortunately it never happened.

Because of the extensive river systems they could often land a Catalina on a suitable up stream section saving weeks of walking in, then having to tramp out.

Port Moresby Marine Section enjoyed a good reputation for their hospitality for on David's occasional visit grilled coral trout was provided. One most effective fishing technique was by dropping a hand grenade overboard outside the reef.

During March 1948, David received orders from Melbourne to destroy all live ammunition left over from the war. Huge quantities of .303, .5 and 20mm cannon was in store so a group of Senior Armament Officers were brought in to see to the destruction. They diligently bundled this ammunition, attached detonators then loaded the Marine Section Crash Boat with this dangerous cargo and then proceeded out beyond the reef. A bountiful supply of fish for the various Service Messes resulted in this exercise.



FLTLT John Coape-Smith and a Marine Section Crew would often be away from Port Moresby Headquarters for up to 6 months locating crashed aircraft and retrieving Identity Disks throughout this region.

## RAAF INTERIM AIR FORCE

### Morotai

Alf Wilson, a Fitter/Engineer in the Marine Section was posted to Morotai early in 1946 where he elected to remain in the Interim Air Force. In this immediate post war period Morotai was an important staging base for Catalina aircraft especially those returning POW personnel to Australia. Flying Boats still had an important role to play in this region for there were tens of thousands of Japanese still on islands of this region. Repatriation and war crime trials of Japanese still had to be arranged which necessitated the movement of specialised Allied Personnel.

Marine Section boat Crews often operated as an individual Unit during this period for the bulk of land based Units had been posted. They tended to use their initiative in obtaining supplies and amenities while still providing all the support required by Flying Boats and their Air Crews.

The Marine Section set about constructing a jetty that was later used by the Navy. Japanese POW were used in the construction and assisted by a Japanese Engineer. During the 1946 Armistice Day, Arthur Bennett, the Skipper, decided to erect a flag pole and hoist the Australian Flag at 11 o'clock. Much to the amazement of the young Marine Section Members the Japanese stood to attention during the Ceremony. When it was explained that the Japanese had been one of our allies in WW1, and therefore they recognised the significance of the occasion, it came as a surprise.

Alf and others in the Marine Section also had to regularly service two large electric generators as well as servicing and maintaining all their own Boats. Two Indonesian young men were employed to look after their messing facilities and during their time with the Marine Section they gained competence in learning English through the personal effort of Greg May.

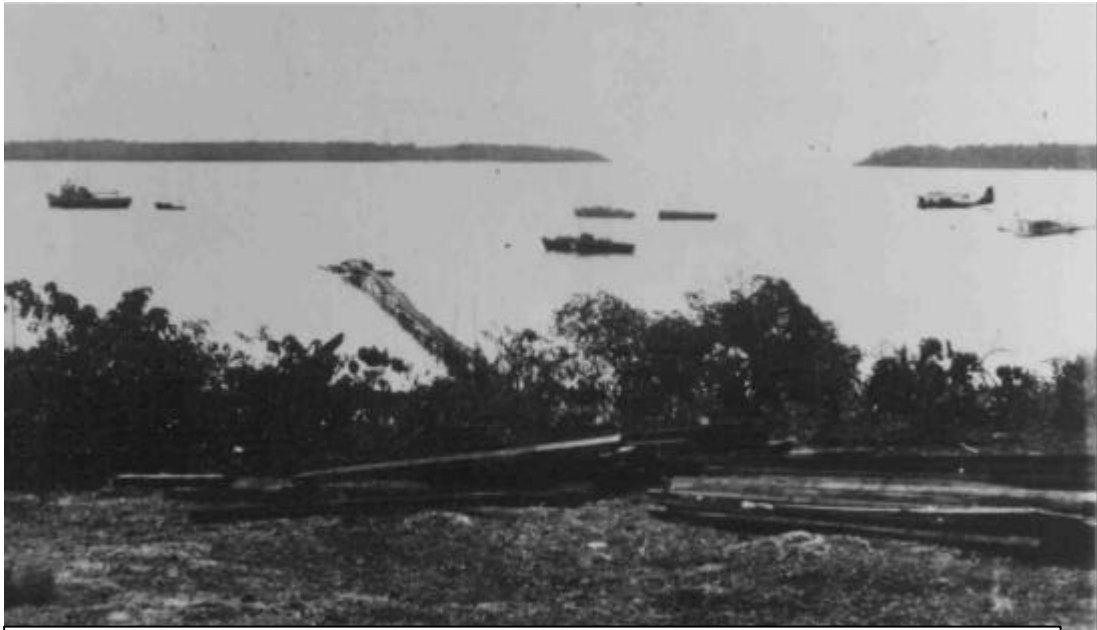
Food supplies and other essentials came from No.60 O.B.U. located on the other side of the island.

#### **Marine Section Crews comprised of:**

Arthur Bennett	Marine Navigator
Bob Cargill	Coxswain
Greg May	
Alan ?	Wireless Operator
Alf Wilson	Fitter (Engineer)

The Marine Section duties consisted in returning Air Crews to their aircraft and standing by during take off and landings of Catalina aircraft, air sea-rescue duties for the surrounding area, and moving supplies.

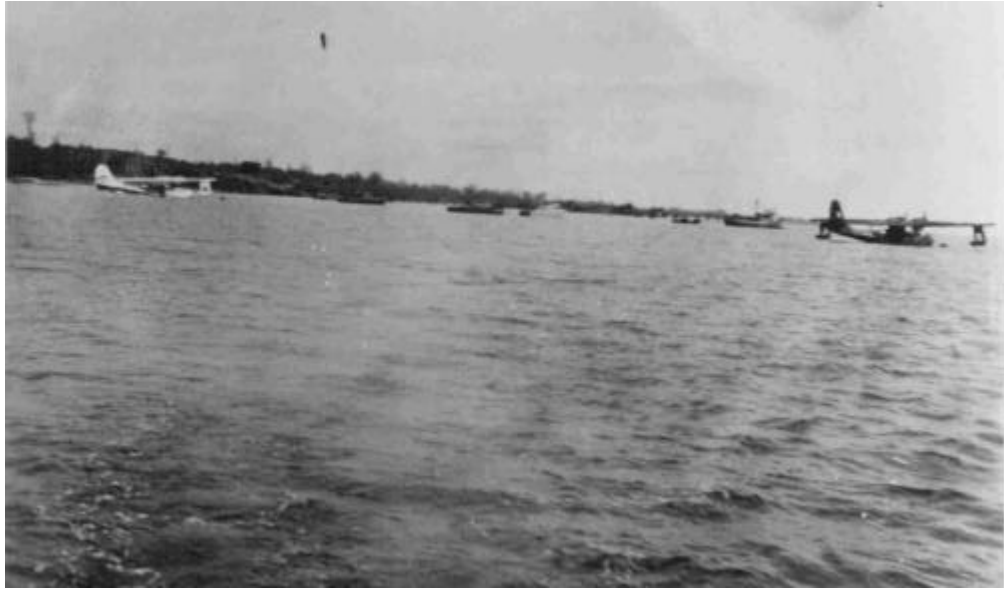
## Morotai Marine Section



Morotai Marine Section still had an important role to play during the Interim days of the RAAF. A constant stream of Flying Boats, as well as land based aircraft were arriving and departing. (Alf Wilson)



Construction of this jetty was done by the Marine Section with the assistance of Japanese P.O.W.s Some were awaiting War Crimes Trials. (Alf Wilson)



This photograph was taken from 011.121 while at mooring and to the left is a Dutch Catalina. On the right is a RAAF Air Sea Rescue Catalina.  
(Alf Wilson)



The Morotai Marine Section “acquired” these abandoned American vehicles and made full use of them.  
(Alf Wilson)

### **Morotai Marine Section Boats**

Two 47-foot 02. Class

One 16.12 Lugger powered by a Gray Marine Engine.

A captured Japanese powered barge.

One 01.16 for moving supplies.

Refuelling aircraft and boats was done from 44 gallon drums using hand operated pumps.

Throughout all Marine Section Bases and small Units the daily routine continued for, although the Japanese surrendered, it would take many months for them to be returned to their country. For the war ravaged countries the Japanese had occupied, the local people were often in dire straits needing supplies and medical assistance so the Boats and Crews of the Marine Section assisted. Australian POW were also aided as in the case of the Prisoner of War Camp at Kuching in north west Borneo when a flotilla of boats took in urgently need food and medical personnel.



Alf Wilson, a Motor Boat Fitter (Engineer) arrived on Morotai early in 1946 & remained for 2 years. (Alf Wilson)

313  
**Darwin**



After successfully refloating 03.1 Torpedo Recovery Boat in Darwin Harbour the Crew took time out to be photographed.  
Left to right: Geoff Constable (Coxswain), Harry White, Snow Bruning (Diver) & Alan Grumont. (Harry White)



The long voyage from Darwin back to NSW was marred by engine problems so it took 3 months. L to R: Harry White, Skipper George Arnold (who had been Skipper on "Teleta"), Eric Smith, Des Dyton & Eric Palmer. Delays provided some enjoyable diversions. (Harry White)

## **Timor**

Harry White was posted on 11 October 1945 to probably the smallest Marine Section Unit in the RAAF located at Koepang. Harry and a Fitter/Engineer had a very small boat eighteen feet in length powered by a 10 HP Chapman Sea Dog engine. Each day a Catalina arrived with supplies and after the Crew spent two hours ashore they were ferried back to the Cat. This two hour daily duty by the two Marine Section continued for a four week period. Again, ingenuity and initiative by two Australians probably sustained them during their time at Koepang.

A posting duly arrived, so after loading their boat on a Landing Barge they were taken in tow by a RAN Corvette for the long trip back to Darwin. Harry, the Fitter/Engineer and another chap remained on the Landing Barge until they reached East Arm RAAF Base.

## **Darwin**

Harry, with a Diver (Snow Bruning) operated a diving barge and their first job was to salvage 03.1 Torpedo Recovery Boat. An Officer had taken the TRB boat out into Darwin Harbour to do a spot of fishing with a group of friends. They moored along side a sunken merchant ship but when the tide went out the TRB settled down onto the ship's broken boat davit. The TRB was holed in two places causing it to be flooded. No mention is recorded about the incident but it was Harry's job to salvage the sixty-foot boat.

At low tide Harry placed empty, sealed 44 gallon drums inside the sunken boat and at high tide it floated off the broken davits. After towing the vessel to the RAAF slip way the Marine Section shipwrights set to work to restore the hull.

## **East Arm**

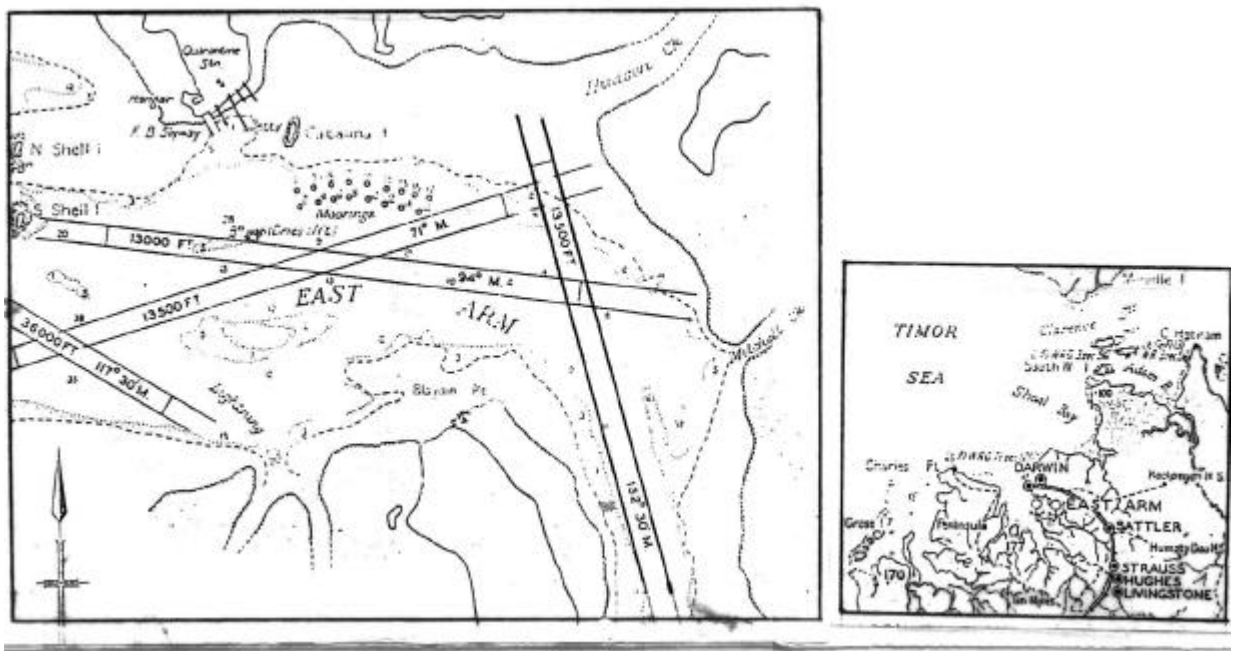
Harry was given guard duties at East Arm until 19 March 1946 when he boarded 03.11 in company with 03.1 and commenced the long ferry duty back to NSW for Discharge. (Sounds like "working your passage!")

The voyage across the Gulf of Carpentaria included a brush with a severe storm necessitating Harry being behind the wheel for 12 hours straight. Arrival in Thursday Island was on Saturday 30 March 1946.

Their passage south was delayed frequently because of problems with the engines. Harry finally arrived back in Sydney where he took his Discharge.

## RAAF Base East Arm

SQNLDR C.A. Bourne (later GPCAPT) was in 1947, a Senior Administrative Officer at East Arm Base when W.O. Lynch was in charge of the Marine Section. The boats of the Marine Section's role was in supplying support services for the Catalina Air Sea Rescue Flight. Some 30 Aboriginal men were employed on the Base and periodically a group would be returned to Bathurst or Melville Islands and replaced with another group. On these trips the Marine Section Boats, carried building materials and supplies to the islands for use by the local people. Other RAAF personnel would also use the occasion for a recreational day trip.



