

NATIONAL SERVICEMEN'S ASSOCIATION OF AUSTRALIA (QLD.) INC.

REDLANDS BRANCH



NASHO NEWS
NASHO NEWS



July 2010

Issue No. 3

President's Notes

The month of September contains Navy Week and in keeping with this, the newsletter has been 'programmed' as a mostly navy one. During this coming navy week it is reasonable for us to consider the contribution over the last hundred years made by shipping to the successes in warfare.

In World War 1, shipping in the form of convoys was what kept Britain independent and the civilian tugs that attended stricken battle ships saved many a life and enabled those damaged ships to resume battle activities. These contributions, especially by cargo vessels in convoys and tugs, were made by merchant navy personnel. The commitment of merchant sailors to the war effort has been duly recognised - in the First World War with the allocation of the Merchant Navy Medal and in the Second World War with the issue of the same medals as those issued to R.N. and R.A.N. personnel.

We only have to reflect on the WWII rescue of allied soldiers at Dunkirk and the transport of troops on D-Day to realise the importance of a navy and of course Vietnam veterans will agree that the R.A.N. activities supported them in that conflict. Finally, and possibly the most important navy contribution to a conflict in very recent times has been the R.N. involvement in the Falklands conflict.

And so, to our 'salty mates', may they enjoy their Navy Week.

Col McLean

Branch Social Outing - The Esk Race Day

A Special Day to Support the Breast Cancer Appeal: A weary bunch of our members set off by coach from the Redland RSL on a fine Saturday at 9.00am on the 17th of May, the Sarge (read Ian Gray), as usual had again obtained, with the approval of the R.S.L., a very modern folding marquee and trestle tables. Of course these acquisitions generated a big thank-you to the Sarge and the platoon of helpers for the carrying and erection of the tent on their arrival at the 'Base Camp' (read race course).

The logistics (military talk for getting things done) were not a push over as the coach was not permitted to park as close as desired for the tent site at the race course. Also adding to 'logistics problems' was that The Sarge had lost his map and compass so that when the order to 'Erect Marquee' was about to be given, the Race Course Stewards arrived and nicely (of course) directed us to another site. Apparently concern was held that the horses might stop (read shy) at that winning post when we were partaking of our ladies' sangers n' cakes. Yes, the spot selected by the Sarge for our tent was at that winning post (No! No! On the track but the inside training track). After a good laugh with the Stewards the tent was erected nearby and we commenced a great fun day – love your work, Sarge, thank-you.

Backtracking a mite on the day's activities, whilst en route to the Esk Race Track, morning tea was partaken at the lovely little village of Fernvale at an eatery called *Park N' Pies*. Big Ronnie had put on his running shoes and was closely followed by Tommo in the 'pursuit of happiness (read pie-feasting). The smell of the pies dragged all to the

bakery which for us was famous for pies, pastries, cakes etc. etc. and didn't we love the food. The now famous bakery has become a popular spot on the highway to Esk with a picnic park opposite and toilets available. (Recommendation by the Redlands Nasho food lovers – don't miss this popular spot when driving past or on a day trip in that area).

Big Ronnie, the second of our 'Pie Eating Pair' (read as Big Ronnie and Big Tommo), had appeared lost for a short time, however good military intelligence was acted on and he was found in the *Hidden Secret Garden* which is the second of the 'peatoriums'. Here Big Ronnie dined 'a la carte', i.e. plastic knife n' fork with a cardboard plate containing pie, peas, potatoes and gravy. Thanks Ronnie for telling us about your 'secret pie-patch'.

Back at the ranch – er, Esk Race Track: Once again we were pleased to see Bob Eaton's Jockey daughter riding in every race. Cecily Eaton was able to ride a few place winners and for those Nashos that followed the horses, Cecily won some dollars for them, especially in the last race as she rode the winner and you couldn't take the smile off Bob's face – a proud dad indeed. I'm sure Cecily had a lot to do with not many of the squad losing money. We seemed to have a majority of our squad with smiles which is a good indication of 'winners on the day'. In addition to this, a big winner, identified by the shouting, was Charlie Dowsett who backed *Rangdangdo* in the Doncaster in Melbourne whilst on the 'local scene' our big winners were Don and Del Whitby who had an early 'big win' and this started the day off well for most of us.