**Borneo**

Group Captain C.A. Ric Bourne also well remembers (1962) the growing problem the villagers along the northern coastline came under when pirates reappeared. Operating fast boats they would rob and kill then disappear.

A Royal Air Force Warrant Officer Coxswain operating a fast Air Sea Rescue Boat mounted a Bofor Gun on the bows of his boat and was responsible in capturing a number of these pirate boats. For a time this was a deterrent until this experienced W.O. was posted back to England.

His replacement was apparently inexperienced in these local waters for he tried to cut off a pirate vessel as it made a circular course and in so doing ran onto a partly submerged reef. The Air Sea Rescue Boat was so badly damaged it was abandoned. What occurred afterwards regarding the pirates is not known, but to this present day there are still reports about pirates in this region.

**Note:**

What follows was composed from interviews with ex Marine Section Warrant Officer, Alf Wilson, who enlisted during WW2 and stayed in the PAF until the Disbandment of the Marine Section, and his Discharge in 1965 but, remained on the RAAF Reserve until 1970.

### **Rathmines (1947)**

The Marine Section continued providing facilities for Catalina Crews and their aircraft. WAAAF personnel were still doing a great deal of maintenance work on Catalinas as part of No.2 F.B.R. (Flying Boat Repair) during the short period that Alf Wilson spent there after leaving Morotai.

#### Commanding Officers of **RAAF Base Rathmines**

WGCDR J. E. Hewitt	14.08.1939
FLTLT S.A.C. Campbell	4.10 1939
SQNLDR J.A.S.Brown	15.12.1939
SQNLDR D.A.Connelly	05.04.1941
WGCDR J.Alexander	11.06.1941
WGCDR J.A.Cohen	02.05 1942
WGCDR H.M.Birch	29.08.1943
WGCDR G.R.Thurston D.F.C.	15.01.1945
WGCDR A.G.H.Wearne D.S.O.	02.09.1946
SQNLDR P.J.McMahon D.F.C.	01.05 1950
WGCDR H.A. Conaghan D.F.C.	14.12.1951
WGCDR W.Brill D.S.O.,D.F.C.& Bar	22.02.1954
WGCDR A.G.H. Wearne D.S.O.,D.F.C.	16.07.1956
WGCDR J.Handbury A.F.C.	26.01 1960
Disbandment of RAAF Base Rathmines 16.01.1961	



RAAF Rathmines made a major contribution in the rapid expansion of Flying Boat Squadrons. It was here that all Air Crews received their Operation Training & the Marine Section personnel gained their initial competence & later advanced skills training required by Coxswains/Skippers. (Norm Greaves)



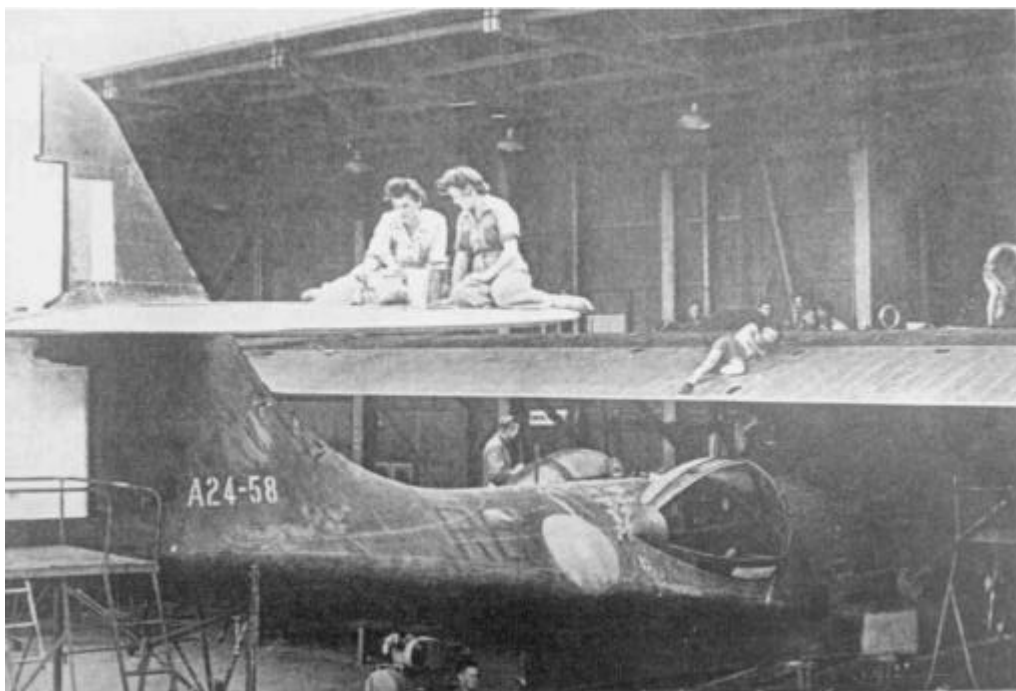
In the Post War period the Catalina aircraft returned here for disposal under the "Lend Lease" terms. What a sorrowful sight for departing Air Crews, whose survival had depended upon these reliable and wonderful aircraft. (Ron Mc Craw)

318  
**Rathmines**



02.14 at Rathmines in 1947 under going a complete refit. She was 48 foot long and had three powerful Chrysler Royal Motors.

(Norm Greaves)



Throughout the war against the Japanese the young Women of the WAAAF (27,874) were trained in the five Musterings of their male counterparts.

(Rathmines Club)

## Point Cook (1947)

Alf Wilson was posted to this Base that had operated since its inception for training Pilots, which always required Marine Section Boats to be on duty whenever flying was in progress. Some of the pre-war Pilots well remember having lessons from Marine Section Personnel (mostly ex- Navy) in rope handling and knot tying as part of their training. One in particular was known as "Matey"

During the next seven years of Alf's posting to Point Cook he served under Warrant Officer Ron Cook, in Charge of the Marine Section along with Ron Cox, Jack Smith, Reg Bythein, Sam Wynne, Frank Reilly, Alan Gray, "Sport" Wrigley, Bert Moore, Alan Davies, Graham Douglas.

### Marine Craft

Two 60-foot boats using a crew of six.

Two 02.8 a 47-foot, 02.109 63-foot 02.107 & 02.101.

02.107 was brought down from Townsville for the Queen's Visit and Alf was aboard for its return to Queensland.

Work Boat 11.52 & 02.4 a 47 foot, a Fuel Barge, 08.36 a 36-foot boat.

02.11 was burnt to the water line in Williamstown.

014 Dinghy.

Many of the boats were tied to moorings

Because of some weather conditions experienced at Point Cook, the Boats would be taken to **Williamstown Naval Jetty** overnight. The following morning the boats would return to Point Cook and on some mornings there would be heavy fog.

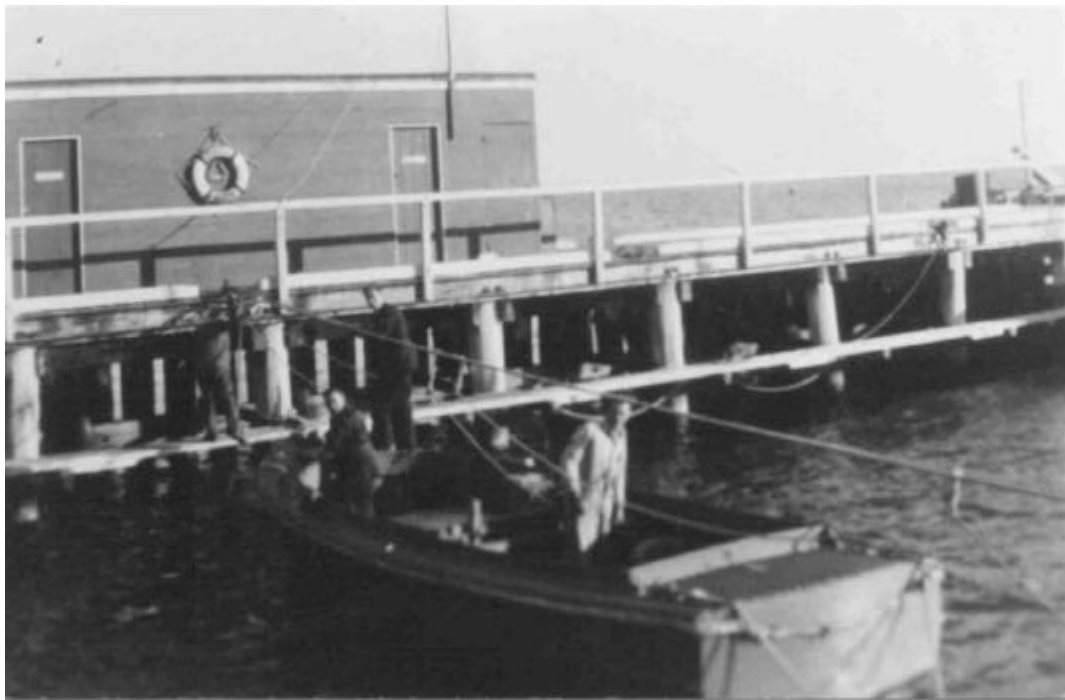
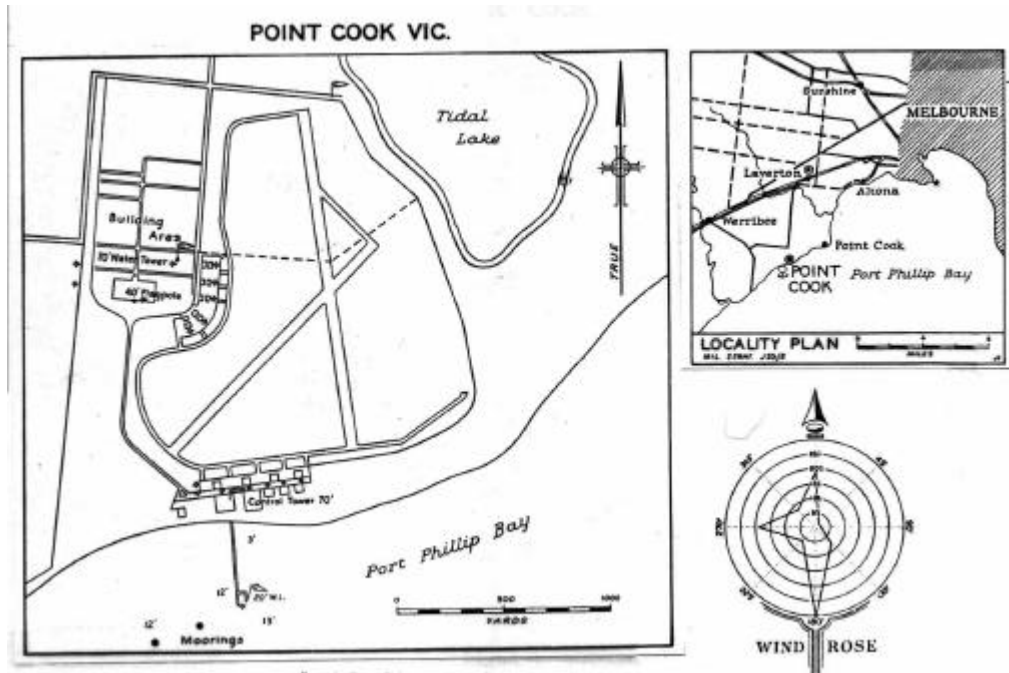
Main Duties were standby during flying, search and rescue in Port Phillip Bay as well as to be available for Bass Strait problems. Under Squadron Leader Guy Moody, Alf Wilson was involved in obtaining spares and supplies for the Marine Section's peace-time operations. For this, Alf was based in RAAF Headquarters in St. Kilda Road Melbourne.

On a number of occasions aircraft crashed into Port Phillip Bay and this being the role of the Marine Section they carried out the recovery of personnel and aircraft.

On one night occasion an aircraft crashed and turned over trapping the crew so Reg Bythein dived over board in an attempt to rescue the people but the aircraft had settled in the mud. It required a crane to lift to recover the aircraft.

In preparation of an Auster Aircraft that was being taken to the Antarctic for a scientific expedition it went through experimental trials at Point Cook. Knowing that the float plane version would have difficulty in taking off in the flat calm conditions, experienced down there, a Marine Section 08. Boat was used to break the surface of the water. This was valuable training for the Pilots, who were accompanying the Expedition. This boat was taken to the Antarctic on the "Kista Dan".

Point Cook



RAAF Base Point Cook's very long jetty was used to launch seaplanes in the early days. The Marine Section boat is in "The Pool" area where small boats were moored. (Alf Wilson)



Public Relations exercises were conducted at the Base and on this occasion Red Cross members were taken for an outing in 1948. Crew was Warrant Officer R.D.Cook, W.O. Noonan, Corporal A. E. Wilson, & L.A.C. R Bethein. (Ald Wilson)



02.15 was extensively damaged by fire at Point Cook. (Alf Wilson)

During a visit to Victoria by Her Majesty the Queen on the R.N. Ship "Britania" two Marine Section Boats met the ship at the entrance to Port Phillip Bay and provided an escort to the Port of Melbourne.

One of the public relations activities for the Marine Section was their presence during regattas to act as a rescue boat and assist in control.

#### Drifting Explosive Barge

During a storm in Altona Bay a large motorized barge, loaded with T.N.T. had broken away from its mooring and was drifting out of control towards the shore. Port of Melbourne tugs were not available so the duty Marine Section Boat and Crew set out to assist. In rough conditions they managed to come along side the Explosive Barge for the Crewmen to scramble aboard. Fortunately they managed to get the barge's engines started and had it under way just in time to avert a possible explosive tragedy. After anchoring the barge the Crewmen re-boarded the Marine Section Boat and returned to Point Cook.

Ron Cox was the Skipper, Alf Wilson the Fitter and Reg Bythen manned the rescue vessel

When marine engines had to undergo major overhauls the boat was moored on the end of the long Point Cook jetty where there was a large winch, and the motor would be lifted out. It was then transported by trolley to the old seaplane hanger where the extensive workshop was located. There the motor was completely restored.

The Navy slipway at Williamstown was used during weekends. The boat could be completely repainted, repair any under water gear and have the boat back in the water by the Sunday night so that it could be ready for duty on the Monday morning. A Coxswain, Fitter, and two Crewmen were involved in this regular task. Williamstown Base was 13 miles away from Point Cook.

Another duty that Alf had was that of Fire Officer for RAAF Base Point Cook as well as looking after the Base golf course as well as the Skipper of the Golf Team.

After 7 years at Point Cook Alf was posted to Townsville Marine Section as a member of the PAF having elected to do so in 1948.

## Marine Section Townsville

Immediately after the war against Japan, RAAF personnel had the option of remaining in the RAAF as part of the Interim Air Force. This was the period when the RAAF was endeavouring to plan for a peace-time Air Force while retaining a great number of very experienced personnel.

Early in 1946 Doug Kirby, a Warrant Officer Wireless Navigator, elected to do this and suddenly found himself posted to the Marine Section in Townsville.

Flight Sergeant George Scarlett, Coxswain, was "boss" of the Unit, which was located near the port breakwater while RAAF Base Garbut was some miles inland. Living quarters were in the building directly below the control tower and the evening meal was brought in from the RAAF Base.

Flying boats were still staging through Townsville so the Marine Section was actively providing all the services required.

This fairly relaxed period of activity was in complete contrast compared to when the Japanese forces were occupying all the islands to the east. The Marine Section was involved in sea rescues of boats that were missing and broken down. On occasions patients requiring hospitalization in Townsville were brought in from outlying islands by the Marine Section.

One of the most hazardous tasks that befell the Marine Section during this period was disposing of floating shipping mines that had broken loose from their moorings. The mines had to be "captured" by attaching a rope then towing them to a safe locality to blow them up.

On occasions a picnic on Palm Island was the order of the day during an engine test run. Doug Kirby operated the radio equipment installed on the boats but his navigation skills were not required for the Coxswains were very familiar with the region.

During 1950 Norm Greaves was stationed in Townsville as a Crew Member on 02.107 a 63-foot Air Sea Rescue Boat. These American built boats had originally been shipped to Australia for the RAAF Marine Section but the Royal Australian Navy took control of them. They saw service in northern Australian waters and around New Guinea. Other Boats used were 011.105, 02.7, 02.8, 08.37, and 08.38.

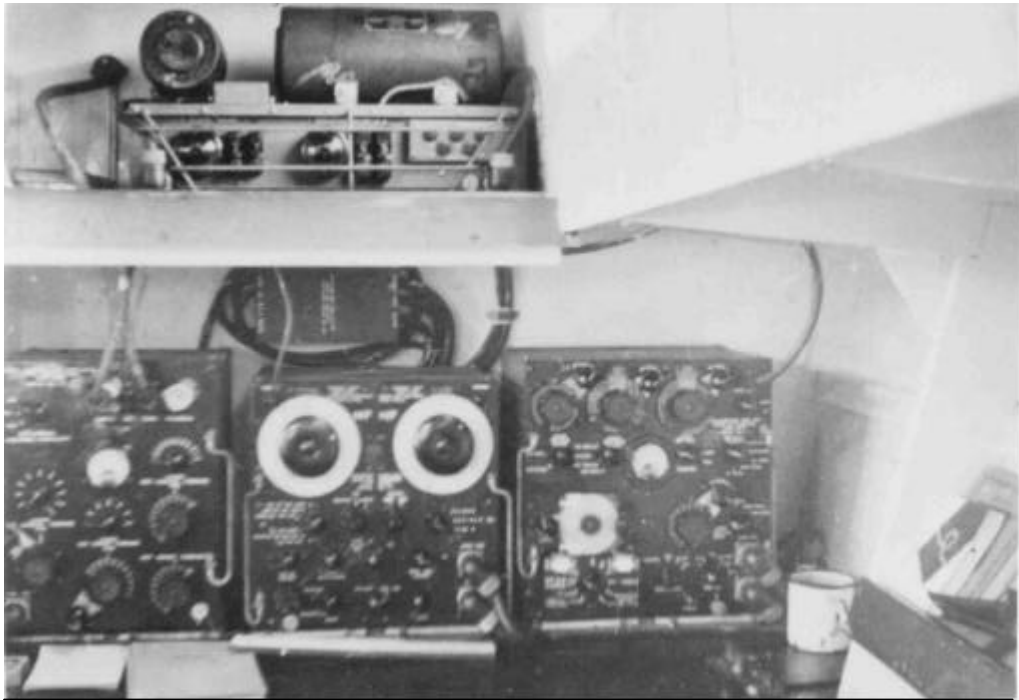
In 1954 Alf Wilson arrived on posting from Point Cook aboard 02.107, a 63-foot craft and met up with Warrant Officer Bernie Pollard, who was in charge of the Unit. Bernie was a very experienced member of the Marine Section having served throughout the war in a number of Units and Boats. Milko Trost was also there along with Jim Phillips, Alby Watson, Alan Graydon, and "Nobby" Clark.



"Smokey Joe" was rumoured to have been the real "Boss" of the Townsville Marine Section. (Doug Kirby)



Flight Sergeant George Scarlett, Coxswain, was "boss" of the Townsville Marine Section. (Doug Kirby)



Doug Kirby (Air Crew Radio Navigator) was responsible for the radio equipment installed on 08.38, but it was rarely used (Doug Kirby)



On numerous occasions the Marine Section operated in an ambulance role as shown here, when a patient & family were brought into Townsville from an off shore island. (Doug Kirby)



Harry Ling, Doug Kirby, Fletcher, "Shorty", and Reg after a relaxing day on Palm Island.  
(Doug Kirby)



016.100 "Warana" was originally used by the Department of Civil Aviation on Cocus Island, but in 1967 was taken over by the RAAF Marine Section. After a period at RAAF Williams (NSW) arrived in Townsville.  
(Cocus Island DCA Skipper Charles Mc Carthy)



One of the hazardous roles that the Marine Section had to handle was shipping mines that had floated into the Townsville area. After “capture” the mine had to be towed to a location and blown up.

(Doug Kirby)



During 1951 Norm greaves was posted to Townsville as a Crew member of 02.107 (63 foot). During bombing exercises by the RAAF, 02.107 would be stationed off Rattle Snake Island.

(Norm Greaves)

Flight Sergeant Alf Wilson clearly recalls that 02.107 was used on stand-by off Rattle Snake Island during bombing practice, medical work from Palm Island, Cape Cleaveland and Magnetic Island. The local police often called upon the Marine Section when required. Alf had the assistance of two Fitters, Greg May and Jim Phillips. During the annual swim through Townsville the Marine Section covered the event. Aerial gunnery was carried out on Keeper Reef which necessitated a Marine Section Boat to be on patrol. Other duties the Unit was involved with was cyclone rescue of boats along with search and rescue of those in difficulties.

Public relations involved trips north to Cairns, and south to Mackay along with local trips for visiting dignitaries to see the Barrier Reef. The Unit was part of North East Headquarters and had access to their Mess located in Townsville. As most of the Marine Section were married they lived in married quarters located nearby.

One dark and stormy night a boat and crew was called out to go to Palm Island to bring back a very large Aboriginal patient, suffering from appendicitis. He was strapped to the aft bunk because he was delirious yet three day later he returned to the Marine Section to give thanks for saving his life.

One other duty that befell Alf was to audit the Marine Stores and adjust the record of stock for some of the supplies and stock that had been consigned from the Islands had not arrived.

Townsville Marine Section performed a dual role for they were primarily there to work with No.10 Maritime Squadron (Neptunes) but one of their major functions was to assist the local Police and Medical Authorities.

The 02.107 Boat was a very powerful rescue boat with twin 600 hp motors giving them a speed of 33 knots at high revs. but their usual 1400 revs produced about 25 knots. The smaller 47-foot boats would travel about 18 knots.

As a Flight Sergeant Fitter, Alf Wilson went down to Rathmines to complete a Warrant Officer Course then shortly after returning to Townsville was posted to Base Squadron Richmond in Neutral Bay Sydney. Alf had spent two years in Queensland.

It was during this period that the RAAF Marine Section was involved in the construction of an International Air Port on the **Cocos Atoll.**

## **Cocos Atoll**

In 1943 RAAF Headquarters decided to establish a secret Meteorology Unit on Direction Island in the Cocos Atoll some 1500 miles north west of Perth in the Indian Ocean. This atoll was only 600 miles from the large Japanese Base on Java. LAC John E. Hay readily recalls the mystery surrounding this posting and the trouble getting there. Together with Sergeant George Sneyd they boarded an American Navy Catalina in Crawley Bay (Perth) for a trip to Pot Shot (Exmouth Gulf) on 27 July 1943. The Catalina was refuelled and at 3am the following morning set off for Cocos Atoll. After 12 hours flying the Pilot failed to locate Cocos so were forced to return to Pot Shot. All luggage, equipment, machine guns and all non-essentials were dropped overboard to lighten the aircraft. Shortly after landing the engines stopped for they had run out of fuel.

Back again in Perth they were finally flown by a QANTAS Catalina to Ceylon some 3500 miles away landing after 26 hours and 36 minutes. On the return Catalina flight the "Met" Unit finally was delivered to Direction Island in the Cocos Atoll. There they greeted by the Cable and Wireless Company Members, with whom they were billeted for the following 12 months.

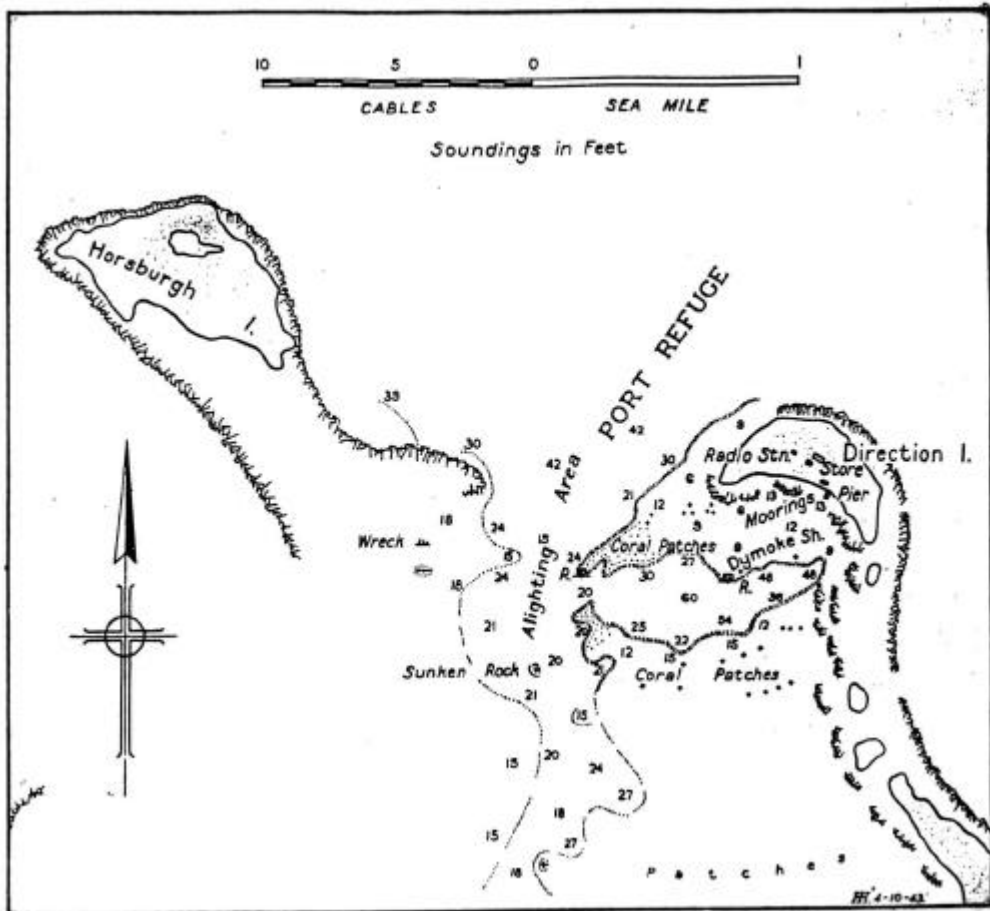
Every three hours they had to dispatch a weather report, in code, by cable, which was still operating to Western Australia. A Japanese warship had shelled the Cable and Wireless station in March the previous year and considered they had destroyed the facility. Regular Japanese flights over the atoll made the white settlement personnel very careful not to betray their presence.

After a year on Direction Island John and George were posted back to Western Australia when their replacements arrived by supply ship from Colombo. This very secret base provided a very valuable meteorological service during WW2.

In March 1945 the Royal Air Force, together with the Royal Navy Fleet Arm and the Royal Indian Air Force, landed on West Island and built a steel mesh landing strip. In a short time Spitfires were assembled and operating from this new Base. Liberators and Mosquito Squadrons also commenced operations. When the war ended the Base was disbanded in September 1945.

## **Australia's Presence**

When United Kingdom transferred the Cocos Islands to Australia in 1951 the Commonwealth Government decided to build a substantial runway and facilities on West Island. QANTAS and South African Airways indicated they wanted to commence a service linking Perth to Africa.



A piece of the original **Royal Air Force** steel matting used in the construction of the air strip in 1945 when Spitfires, Liberators & Mosquitos were based there.  
 (Charles McCarthy)



## **West Island International Airport Construction**

### **South Keeling Islands**

### **Cocos**

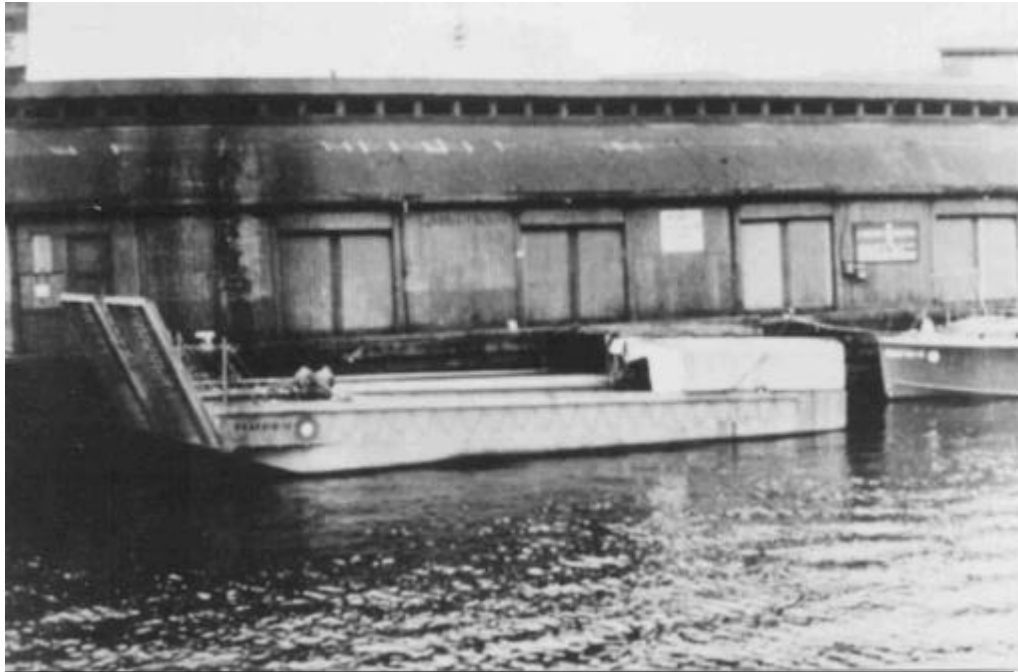
RAAF No.2 Air Field Construction Squadron, under the Command of WGCDR Percival George ("Knobby") Lings, with their long experience developed during WW2, arrived off Cocos Island on the MV "Cheshire" on 19 December 1951. An Advance Party was already there to erect a camp site and prepare and build facilities.

This RAAF Squadron had recently completed the Woomera Base so their equipment had been loaded on a ship in port Adelaide. A number of ships were involved in transporting 500 RAAF Personnel, their equipment, tent "city" accommodation, supplies, fuel, bitumen, medical facilities, to provide all the support services of a Squadron. This flotilla of ships also included "Canara", "Ranchi", "Cheshire" and "Palikonda" and the all departed Fremantle after loading at different Eastern States ports.

One newspaper reported that 7000 tons of cargo was unloaded in Cocos by the men of the RAAF in 20 working days in comparison to the 38 days it took in an Australian Port even with all their facilities. Because no port facilities existed at Cocus the ships had to anchor off shore then using the ship's winches lower all the cargo onto RAAF Marine Section Barges. The Barges then had to make a 5- mile ferry trip to West Island to unload on the beach. Later a jetty was constructed to facilitate handling. Trucks were brought ashore loaded with supplies and equipment so they could immediately drive to the site.

Some 61 vehicles, 50 items of plant, bulldozers, tractors, graders, cranes, rollers all had to be brought ashore by the Marine Section Barges as well as all the RAAF Personnel. All this movement by Landing Barges depended upon the skill of the Marine Section Crews in handling and correct loading in these reef strewn waters.

Before the runway could be constructed 6500 feet of metal matting, that formed the R.A.F. wartime strip, had to be removed. Work began on the new runway on 22 January 1952 and was completed on 31 July, a month ahead of schedule.



RAAF Landing Barges were fully restored by the Point Cook Marine Section. Marine Section Crews would operate the Barge on Cocos Atol. (Jim Hewett)



The war time steel mesh runway, with weeds & shrubs appearing, was initially a major problem. It had to be torn up and discarded off shore before work could commence on the new international Air Port. (Point Cook Museum)



Many commercial ships were required for transporting every thing to construct an International Air Field, as well as supplies for a very large force of RAAF personnel. A great deal of planning for the loading of ships was required. (point Cook Museum)



Heavy trucks, fully laden were lowered by the ship's derricks directly onto the waiting Barge . The utmost skill was required by the Marine Section Coxswain to negotiate running seas and the reefs of the Atol. (Point Cook Museum)



In 1952 the RAAF Airfield Construction Squadron had the runway & facilities ready for use by QANTAS & South African Airlines. This service was later terminated. Currently the Air Port is used as a Tourist destination, and by RAAF Maritime & Transport Squadrons. (Mrs Stella Lings for AIRCDR P.Lings, who was Commanding Officer of No.2 A.C.S.)



Officer Commanding, SQNLDR P.G. Lings with some of the H.Q. Staff on Cocos soon after the completion of the Project. Hopefully, acknowledgement of the contribution made by Airfield Construction Squadrons during WW2 and the post war period will soon be made.

(Mrs Stella Lings)



During construction of the airfield, QANTAS Courier aircraft regularly brought in fresh foods and RAAF personnel.  
(Mrs Sella Lings)



This launch provided a shuttle service for RAAF personnel involved in unloading the anchored ships. Thousands of drums of aviation fuel had to be brought ashore.  
(Point Cook Museum)



Direction Island was the location of the Cable & Wireless Station, and it was also here where the D.C.A. Marine Section moored their boats.

(Charles McCarthy)



C.A. 66 "Warana" was here undergoing a major refit for the long voyage back to Fremantle in Western Australia to where she would be handed over to the RAAF Marine Section. Charles McCarthy was her Skipper.

(Charles McCarthy)

## **Cocos RAAF Marine Section**

Warrant Officer "Bing" Price, a Fitter/Engineer and two Motor Boat Crews were on board the ship together with their 018. Landing Barges. Barges had been fully restored and serviced by the RAAF Point Cook Marine Branch then delivered to Port Melbourne. On arrival off Cocos Atoll the Barges were lowered overboard by the ship's equipment and after a short test run began transporting the essential materials ashore. The Marine Section would remain on Cocos for over a year ferrying ashore all the aviation fuel and supplies required for an International Airport.

The runway, together with all facilities needed for an International stop over were constructed on time for the mid 1952 QANTAS and South African Airways to begin operating passenger flight from Australia to Africa.

Department of Civil Aviation Personnel and Air Sea Rescue Boats had to be available for the commencement of the service.

Construction of this Base was the result of very long hours of work in trying climatic conditions.

WGCDR Lings and No.2 ACS went on to construct other essential RAAF Air Field Bases.

In Brisbane, a 76-foot Air Sea Rescue Boat, "Warana" was built by Hillcraft for the Air Sea Rescue task on Cocos Island. Mr Alan Bennett Skipped the "Warana" from Queensland, around Cape York and onto Cocos Island where he handed it over to Mr Charles McCarthy in 1956.

When the flights to Africa were terminated the Department of Civil Airways decided to hand the "Warana" over to the RAAF Marine Section. Charles McCarthy, having been based on Cocos with his family for 15 years, then had the task of sailing the "Warana" to Fremantle via his first landfall at Exmouth Gulf some 1100 nautical miles away.

In 1967 the "Warana" was handed over by the Department of Civil Aviation to the RAAF Marine Section. With Greg May the Skipper (Coxswain), Don Swanson the Fitter, and the rest of the Crew, "Warana" sailed from Fremantle to Melbourne and given a complete refit. Now as 016.100, "Warana" was sailed to RAAF Williamtown with a Marine Section Crew.

WGCDR Peter Smith, PAF Williamtown,(current) reported that 016.100 "Warana" as she was then known, took up Air Sea Rescue in 1969 especially when Mirages were flying.

016.100 "Warana" remained in RAAF Williamtown (Newcastle Harbour) until being transferred to RAAF Marine Section Townsville in May 1975. The Air Sea Rescue Service was disbanded at RAAF Williamtown in 1984.

## **Neutral Bay**

Alf Wilson arrived at Neutral Bay, in Sydney Harbour, on the 21 December 1956 where two Marine Sections were located:

1. Base Squadron Richmond.
2. No.2 A.D.Repair Depot.

Base SQD Richmond covered the Operations side of the Marine Section while No.2 A.D. handled the repair of all Marine Craft.

Base Squadron Richmond occupied Ben Boyd's family home, one of the first wool merchants in Sydney.

### **Boat Crews of a 02.100 Type:**

- One Marine Navigator
- Flight Sergeant Coxswain
- Two Motor Boat Crew
- Two Fitter Motor Boat Crew
- One Wireless Operator.

A Duty Crew was always on duty.

When required, a Marine Section Boat would be sent north to RAAF Base Williamtown (Newcastle) when flying was in progress. On occasions they operated with RAN Submarines off Sydney. When aircraft from RAAF Base Richmond were dropping practice torpedoes forty miles off Sydney the Torpedo Recovery Boats would locate and then hoist them onboard. On one occasion, while drifting with engines stopped, one of the homing torpedoes struck the Torpedo Recovery Boat low down causing some damage. A hurried dash for Neutral Bay was made while the other Torpedo Recovery Boat collected the errant torpedo.

### **While at Base SQD Richmond Alf Wilson was promoted to Warrant Officer.**

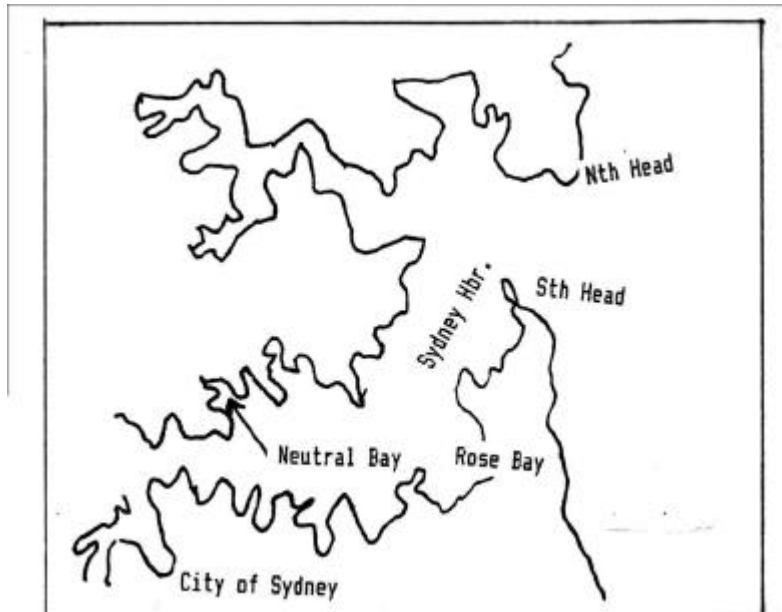
In 1959 Richmond Base Squadron was taken under the wing of No.2.A.D. and from that time there was only one Unit so all the boats operated from there.

### **Boats**

02.112, 02.104, 02.109, 02.107, 2.105, 02.108, 015.75, 015.76, 011.120, 03.4, 03.5, 08.14, 02.110, 02.113, 02.106,, 02.101.

02.108 was Stationed at Newcastle to cover flying at Williamtown then another 02.100 Type would take its place for a week. These RAAF Boats would moor along side the Police Wharf in Newcastle Harbour.

## Neutral Bay



Neutral Bay was where the Marine Section Base , Squadron Richmond was located, as well as No.2. A.D. Repair depot. Flying Boats were located in Rose Bay, Sydney. (Alf Wilson)



Below in the engine room of 02100 Type Boat, Corporal Burrows D.S.M. of the Royal Air Force was here demonstrating a tuning technique. (Alf Wilson)



Here in Neutral Bay a group of Air Sea Rescue Boats, now 02.100 Type, are on moorings having just been handed over by the Royal Australian Navy, who had operated them during the war. (Ald Wilson)



02.109 had just completed trials before being posted to a Marine section Unit. (Norm Greaves)



Marine Section Boats and their Crews were involved in training Air Crews in ditching procedures well out to sea off Sydney Harbour. (Alf Wilson)



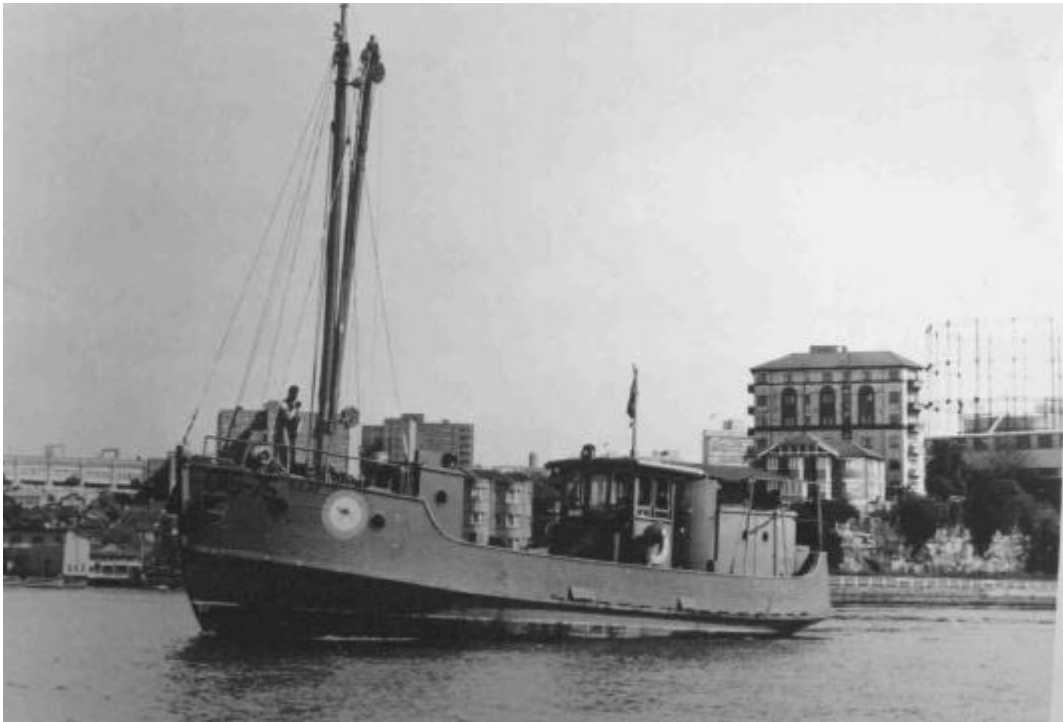
Erecting shelter and operating emergency equipment gave realism to this training exercise. (Alf Wilson)



Marine Section Crews also had training exercises to master techniques involved in rescuing personnel at sea, whether from rafts or the sea. (Alf Wilson)



Air Sea Rescue Crews required First Aid skills in handling patients as part of their training. (Alf Wilson)



015.75 shows the kangaroo on the RAAF Roundel of the post war period. This 36 foot cargo boat was powered by a Grey Marine Diesel and saw service in New Guinea and Australia.  
(Alf Wilson)



The Marine Section Repair Base in Neutral Bay handled all Boat Types then used by the M.S. Initially there were 21 Types used during the war.  
(Alf Wilson)



Geoff Constable developed this under water device. It greatly assisted a Diver being towed by a boat, to travel over a wide area when searching for a sunken aircraft.  
(Alf Wilson)



The Rathmines Seaplane Hanger was dismantled, loaded onto a barge & floated down the Hawkesbury River towed by a Marine Section Boat. It was re-erected at RAAF Base Richmond.  
(Alf Wilson)

During the preparations for the America's Cup, "Vim", the boat from U.S.A. was often slipped on the Marine Section slipway while the new Australian boat "Gretel" also used the facilities.

W.O. Jack Smith was the Engineer-in-Charge, and when he retired W.O. Alf Wilson took over.

FLTLT Charlie Moffat was responsible for the operation of the Unit.

FLTLT "Nobbie" Rice was the original head of the No.2 A.D. Section.

FLTLT Greenway was also an Officer in Charge.

### **Members of the Marine Section**

Bert Burrows	Geoff Constable	"Bing" Price
Alan Gray	Bill Ringland	Ron Bell
Ken Groves	Frank Neville	Jim Guthrie
Freddie White	Jim Wallace	Brian Wilcox
Frank Reilly	Ray Sullivan	Bert Harris
Ken Groves	Alf Wilson	

A number of the Marine Section members also had Civilian Qualifications. Bert Burrows had held a Commission in the R.A.F.

## **Neutral Bay Highlights**

Close collaboration with the aircraft operating from RAAF Base Richmond using torpedoes and sonar buoys.

Search and rescue of fishing boats off the N.S.W. coast

Sea rescues of lost boats and people washed overboard.

Locating a F28 aircraft that crashed into Botany Bay using Geoff Constable's under water ski towed by a Marine Section Boat with Alan Gray as the Skipper.

Removal of a seaplane and flying boat hanger from RAAF Rathmines after it was dismantled and loaded onto a 300-ton barge then towed by Marine Section Boats, 03.4 and 03.5 along the Hawkesbury River up to the Windsor Bridge. From there by truck to RAAF Richmond Base where it now resides for use by Hercules Transport Squadrons.

The Hall Scott Motors were having a problem with their large piston rings accumulating lead, so when the octane rating of the petrol was lowered so did the ring problem.

On a number of occasions the Marine Section Boats were involved in searches for aircraft that crashed in the Pacific Ocean off RAAF Base Williamtown. At all times radio communications between boats, the Base and Support Command was maintained. All radio servicing and maintenance was performed by the Marine Section Technicians.



These very fast Marine Section Boats proved to be the best asset to the Marine section in the post war period. They had originally supplied to the marine section, but were operated and manned by the Royal Australian Navy.  
(Alf Wilson)



Warrant Officer Alf Wilson (far right) periodically arranged public displays depicting the wide range of Duties performed by the RAAF Marine Section.  
(Alf Wilson)

To the then serving Members of the RAAF Marine Section the Government's decision announced in 1962 to disband the Marine Section must have been like a "bombshell" for a number, like W.O.Alf Wilson, had commenced their service during the dark days of WW2.

### **Disbandment of the "Marine Section"**

The Neutral Bay Major Repair Base was finally closed down and handed over to the Customs Department in 1962. SGT Bert Harris of the Marine Section then transferred to the Customs, and Brian Wilcox and Bert Burrows both moved to the Army Water Transport and each gained a Commission.

RAAF Rathmines was also disbanded as were all the other Bases.

### **The age of helicopters had arrived.**

During the 1990's the RAAF Helicopter Units were also disbanded and replaced by civil Crews and aircraft.



A Commemorative photograph of the last Marine Section Warrant Officers' Course held at Neutral Bay (Sydney) 1961, was taken just prior to the totally unexpected **DISBANDMENT** of the Marine Section.

This Section of the Royal Australian Air Force had commenced in the 1920s, and during the dark days of possible invasion by the Japanese Forces, the MEN of the Marine Section made a very significant contribution to the war effort.



## **Cairns Memorial**

to

## **RAAF Catalina Squadrons**

"Inscribed on the Plaque:

During the critical months of the Pacific War, Catalina flying boats of No.11 and No.20 Squadrons RAAF played a significant part in slowing the Japanese advance. Operating from northern island bases as emergency bombers and reconnaissance aircraft, although deficient in speed, arms, armour, they exercised an influence out of all proportion to their limited numbers. As these inexorably dwindled, and their bases were overrun or became untenable, the survivors withdrew to mainland Australia, and briefly licking their wounds, renewed their fight from the waters, which this memorial overlooks.

Armed with bombs, depth charges, mines or torpedoes, they reached out from here, in single flights, to the Solomons, New Britain, New Guinea and the Netherlands East Indies; by stages, and in increasing strength, to Palaus, the Philippines, Formosa and China.

In January 1942, the two squadrons attacked Truk, the great Japanese naval base in the Carolines; by June the enemy flood had reached the Solomons and the Catalinas were bombing Tulagi, the centre of the group.

Three years later, in May 1945, with the reinforcement of No.42 and No.43 Squadrons, they were mining the south China coast; and in July, as the atom bomb was exploded in New Mexico, they were at full stretch mining the Banka Straits off Sumatra.

In the years between, these four great Squadrons attacked most of the enemy strongholds within this great rectangle, many of them, many times by night; Catalinas bombed them and mined their harbours; swept their sea-lanes with radar eyes, parachuting supplies, or setting down on unlit beaches, maintained our coastwatchers in their midst, and at all times, in the role they were designed for, the flying boats escorted armadas of ships, harried submarines and plucked from the sea soldiers and sailors, and many aircrews - some from within rifle shot of the enemy.

Not all these missions were mounted from Cairns, neither the first strikes or the last took off from here, but from the attacks on Tulagi onward, for two hard years, this city was the Catalinas' operational base, and its people the refuge and strength of those who flew them. It was perhaps unique among settled communities of Australia in having a fraction of its population in almost daily contact with her enemies, and in pulsing night and day to the passage of armed aircraft directly attacking them.

In those far off years this placid spot resounded some three thousand times to the labouring take - off of a loaded Catalina, and a day later heard its whispering return - but not three thousand times, from all Australian Catalina operations in the Southwest Pacific theatre, three hundred and twenty airmen failed to return.

Nearly all those who died were temporary citizens of Cairns. Their resting places are mostly unknown.

### **This is their Memorial.**

It was built by the people of this city in 1976, its Centenary Year, and by the surviving members of the wartime Catalina Squadrons."

## EPILOGUE

Initially it came as a surprise to learn from ex Warrant Officer, Alf Wilson, about the RAAF "Marine Section" during WW2 and the post-war period. By sheer accident I discovered two books in the Alexander Library, Perth, by Ross Gillett, " "Australian and New Zealand Warships Since 1914-1945," and the other for the period from 1946. In both books were many photographs and descriptions about the great variety of Types of vessels manned by the men of the Marine Section. These two volumes were the catalyst for my research.

The bombing of the great United States Base in Pearl Harbour occurred on 7 December 1941, and the subsequent bombing of Darwin on 19 February 1942 by the very same Japanese air fleet that caused the devastation at Pearl Harbour, was also planned and lead by the same Japanese Officer. A real invasion threat to Australia was possible. Japanese occupation of the eastern coast of New Guinea, the likely occupation of Port Moresby, the invasion force poised to take Milne Bay, the occupation of Rabaul and the Solomon Islands, Australia appeared to be next to be invaded. Much of this was not divulged to the general public because of strict censorship imposed. Japanese forces were then less than 400 miles from Cape York while Japanese submarines went on to sink a great number of ships off the east coast of Australia as well as the sinking of ships in Sydney Harbour.

The desperate need to rapidly expand the RAAF with both land based aircraft and flying boats along with Ground Staff and Air Crews also came the realisation for a Marine Section for Air Sea Rescue and to supply support services for flying boat squadrons. With the three Defence Forces taking all available civilian owned boats, the great urgency and need to have some 20+ different Types of boats constructed for the Marine Section, a call from the Australian Government went out to small businesses throughout Australia for assistance. This was accomplished.

Locating ex-members of the Marine Section frequently came about from most unexpected quarters, but a typically Australian reticence to write about personal experiences required composing a great many questions both verbally and in a written form. Men of the Marine Section would then willingly provide the information and often provided the photographs (400+). Strict war- time regulations forbade cameras, and the scarcity of film was another hindrance, yet fortunately for posterity these photographs appeared. For myself they are the real evidence that the Marine Section did exist and their contribution to the war effort has been largely overlooked.

Hopefully this account, which by no means covers every Unit, will indicate the very important Role played by the RAAF Personnel of the "MARINE SECTION."

Leslie R. Jubbs, 1997.



### **About the Author**

Early in May 1943 Les Jubbs entered No. 5 Initial Training School (I.T.S.), RAAF Clontarf, as a Trainee Air Crew, along with 120 others from a wide spectrum of ages including men, who had remustered from RAAF Ground Crew and the Australian Army. After three months of intensive study, drill and physical training each Course Member had to appear before a Category Selection Board. Much to his delight, Les was selected for Pilot training and proceeded to No.9 Elementary Training School, RAAF Base Cunderdin.

He successfully passed the Tiger Moth training, relevant Ground School, and was then posted to No.4 Service Training School at RAAF Base Geraldton in October 1943.

Shortly after his 19th birthday in February 1944, Les graduated as a multi-engine Pilot. He was immediately posted (with a burning desire to fly Lancasters) to England by ship via the Pacific, Caribbean and the Atlantic, arriving just after "D" Day, 6 June 1944.

After completing an Advanced Flying Unit (AFU) he was about to advance to an O.T.U. when the war in the Pacific ended. The "Aquitania," carrying hundreds of Australian & New Zealanders made the long voyage back to Australia arriving in November 1945. He was Discharged in Jan. 1946.

Under the Commonwealth Reconstruction Training Scheme he completed a three year course graduating as a Teacher with the Western Australian Education Department.

Now in retirement, is an active Member of the Air Crew Association, WA Branch.

## Marine Section Personnel

### Role Of Honour

As no separate Official Record is held listing the Men, who served in the RAAF Marine Section, the following names have been assembled from those, were Contributors. Undoubtedly there were a great many more, perhaps, even up to two thousand has been suggested. (Author)

Abbey "Bull"	Clayden W.J.	Giddings Ken
Aberdeen Jock	Coape'-Smith John	Giles A.B. "Skinny"
Alver Johnny	Coates FLTLT	Glennon Ted
Anderson SGT	Collier Bill	Goodall G.
Arnold George	Condie Bob	Goodwin G.
Atkinson F/Sgt	Constable Jeff	Goodwin Tom
Auld Ron	Cook FITLT	Graydon Alan
Baguley Lance	Cook Bob	Greaves Norm
Baker Jeff	Cook Dixon	Greenwood CPL
Ballinghall Alf	Cook Frank	Greg Thomas
Barker FLGOFF	Cook Ron	Groves Ken
Barnett W/O	Copeland Colin	Grumont Alan
Barr Bill	Cotteril "Shorty"	Guthrie Jim
Barr Bill	Couch Jack	Hallthain
Bashford Bernie	Covenough Jonnie	Hallthain W/O
Bassula Frank	Cox Clayton	Hamilton Arch
Bell 'Jack'	Cox Ron	Harbeck Tom
Bell Doug	Crabb Keith	Harding Ted
Bell Ron	Cribb Lester	Harris Bert
Bellamore CPL	Cridge Wally	Harris Bill FLGOFF
Bennett Arthur	Cummings Laurie Cummings Stan	Harvey Bill
Bennett Ken	Dagleish "Doggles"	Haxton LAC
Bentley Dave	David Bill (RAN ASR)	HayesFLTLTBully Eric
Blower Reg	Davies Alan	Heath CPL
Boast Tom	Davies sQNLDR	Heath Jack
Boinden Jack	Dawson " smokey"	Heath Paul
Boyd "Scotty"	Dawson Max	Heesh Paul
Boyle "Mandrake"	Dayhew Tom	Heilbrook
Bradford Jack	de Costello Jock	Henderson Les
Brain "Tosser"	Dean George	Hewett sQNLDR
Brain W.	Degara Alex	Jim Hextel Jack
Brandy Bill FLTLT	Deighton Les	Hicks Clarrie
Breakspear Jack	Dicker Bill	Higson Norm
Breakspear Ken	Dicker Bill	Hilder George
Brown W/O	Dickson	Hockey Ces
Browson Stewart O.C	Dixon Jim	Hockey Ken
Bruning Snow	Dobbs J.	Hocking F/SGT
Bull Vic	Dodds Bob	Hoey Bill
Burgess T.A.	Doolan FLGOFF Matt	Holcraft Ron
Burnie John	Douglas Graham	Holesgrove L.
Burns Cpl	Doyle Harry	Holgate Ron
Burrows Bert	Dryer Kennedy CPL	Holt Len
Bushford B.G.	Drysdale Andy	Holt Len
Butler SGT	Duncan Hec	Hordern Tony
Bythein Reginal	Dunning Jack	Howson Eddie
Cable FLTLT	Dunning Jock	Hudson LAC
Calder John	Dwyer Jim	Hummerston Ted.R.
Caldwell Peter	Edmons Lyal	Hunt Harry
Callaghan Peter	Farmer Eric	Hunter Titch
Campbell Dave	Feige LAC	James Lloyd
Cargill Bob	Fleming Dr.Peter USA	Jensen "Kanga"
Carrol Bill	Fletcher Reg	Joel T.L.
Carter Nic	Francis D.	Johnson "Johnno"
Cassels Joe	Franklin Sid	Jones Bill
Castledine Maurie	Fraser LAC	Jones Lloyd
Chadwick LAC	Freeburn Peter	Judd Russell
Chadwick E.	Freith Ted	Kavanagh "Tubby"
Chadwick Freddy	Frish Ted	Kelso Andy
Chandler Jack	Gale Brian	Kemp P.
Churchill George	Gamble Fred George	Kemp P.
Clark "Nobby"	Geppen H.	Kindred Bob
Clark" Ron -	Giddings Ken	King Peter
Clayden Jack W.		Kinred Jack
		Kirby Doug
		Lane sGT
		Laurence Tony
		Lenthall LAC
		Lenthall 'Curly"
		Lesa (N.G. boys)

Ling Harry  
Lockyer George  
Loknsides Joan WAAAF  
Longworth Cliff  
Loy (N.G. boys)  
Lucas FLTLT Bill  
Lynch Norm Lyons LAC  
Maloney WIO  
*Maloney Noel*  
*Manning Bob*  
Manning Dale  
Marshall Alwyn  
Marshall Bill  
Martin "Snow"  
Mason Bill  
Massey Eric  
Maughlan SGT  
May Greg  
Mayhew Tom  
Mc Mahon Hughie  
Mc Nabb Eric  
McCartney Arthur  
McDonald Hugh  
McDonald Jock  
McGraw Ron  
McKay  
McKeon Tom  
McLaughlin  
McLean LAC  
McHahon Hugh  
McSaulley Jim  
Mercer Jack  
Mercy "Curly"  
Merris Alan  
Mertins Jack  
Mertins Jack  
Methans Harry  
Miller Dave  
Mills Bert  
Millwood "Snow"  
Milner Reg  
Minchenbury  
Moffat CharlieSQLDR  
Monford WIO  
Moody Guy sSQLDR  
Mooney Bill  
Mooney Bill "Barber"  
Moore Bert  
Morgan Reg  
Moss "Issey"  
Motteram Bert  
Mulraney Pat  
Mulroney Cpl Hurry  
Near Jack  
Nee  
Neville Frank  
Newman "Snow"  
Newton Dennis  
Noisiter Harold  
Noonan Bernie W.A.G  
O'Brien Frank  
O'Shear K.  
Oberon Russell  
Orchard Alex  
Orchid Alex  
Ord Bob  
Oxenbold Jack  
Park Col  
Parker Phil  
Pascoe "Moby" Dick  
Paton LAC  
Paton Jimmy  
Pat ten Bill  
Paying Ernie  
Payne Eric  
Payne Ernie  
Pay ton Jim  
Peach Frank  
Peach Frank  
Peck Frank  
Perry  
Perry Jim  
Perry Ken  
Peters CPL

Peters B.  
Peters Brian  
Pet tit Lew  
Pet tit Stan  
Phillips Jim  
Pickup "Nellie"  
Pickup "nellie"  
Pickup Jack  
Plant Alf "Tea leaf"  
Pollard Bernie  
Poshley Charlie  
Power. L.  
Preistley "Pop"  
Prentice Dan  
Price "Bing"  
Price Knobby FLT.  
Prosser J.B.  
Purcel Frank  
Quinn Jim  
Ramage Ralf  
Redin Jim  
Rees Bert  
Reily Harry  
Reynolds W.  
Richardson C.SQLDR  
Richmond Jim (Capt.)  
Riley Frank  
Ringland Bill  
Roberts Robbie  
Robinson Keith  
Rose Bill  
Rossiter Harold  
Rowan Ted  
Roxborough Bruce  
Rusk Jack  
Ryan Peter  
Salmond "Bluey"  
Scarlett George  
Schick Warren  
Scully Tom (WAG)  
Searle Cliff"Cisco"  
Servan Ted  
Shanon "Tass"  
Shick Warren  
Short Jack  
Short Jim  
Siddaway Wal  
Simms W.  
Simpson Richard  
Simpson Robert (Bob)  
Sinclair A.  
Sleeman Alf  
Slutskin Cpl  
Smith Jack  
Smith P.  
Smith Ray  
Smith Ted  
Sontay Bob  
Stannard Bill  
Stockham Joe  
Stone Cyril  
Sue Jack  
Sullivan Ray  
Survan Ted  
Swan "Swanny"  
Swanson "Swanny"  
Sweetman Bob  
Swift Harry  
Symonds Christopher  
Symons Theo  
Tate FLTLT  
Taverner Arthur  
Taylor Merv  
Taylor Norman  
Tento Lou  
Thomas LAC  
Thomas Greg  
Thomas Ron  
Thompson SQLDR  
Thornton Clive  
Toakley Jonny  
Trost Norco  
Tucker Tom  
Turner Ray  
Underhill Norman

Unwin George  
Wainwright R.L.  
Wallace CPL  
Wallace Jim  
Walton  
Warne Hick  
Watson Alby "Silvert  
Webb  
Webb Keith  
Webster Harry  
West CPL  
Wheeler Gol  
White Fred (W.A.G.)  
White Harry  
Wilcox Brian  
Wilcox FLTLT  
Wiley Frank  
Williams LAC  
Williams "Kitch" H.  
Williams "Snow"  
Williams Lac,  
Wilson "Ollie" FLTLT  
Wilson Alf  
Wilson FLGOFF  
Winch Cliff  
Winter LAC  
Winter Nick  
Wiseman Ross  
Wood Len  
Woods FLTLT  
Wortley Harry  
Wortley Henry  
Wrigley "Sport"  
Wynne Sam  
Woodward Jack

# RAAF MARINE CRAFT

## RAAF MARINE CRAFT INVENTORY

The following pages were supplied by RAAF Historical Section in 1996 having been compiled by Stephen J.M.Locke in May 1993.

I have decided to include this very extensive list for it indicates the magnitude of the range of vessels operated by the Marine Section. (Author)

Please Note:

A very experienced ex WW2 Warrant Officer Coxswain has indicated a number of Classifications that are inaccurate.

To cite a few:

06.10 "Waimana" was a Schooner, 152 foot long.

06.11 "Yalata" was a Ketch.

014.10 an ex RAN Whale Boat.

014.103 an ex RAN Whale Boat.

015.03 "Oomoobah" was a Ketch

015.09 "Una V" was a Ketch

015 10 "Victory" was a Ketch

015.12 "Lorraine" was a Ketch

015.16 "Wyalla" was a Ketch

015.25 "Telita" was a Ketch

015.15 "Princess Yolanda" was a Lugger

The remainder of the 015. Series were all Schooners, Ketches, Luggers and Luxury Cruisers.

### **Research Request**

Perhaps there could be even more Vessels used by the RAAF Marine Section that do not appear in this Inventory of Marine Craft.

Maybe they didn't display the Type No. as listed in this record but nevertheless were operated in established Bases or remote Units.

If any ex Marine Section Personnel has evidence of such boats in Log Books, photographs etc, etc, the Author would collate them and forward the details to the RAAF Historical Section for inclusion in Official Records.

Leslie R.Jubbs

# **RAAF MARINE CRAFT**

## **Appendix**

# RAAF MARINE CRAFT

TYPE/NO	DESCRIPTION	LENGTH (in feet)	REG. NO:	NAME
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## 01 LAUNCHES – ARMoured TARGET:

01-01	TARGET BOAT	40'	VK-RB	
01-04	TARGET BOAT	40'	VK-RF	
01-07	TARGET BOAT	40'	VK-RL	

## 02 LAUNCHES - RESCUE:

02-01	RESCUE LAUNCH	46'	VK-RM	
02-02	RESCUE LAUNCH	46'	VK-RN	
02-03	RESCUE LAUNCH	46'	VK-RP	
02-04	RESCUE LAUNCH	46'	VM-LL	
02-05	RESCUE LAUNCH	46'	'	
02-06	RESCUE LAUNCH	46'	VM-LM	
02-07	RESCUE LAUNCH	46'	VM-LP	
02-08	RESCUE LAUNCH	46'		
02-09	RESCUE LAUNCH	46'		
02-10	RESCUE LAUNCH	48'		
02-11	RESCUE LAUNCH	48'		
02-12	RESCUE LAUNCH	48'		
02-13	RESCUE LAUNCH	48'		
02-14	RESCUE LAUNCH	48'		
02-15	RESCUE LAUNCH	48'		
02-100	AIRCRAFT RESCUE LAUNCH			AIR HOPE
02-101	AIRCRAFT RESCUE BOAT			AIR FAITH
02-102	SEARCH & RESCUE LAUNCH	63'		AIR SPRAY
02-103	AIRCRAFT RESCUE BOAT	63'		AIR GUIDE
02-104	SEARCH & RESCUE LAUNCH	63'		AIR SENSE
02-105	SEARCH & RESCUE LAUNCH	63'		AIR BIRD
02-106	SEARCH & RESCUE LAUNCH	63'		AIR SAVE
02-107	SEARCH & RESCUE LAUNCH	63'		AIR REST
02-108	AIRCRAFT RESCUE BOAT	63'		AIR CLAN
02-110	SEARCH & RESCUE LAUNCH	63'		AIR CLOUD
02-111	SEARCH & RESCUE LAUNCH	63'		AIR SAILOR

## 03 - TORPEDO RECOVERY LAUNCHES:

TYPE/NO	DESCRIPTION	LENGTH (in feet)	REG. NO:	NAME
03-01	TORPEDO RECOVERY LAUNCH	60'	VK-RG	
03-02	TORPEDO RECOVERY LAUNCH	60'	VK-RR	
03-03	TORPEDO RECOVERY	60'	VK-RS	

	LAUNCH			
03-04	TORPEDO RECOVERY	60'	VK-RT	
	LAUNCH			
03-05	TORPEDO RETRIEVER	60'	VK-RV	
	BOAT			
03-06	TORPEDO RECOVERY	60'	VK-RW	
	LAUNCH			
03-07	TORPEDO RECOVERY	60'	VK-RX	
	LAUNCH			
03-08	TORPEDO RECOVERY	60'	VK-RY	
	LAUNCH			
03-09	TORPEDO RECOVERY	60'	VK-AZ	
	LAUNCH			
03-10	TORPEDO RECOVERY	60'	VK-SB	
	LAUNCH			
03-11	TORPEDO RECOVERY	60'	VK-SC	
	LAUNCH			
03-12	TORPEDO RECOVERY	60'	VK-SD	
	LAUNCH			
03-13	TORPEDO RECOVERY	60'	VK-SF	
	LAUNCH			

**04 - REFUELLING LAUNCHES:**

04-01	REFUELLING LAUNCH	46'
04-02	REFUELLING LAUNCH	46'
04-03	REFUELLING LAUNCH	46'
04-04	REFUELLING LAUNCH	
04-05	REFUELLING LAUNCH	
04-06	REFUELLING LAUNCH	
04-07	REFUELLING LAUNCH	
04-08	REFUELLING LAUNCH	
04-09	REFUELLING LAUNCH	46'
04-10	REFUELLING LAUNCH	45'
04-11	REFUELLING LAUNCH	45'
04-12	REFUELLING LAUNCH	45'
04-13	REFUELLING LAUNCH	45'
04-14	REFUELLING LAUNCH	45'
04-15	REFUELLING LAUNCH	45'
04-16	REFUELLING LAUNCH	45'
04-17	REFUELLING LAUNCH	45'
04-18	REFUELLING LAUNCH	45'
04-19	REFUELLING LAUNCH	45'

**05**

**REFUELLING LAUNCHES:**

TYPE/NO	DESCRIPTION	LENGTH (in feet)	REG. NO:	NAME
05-01	REFUELLING LAUNCH	38'		
05-02	REFUELLING LAUNCH	38'		
05-03	REFUELLING LAUNCH	38'		
05-04	REFUELLING LAUNCH	38'		
05-05	REFUELLING LAUNCH	38'		
05-06	REFUELLING LAUNCH	38'		
05-07	REFUELLING LAUNCH	38'		
05-08	REFUELLING LAUNCH	38'		

05-09	REFUELLING LAUNCH	38'
05-10	REFUELLING LAUNCH	38'
05-11	REFUELLING LAUNCH	38'
05-12	REFUELLING LAUNCH	38'
05-13	REFUELLING LAUNCH	38'
05-14	REFUELLING LAUNCH	38'
05-15	REFUELLING LAUNCH	38'
05-16	REFUELLING LAUNCH	38'
05-17	REFUELLING LAUNCH	38'
05-18	REFUELLING LAUNCH	38'
05-19	REFUELLING LAUNCH	38'
05-20	REFUELLING LAUNCH	38
05-22	REFUELLING LAUNCH	38

**06 SUPPLY VESSELS AND REFUELLING LAUNCHES:**

06-03	REFUELLING LAUNCH			
06-04	REFUELLING LAUNCH			
06-05	REFUELLING LAUNCH			
06-08	SUPPLY VESSEL (LARGE)	106'		ENA
06-09	SUPPLY VESSEL (KETCH)	88'		BETTY JOAN
06-10	SUPPLY VESSEL (SCHOONER)	101'		WAIMANA
06-11	SUPPLY VESSEL (LAUNCH)	70'		YALATA
06-12	SUPPLY VESSEL	120'	VL-PZ	
06-13	SUPPLY VESSEL		VK-LB	
06-14	SUPPLY VESSEL		VK-LC	
06-15	SUPPLY VESSEL		VK-LD	
06-16	SUPPLY VESSEL		VK-LF	
06-	REFUELLING LAUNCH	44'		
06-	REFUELLING LAUNCH	31' 9"		

**07 WORK BOATS:**

TYPE/NO	DESCRIPTION	LENGTH (in feet)	REG. NO:	NAME
07-01	MARINE TENDER	26'	VK-SG	
07-02	MARINE TENDER	26'	VK-SJ	
07-03	MARINE TENDER	26'	VK-SK	
07-04	(NOW 011-87)		VK-SL	GAYLESS JNR
07-05	(NOW 011-92)			
07-06	(NOW 011-88)			
07-07	(NOW 011-93)			
07-08	MARINE TENDER	26'	VK-SM	
07-09	MARINE TENDER	26'	VK-SN	
07-10	MARINE TENDER	26'	VK-SP	
07-11	MARINE TENDER	26'	VK-SX	

**08 CRASH LAUNCHES AND TENDERS:**

08-01	CRASH BOAT	38'	VK-SR	
08-02	CRASH BOAT	38'		
08-03	CRASH BOAT	38'	VK-SS	

08-04	CRASH BOAT	38'		
08-05	CRASH BOAT	38		'
08-06	CRASH BOAT	38		'
08-07	CRASH BOAT	38'		
08-08	CRASH BOAT/FIRE TENDER	38'	VK-ST	
08-09	CRASH BOAT	38'	VH-SV	
08-10	CRASH BOAT	38'	VK-SW	
08-11	CRASH BOAT	38'	VK-SX	
08-12	CRASH BOAT	38'	VK-SY	
08-13	CRASH BOAT	38'	VK-SZ	
08-14	CRASH BOAT	38'	VK-VB	
08-15	SEAPLANE TENDER	38'	VM-LV	
08-16	SEAPLANE TENDER	38'	VM-LW	
08-17	SEAPLANE TENDER	38'	VM-LX	
08-18	SEAPLANE TENDER	38'		
08-19	SEAPLANE TENDER	38'	VM-LZ	
08-20	SEAPLANE TENDER	38'	VM-MB	
08-21	SEAPLANE TENDER	38'	VM-MC	
08-22	CRASH BOAT	38'		
08-23	CRASH LAUNCH			
08-24	CRASH LAUNCH	38		'
08-25	CRASH LAUNCH			
08-26	CRASH LAUNCH			
08-27	CRASH LAUNCH			
08-28	CRASH LAUNCH	38'		

08-29	CRASH LAUNCH			
08-30	CRASH LAUNCH	38'		
08-31	CRASH LAUNCH			
08-32	CRASH LAUNCH	38'		
08-33	CRASH LAUNCH	38'		
08-34	CRASH LAUNCH	38'		
08-35	CRASH LAUNCH	38'		
08-36	CRASH LAUNCH	38'		
08-37	CRASH LAUNCH	38'		
08-38	CRASH LAUNCH	38'		
08-39	CRASH LAUNCH	38'		
08-40	CRASH LAUNCH	38'		
08-41	CRASH LAUNCH	38'		
08-42	CRASH LAUNCH	38'		
08-43	CRASH LAUNCH	38'		
08-44	CRASH LAUNCH	38'		
08-45	CRASH LAUNCH	38'		

**09 AIRCRAFT MAINTENANCE SCOWS:**

09-02	BOMB SCOW			
09-03	BOMB SCOW	33'		
09-04	AIRCRAFT MAINTENANCE SCOW			

**10 BOMB SCOWS:**

10-01	BOMB SCOW	32'		
10-02	BOMB SCOW	32'		

10-03	BOMB SCOW	32'		
10-04	BOMB SCOW	32'		
10-05	BOMB SCOW	32'		
10-06	BOMB SCOW	32'		
10-07	BOMB SCOW	32'		
10-08	BOMB SCOW	32'		
10-08	BOMB SCOW	32'		
10-10	BOMB SCOW	32'		
10-11	BOMB SCOW	32'		
10-12	BOMB SCOW	32'		
10-13	BOMB SCOW	32'		
10-14	BOMB SCOW	32'		
10-15	BOMB SCOW	32'		
10-16	BOMB SCOW	32'		
10-17	BOMB SCOW	32'		
10-18	BOMB SCOW	32'		
10-19	BOMB SCOW	32'		
10-20	BOMB SCOW	32'		
10-21	BOMB SCOW	32'		
10-22	BOMB SCOW	32'		
10-23	BOMB SCOW	32'		
10-24	BOMB SCOW	32'		
10-25	BOMB SCOW	32'		
10-26	BOMB SCOW	32'		
10-27	BOMB SCOW	32'		
10-28	BOMB SCOW	32'		
10-29	BOMB SCOW	32'		
10-30	BOMB SCOW	32'		
10-31	BOMB SCOW	32'		
10-32	BOMB SCOW	32'		
10-33	BOMB SCOW	32'		
10-34	BOMB SCOW	32'		
	RE-ARMING SCOW	30'		

**11 WORK BOATS:**

11-01	WORK BOAT	20'		
11-03	WORK BOAT	20'		
11-04	WORK BOAT	20'		
11-05	WORK BOAT	24'		SUZANNE
11-06	WORK BOAT			LORNA MAY
11-07	WORK BOAT			MISS PAT
11-08	WORK BOAT	22'		MYREAN
11-09	WORK BOAT	25'		
11-10	WORK BOAT	25'		
11-11	WORK BOAT	25'		
11-12	WORK BOAT	25'		
11-13	WORK BOAT	25'		
11-14	WORK BOAT	25'		
11-15	WORK BOAT	25'		
11-17	WORK BOAT	25'		
11-18	WORK BOAT	25'		
11-25	WORK BOAT (SMALL)			ALMA
11-26	WORK BOAT	25'		



(in feet)

11-98	WORK BOAT			
11-99	WORK BOAT			
11-100	WORK BOAT			
11-101	WORK BOAT			
11-102	WORK BOAT			
11-103	WORK BOAT			
11-104	WORK BOAT			
11-106	WORK BOAT			
11-107	WORK BOAT			
11-108	WORK BOAT			
11-109	WORK BOAT			
11-110	WORK BOAT			
11-111	WORK BOAT			
11-112	WORK BOAT			
11-113	WORK BOAT			
11-114	WORK BOAT			
11-115	WORK BOAT	22'		
11-116	WORK BOAT	22'		
11-117	WORK BOAT	22'		
11-118	WORK BOAT			
11-119	WORK BOAT	22'		
11-120	WORK BOAT	22'		
11-121	WORK BOAT			
11-122	WORK BOAT			
11-123	WORK BOAT	26		'
11-124	WORK BOAT	26		'
11-125	WORK BOAT (LARGE)	24' 6"		
11-126	WORK BOAT (LARGE)	22'		
11-	WORK BOAT (LARGE)			

**12 WHALER:**

12-02	WHALER			
12-04	WHALER			

**13 PULLING DINGHY:**

13-03	PULLING DINGHY			
13-04	PULLING DINGHY	10		'
13-09	PULLING DINGHY			
13-11	PULLING DINGHY			
13-12	PULLING DINGHY			
13-13	PULLING DINGHY			
13-14	PULLING DINGHY			
13-15	PULLING DINGHY			
13-16	PULLING DINGHY	10'		

**TYPE/NO                      DESCRIPTION                      LENGTH                      REG. NO:                      NAME**  
(in feet)

13-29	PULLING DINGHY			
13-32	PULLING DINGHY			
13-33	PULLING DINGHY			
13-34	PULLING DINGHY			
13-36	PULLING DINGHY			
13-37	PULLING DINGHY			
13-38	PULLING DINGHY			
13-39	PULLING DINGHY			
13-40	PULLING DINGHY			
13-42	PULLING DINGHY			
13-43	PULLING DINGHY			

13-44	PULLING DINGHY			
13-46	PULLING DINGHY			
13-48	PULLING DINGHY			
13-49	PULLING DINGHY	14'		
13-50	PULLING DINGHY	14		'
13-51	PULLING DINGHY	14		'
13-53	PULLING DINGHY			
13-54	PULLING DINGHY			
13-55	PULLING DINGHY			
13-57	PULLING DINGHY			
13-58	PULLING DINGHY	14'		
13-59	PULLING DINGHY			
13-60	PULLING DINGHY			
13-62	PULLING DINGHY			
13-63	PULLING DINGHY			
13-65	PULLING DINGHY			
13-66	PULLING DINGHY			
13-68	PULLING DINGHY			
13-70	PULLING DINGHY			
13-74	PULLING DINGHY			
13-75	PULLING DINGHY			
13-76	PULLING DINGHY			
13-77	PULLING DINGHY			
13-78	PULLING DINGHY			
13-80	PULLING DINGHY			
13-81	PULLING DINGHY			
13-84	PULLING DINGHY			
13-85	PULLING DINGHY			
13-87	PULLING DINGHY			
13-88	PULLING DINGHY			
13-93	PULLING DINGHY			
13-98	PULLING DINGHY			
13-101	PULLING DINGHY			
13-105	PULLING DINGHY			
13-109	PULLING DINGHY			

**TYPE/NO                      DESCRIPTION                      LENGTH                      REG. NO:                      NAME**  
(in feet)

13-111	PULLING DINGHY			
13-112	PULLING DINGHY			
13-114	PULLING DINGHY			
13-116	PULLING DINGHY			
13-119	PULLING DINGHY			
13-124	PULLING DINGHY	10'		
13-125	PULLING DINGHY	14'		
13-127	PULLING DINGHY	14		'
13-138	PULLING DINGHY			
13-139	PULLING DINGHY			
13-142	PULLING DINGHY			
13-145	PULLING DINGHY			
13-146	PULLING DINGHY			
13-147	PULLING DINGHY			
13-149	PULLING DINGHY			
13-151	PULLING DINGHY	10'		
13-152	PULLING DINGHY	12'		
13-154	PULLING DINGHY			
13-157	PULLING DINGHY	10'		
13-166	PULLING DINGHY	12'		
13-168	PULLING DINGHY	12'		
13-169	PULLING DINGHY			

13-171	PULLING DINGHY			
13-173	PULLING DINGHY			
13-174	PULLING DINGHY			
13-176	PULLING DINGHY			
13-178	PULLING DINGHY			
13-179	PULLING DINGHY			
13-180	PULLING DINGHY			
13-182	PULLING DINGHY			
13-183	PULLING DINGHY			
13-189	PULLING DINGHY			
13-191	PULLING DINGHY			
13-192	PULLING DINGHY			
13-193	PULLING DINGHY			
13-194	PULLING DINGHY			
13-197	PULLING DINGHY			
13-199	PULLING DINGHY			
13-202	PULLING DINGHY			
13-205	PULLING DINGHY			
13-206	PULLING DINGHY			
13-207	PULLING DINGHY			
13-208	PULLING DINGHY			
13-210	PULLING DINGHY			
13-211	PULLING DINGHY			
13-239	PULLING DINGHY			

**TYPE/NO                      DESCRIPTION                      LENGTH                      REG. NO:                      NAME**  
(in feet)

13-243	PULLING DINGHY			
13-248	PULLING DINGHY			
13-249	PULLING DINGHY			
13-250	PULLING DINGHY			
13-252	PULLING DINGHY			
13-253	PULLING DINGHY			
13-254	PULLING DINGHY			
13-258	PULLING DINGHY			
13-259	PULLING DINGHY			
13-260	PULLING DINGHY			
13-261	PULLING DINGHY			
13-262	PULLING DINGHY			
13-263	PULLING DINGHY			
13-264	PULLING DINGHY			
13-265	PULLING DINGHY			
13-266	PULLING DINGHY			
13-267	PULLING DINGHY			
13-268	PULLING DINGHY			
13-269	PULLING DINGHY			
13-270	PULLING DINGHY			
13-271	PULLING DINGHY			
13-272	PULLING DINGHY			
13-278	PULLING DINGHY	10'		
13-279	PULLING DINGHY	10'		
13-281	PULLING DINGHY	10'		
13-282	PULLING DINGHY			
13-283	PULLING DINGHY			
13-284	PULLING DINGHY	10'		
13-285	PULLING DINGHY			
13-298	PULLING DINGHY			
13-299	PULLING DINGHY			

13-300	PULLING DINGHY			
13-301	PULLING DINGHY			
13-302	PULLING DINGHY			
13-304	PULLING DINGHY			
13-307	PULLING DINGHY			
13-308	PULLING DINGHY			
13-309	PULLING DINGHY			
13-316	PULLING DINGHY			
13-318	PULLING DINGHY	10'		
13-320	PULLING DINGHY			
13-321	PULLING DINGHY			
13-323	PULLING DINGHY			
13-324	PULLING DINGHY			
13-325	PULLING DINGHY			
13-326	PULLING DINGHY	10'		

**TYPE/NO                      DESCRIPTION                      LENGTH                      REG. NO:                      NAME**  
(in feet)

13-330	PULLING DINGHY	10'		
13-331	PULLING DINGHY	10'		
13-335	PULLING DINGHY	14'		
13-336	PULLING DINGHY	8'		
13-339	PULLING DINGHY			

**14 – SAILING DINGHY**

14-01	SAILING DINGHY			
14-06	SAILING DINGHY			
14-07	SAILING DINGHY			
14-08	SAILING DINGHY			
14-09	SAILING DINGHY			
14-10	SAILING DINGHY			
14-11	SAILING DINGHY			
14-12	SAILING DINGHY			
14-100	SAILING DINGHY			
14-101	SAILING DINGHY			
14-102	SAILING DINGHY			
14-103	SAILING DINGHY			
14-104	SAILING DINGHY			
14-106	SAILING DINGHY			
14-107	SAILING DINGHY			
14-108	SAILING DINGHY			
14-109	SAILING DINGHY			
14-110	SAILING DINGHY			
14-111	SAILING DINGHY			
14-112	SAILING DINGHY			
14-114	SAILING DINGHY	15'		
14-115	SAILING DINGHY	15'		

**15 - GENERAL PURPOSE LAUNCH:**

15-01	GENERAL PURPOSE LAUNCH	50'	VK-VC	NORLEN
15-02	GENERAL PURPOSE LAUNCH	50'	VK-VD	MIRROR
15-03	GENERAL PURPOSE LAUNCH	50'	VK-VF	OOMOBAH
15-07	GENERAL PURPOSE LAUNCH	48'	VK-RK	NUGLINCO
15-08	GENERAL PURPOSE LAUNCH	55'	VK-VL	TASMA-ONE

	LAUNCH			
15-09	GENERAL PURPOSE LAUNCH	5018"		UNA V
15-10	GENERAL PURPOSE LAUNCH	45' 6"	VK-VQ	VICTORY
<b>TYPE/NO</b>	<b>DESCRIPTION</b>	<b>LENGTH (in feet)</b>	<b>REG. NO:</b>	<b>NAME</b>
15-11	GENERAL PURPOSE LAUNCH	40'	VK-VR	AMARYLLIS
15-12	GENERAL PURPOSE LAUNCH	41' 6"	VK-VS	LORRAINE
15-15	GENERAL PURPOSE LAUNCH	50'	VK-VT	P R I N C E S S YALAN DA
15-16	GENERAL PURPOSE LAUNCH	45'	VK-VX	WYALLA
15-17	GENERAL PURPOSE LAUNCH	56' 10"	VK-VY	GOVILON
15-22	GENERAL PURPOSE LAUNCH	50'	VM-JF	FOAM
15-23	GENERAL PURPOSE LAUNCH	50'	VM-JG	FAIR WIND
15-24	GENERAL PURPOSE LAUNCH	51'	VM-ii	C.L.W.
15-25	GENERAL PURPOSE LAUNCH	50'	VM-JK	TELITA
15-74	GENERAL PURPOSE LAUNCH	56'		
15-75	GENERAL PURPOSE LAUNCH	56'		
15-76	GENERAL PURPOSE LAUNCH	56'		
15-77	GENERAL PURPOSE LAUNCH	56'		
15-78	GENERAL PURPOSE LAUNCH	56'		
15-79	GENERAL PURPOSE LAUNCH	54'		
15-80	GENERAL PURPOSE LAUNCH	56'		
15-81	GENERAL PURPOSE LAUNCH	56'		
15-82	GENERAL PURPOSE LAUNCH	56'		
15-83	GENERAL PURPOSE LAUNCH	56'		
15-84	GENERAL PURPOSE LAUNCH	56'		
15-85	GENERAL PURPOSE LAUNCH	56'		
15-86	GENERAL PURPOSE LAUNCH	56'		
15-87	GENERAL PURPOSE LAUNCH	56'		
15-88	GENERAL PURPOSE LAUNCH	56'		
15-89	GENERAL PURPOSE LAUNCH	56'		

TYPE/NO	DESCRIPTION	LENGTH (in feet)	REG. NO:	NAME
15-90	GENERAL PURPOSE LAUNCH	56'		
15-91	GENERAL PURPOSE LAUNCH	56'		
15-92	GENERAL PURPOSE LAUNCH	56'		
15-93	GENERAL PURPOSE LAUNCH	56'		

**16 - GENERAL PURPOSE LAUNCHES**

16-01	GENERAL PURPOSE LAUNCH	56'	VK-VM	ENDEAVOUR
16-03	GENERAL PURPOSE LAUNCH		VK-LL	
16-04	GENERAL PURPOSE LAUNCH		VK-LM	
16-05	GENERAL PURPOSE LAUNCH		VK-LN	
16-06	GENERAL PURPOSE LAUNCH	72'	(WAS 15-19)	M Y R T L E BURGESS
16-07	GENERAL PURPOSE LAUNCH			MAGNETA
16-08	GENERAL PURPOSE LAUNCH	75'	(WAS 15-05)	SAPPHIRE
16-09	GENERAL PURPOSE LAUNCH	64'		ARCADIA
16-10	GENERAL PURPOSE LAUNCH		VK-LG	
16-11	GENERAL PURPOSE LAUNCH	66'	VK-LJ	MERRIGUM
16-12	GENERAL PURPOSE LAUNCH	66'	VK-LK	MOKERA

**17 - GENERAL PURPOSE LAUNCHES:**

17-01	GENERAL PURPOSE LAUNCH	32'	VM-JP	COMTI DE VINCI
17-02	GENERAL PURPOSE LAUNCH	32'	VM-JQ	COLUMBIA
17-03	GENERAL PURPOSE LAUNCH	32'	VM-JR	AUSTRALIA
17-04	GENERAL PURPOSE LAUNCH	26'	VM-JS	SYDNEY
17-05	GENERAL PURPOSE LAUNCH	34'	VM-JT	D A N T E ALEGHERI
17-06	GENERAL PURPOSE LAUNCH	32'	VM-iv	SAVOIA
TYPE/NO	DESCRIPTION	LENGTH (in feet)	REG. NO:	NAME
17-07	GENERAL PURPOSE	32'	VM-JW	PROGRESS

	LAUNCH			
17-08	GENERAL PURPOSE LAUNCH	32'	VM-ix	GRAZIANI
17-09	GENERAL PURPOSE LAUNCH	32'	VM-JY	ROMA
17-10	GENERAL PURPOSE LAUNCH	30'	VM-JE	STELLA
17-11	GENERAL PURPOSE LAUNCH	36'	VM-KB	HOOD
17-12	GENERAL PURPOSE LAUNCH	30'	VM-KC	CANBERRA
17-13	GENERAL PURPOSE LAUNCH	30'	VM-KD	DERNA
17-14	GENERAL PURPOSE LAUNCH	32'	VM-KF	COUNTE-CIANO
17-15	GENERAL PURPOSE LAUNCH	28'	VM-KG	SOUTHERN CROSS
17-17	GENERAL PURPOSE LAUNCH	22'	VM-KK	ZYKLON
17-18	GENERAL PURPOSE LAUNCH			CAMDEN
17-19	GENERAL PURPOSE LAUNCH	37'	(WAS 15-06)	ANGLER
17-20	GENERAL PURPOSE LAUNCH	33' 6"		MAJE-ALGO
17-21	GENERAL PURPOSE LAUNCH	35'	(WAS 15-20)	ROB ROY
17-22	GENERAL PURPOSE LAUNCH		(WAS 15-13)	IDLE HOUR
17-23	GENERAL PURPOSE LAUNCH		(WAS 15-14)	SILVER SPRAY
17-24	GENERAL PURPOSE LAUNCH		(WAS 15-04)	BROADBILL
17-25	GENERAL PURPOSE LAUNCH		(WAS 16-02)	KELVIN
17-26	GENERAL PURPOSE LAUNCH		(WAS 23-01)	
17-27	GENERAL PURPOSE LAUNCH	30'	(WAS 11-47)	MINOTA
17-28	GENERAL PURPOSE LAUNCH	31'	(WAS 11-48)	
17-29	GENERAL PURPOSE LAUNCH			
17-30	GENERAL PURPOSE LAUNCH			
17-31	GENERAL PURPOSE LAUNCH			
17-32	GENERAL PURPOSE LAUNCH			

**18 BARGES - POWERED:**

TYPE/NO	DESCRIPTION	LENGTH (in feet)	REG. NO:	NAME
18-01	BARGE POWERED: ALCM MK.II	54'	VM-KL	
18-02	BARGE POWERED: ALCM MK.II	54'	VM-KM	

18-03	BARGE POWERED: ALCM MK.II	54'	VM-KN	
18-04	BARGE POWERED: ALCM MK.II	54'	VM-KP	
18-05	BARGE POWERED: ALCM MK.II	54'	VM-KQ	
18-06	BARGE POWERED : ALCM MK.II	54'	VM-KR	
18-07	BARGE POWERED: ALCM MK.II	54'	VM-KS	
18-08	BARGE POWERED: ALCM MK.II	54'	VM-KT	
18-09	BARGE POWERED: ALCM MK.II	54'	VM-KV	
18-10	BARGE POWERED: ALCM MK.II	54'	VM-KW	
18-11	BARGE POWERED: ALCM MK.II	54'	VM-KX	
18-12	BARGE POWERED: ALCM MK.II	54'	VM-KY	
18-13	BARGE POWERED: ALCM MK.II	54'	VM-KZ	
18-14	BARGE POWERED: ALCM MK.II	54'	VM-LB	
18-15	BARGE POWERED: ALCM MK.II	54	VM-LB	
18-16	BARGE POWERED: ALCM MK.II	54	VM-LC	
18-17	BARGE POWERED: ALCM MK.II	54	VM-LD	
18-18	BARGE POWERED: ALCM MK.II	54	VM-LF	
18-19	BARGE POWERED: ALCM MK.II	54	VM-LG	
18-20	BARGE POWERED: ALCM MK.II	54	VM-LJ	
18-21	BARGE POWERED: ALCM MK.II	54	VM-LK	
18-22	BARGE POWERED: ALCM MK.II	54		
18-23	BARGE POWERED: ALCM MK.II	54		
18-24	BARGE POWERED: ALCM MK.II	54		
18-25	BARGE POWERED: ALCM MK.II	54		

**TYPE/NO                      DESCRIPTION                      LENGTH                      REG. NO:                      NAME**  
(in feet)

18-26	BARGE POWERED: ALCM MK.II	54		
18-27	BARGE POWERED: ALCM MK.II	54		
18-28	BARGE POWERED: ALCM MK.II	54		
18-29	BARGE POWERED: ALCM MK.II	54		

18-30	BARGE POWERED: ALCM MK.II	54		
18-31	BARGE POWERED: ALCM MK.II	54		
18-32	BARGE POWERED: ALCM MK.II	54		
18-33	BARGE POWERED: ALCM MK.II	54		
18-34	BARGE POWERED: ALCM MK.II	54		
18-35	BARGE POWERED: ALCM MK.II	54		
18-36	BARGE POWERED: ALCM MK.II	54		
18-37	BARGE POWERED: ALCM MK.II	54		
18-38	BARGE POWERED: ALCM MK.II	54		
18-39	BARGE POWERED: ALCM MK.II	54		
18-40	BARGE POWERED: ALCM MK.II	54		
18-41	BARGE POWERED: ALCM MK.II	54		
18-42	BARGE POWERED: ALCM MK.II	54		
18-43	BARGE POWERED: ALCM MK.II	54		
18-44	BARGE POWERED: ALCM MK.II	54		
18-45	BARGE POWERED:	SALVAGED	JAP LANDING BARGE	
18-46	BARGE POWERED:			
18-47	BARGE POWERED:			
18-48	BARGE POWERED: LCM			
18-49	BARGE POWERED: LCM			
18-50	BARGE POWERED: LCM			
18-51	BARGE POWERED: LCM			
18-52	BARGE POWERED: LCM			

**TYPE/NO                      DESCRIPTION                      LENGTH                      REG. NO:                      NAME**  
**(in feet)**

18-53	BARGE POWERED: LCM			
18-54	BARGE POWERED:			
18-55	BARGE POWERED:			
18-58	BARGE POWERED: ACL MK.V			
18-	BARGE POWERED: LCM MK III	50'		
18-	BARGE POWERED: LCM MK III	50'		

**19 BARGES: TOWED:**

19-03	BARGE TOWED			
19-09	BARGE TOWED			
19-10	BARGE TOWED			
19-13	BARGE TOWED			
19-14	BARGE TOWED			
19-25	BARGE TOWED			
19-27	BARGE PONTOON			
19-33	BARGE DUMB			

**20 FIRE FLOAT:**

20-01	FIRE FLOAT	38'		
20-02	FIRE FLOAT	38		
20-03	FIRE FLOAT	38		
20-04	FIRE FLOAT	38'		
20-05	FIRE FLOAT	38'		
20-06	FIRE FLOAT	38'		
20-07	FIRE FLOAT	38		

**21 BARGE : REFRIGERATOR FREEZER:**

21-01	BARGE: REFRIGERATOR FREEZER			
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**26 WORK BOAT: SMALL:**

TYPE/NO	DESCRIPTION	LENGTH (in feet)	REG. NO:	NAME
26-01	WORK BOAT : SMALL			
26-02	WORK BOAT: SMALL	16' 6"		
26-03	WORK BOAT : SMALL	15'		
26-04	WORK BOAT: SMALL			
26-05	WORK BOAT: SMALL			
26-06	WORK BOAT: SMALL			
26-07	WORK BOAT: SMALL			
26-08	WORK BOAT: SMALL			
26-09	WORK BOAT : SMALL			

26-10	WORK BOAT: SMALL			
26-11	WORK BOAT: SMALL	22'		
26-12	WORK BOAT: SMALL	20'		
26-13	WORK BOAT: SMALL			
26-14	WORK BOAT: SMALL			
26-15	WORK BOAT: SMALL			
26-16	WORK BOAT: SMALL			
26-17	WORK BOAT: SMALL	16'		
26-18	WORK BOAT: SMALL	16		'
26-19	WORK BOAT: SMALL	16'		
26-20	WORK BOAT: SMALL			
26-21	WORK BOAT: SMALL			
26-22	WORK BOAT: SMALL	15'		
26-23	WORK BOAT: SMALL			
26-24	WORK BOAT: SMALL (WAS 11-22)	17		'

<b>TYPE/NO</b>	<b>DESCRIPTION</b>	<b>LENGTH</b>	<b>REG. NO:</b>	<b>NAME</b>
		<b>(in feet)</b>		

26-25	WORK BOAT: SMALL (WAS 11-23)	15'		
26-26	WORK BOAT: SMALL (WAS 11-49)	15'		
26-27	WORK BOAT: SMALL (WAS 11-52)	16'		
26-28	WORK BOAT : SMALL (WAS 11-73)	16		'
26-29	WORK BOAT : SMALL (WAS 11-74)	16'		
26-30	WORK BOAT: SMALL (WAS 11-75)	16'		
26-31	WORK BOAT : SMALL (WAS 11-86)	23'		
26-32	WORK BOAT: SMALL (WAS 11-51)	20'		
26-33	WORK BOAT: SMALL (WAS 11-02)	20'		
26-34	WORK BOAT: SMALL (WAS 11-20)	15' 2"		
26-35	WORK BOAT: SMALL (WAS 11-21)	15'		
26-36	WORK BOAT: SMALL			

26-37	WORK BOAT: SMALL (WAS 11-19)	18'		
26-38	WORK BOAT: SMALL (WAS 11-24)	15'		
26-39	WORK BOAT: SMALL (WAS 11-31)	10'		PEANUT
26-40	WORK BOAT: SMALL (WAS 11-39)	18'		
26-41	WORK BOAT : SMALL (WAS 11-38)	18'		
26-42	WORK BOAT: SMALL (WAS 11-42)	20'		
26-43	WORK BOAT: SMALL	20'		
26-44	WORK BOAT: YAWL KENNY MODEL	18' 10"		
26-45	WORK BOAT: SMALL	22		'
26-46	WORK BOAT: SMALL	22'		
26-47	WORK BOAT	22'		
26-48	WORK BOAT	22'		
26-49	WORK BOAT	22'		
26-50	WORK BOAT	22		
26-51	WORK BOAT	22'		
26-52	WORK BOAT	22'		

<b>TYPE/NO</b>	<b>DESCRIPTION</b>	<b>LENGTH (in feet)</b>	<b>REG. NO:</b>	<b>NAME</b>
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26-53	WORK BOAT	22'		
26-54	WORK BOAT	22'		
26-55	WORK BOAT	22'		
26-56	WORK BOAT	22'		
26-57	WORK BOAT	22'		
26-58	WORK BOAT	22'		
26-59	WORK BOAT	22'		
26-60	WORK BOAT	22'		
26-61	WORK BOAT	22'		
26-62	WORK BOAT	22'		

**Auxiliary Launch**

CA-23	Auxiliary Launch	25'
CA 24	Auxiliary Launch	25'

**Mine Yawl**

MY-12	Mine Yawl	26'
MY-13	Mine Yawl	26'

**Researched and compiled by: Stephen J.M.Locke  
RAAF Historical  
May, 1993.**