Don was overheard to say that he would shout pies for all on the way back, but the bus driver said we wouldn't be stopping and it was getting late. Another day Don - I've got the names of those who went to Esk so keep the 'pie pot' promise in cobwebs for another day (only joking mate). A great day and thank-you ladies for the cups of tea, cakes etc. - a welcome respite.

Thank-you also to Ian and the RSL for the loan of that great marquee and the tables. Till next year, happy punting everyone.
Col Thompson.

Community Commitments

The National Service Memorial in Canberra will be dedicated on Wednesday 8th September this year. As is usual in such instances the memorial came into being through public subscription. The Redlands Nasho Branch has already donated money for its erection; however there was a need in funds for the transport of a band. In consequence of this our Branch has provided a further \$500.00 to enable the Queensland National Servicemen's Pipe Band to participate in the dedication activities.

Our branch, mindful of the support provided to military personnel particularly the young recruits by the welfare orientated Everyman's Hut, has also made a donation of \$500.00 to assist that organisation in its good work.

Additionally, the army barracks at Bulimba will be 'sold off' by the Federal Government in the near future. One of the military establishments that was located there was the 104 Workshops and L.A.D. where quite a few National Servicemen completed their prescribed part time service. These units were staffed by soldiers of the Royal Australian Electrical & Mechanical Engineers (R.A.E.M.E.). Those who had served at this establishment are planning to erect a memorial at that location. In support of that goal the Redlands Nasho Branch has donated \$100.00.

The Knotty Mile

For our army members ('grunts'), the distance marched speed is given in miles whilst for our navy members ('old salts') the speed travelled by them was given in knots (and distance travelled is given in nautical miles). In this era of metric measure the usage of 'mile', nautical or imperial, has been all but forgotten. So, when our grandchildren ask, "What do you mean when you say 'mile'?" we can tell them the following history of this word.

The mile commenced with the marching feet of soldiers, albeit Roman soldiers, and was given the title of *mille passus* which was Latin for '1000 paces' – a measure created to allocate distance between 'here and there' as our old Sergeants would have said. The *mille passus* was also 5000 Roman feet or in modern terms, 1480 metres or 1618 yards. The mile, as we know it, came about in the 13th Century and was established as a standard unit of measure in the reign of Queen Elizabeth I. It was given the title of Imperial or Statutory Mile and equalled 1760 yards or 5280 feet. For the shipping industry however, distance is not in Imperial miles but nautical miles and calculated as

1.15 statute miles or 1852 metres and is usually used in terms of a ship's speed and as knots to define nautical miles per hour.

A reasonable question for 'land lubbers' is, why use the word, 'knots' to define a ship's speed? The term goes back to the days of sailing ships and originated when a piece of wood with a line attached to it was thrown into the sea astern of the ship and the line fed out as the vessel moved ahead. As a speed indicator, the line was knotted every seventeen yards and the number of knots that passed over the stern in half minute intervals (measured of course by a sand glass) determined the speed of that ship. Knots are still used to-day but, to the relief of 'land lubbers', they are now measured by different systems such as Doppler logs and electromagnetic logs.

And finally – if an army girl tells a navy boy to, "Get knotted!" She certainly is not suggesting that they swim a mile or so together!

Who's Who in the Zoo

Committee Member Col Thompson, our resident 'Old Salt' and Social Organiser. Colin James Michael Thompson the First reported for duty as a Navy National Serviceman on the 9th July, 1956 and travelled by train from South Brisbane to Sydney. On this journey he was accompanied by Petty Officer Tooley who was to be his training officer at *HMAS Penguin* – the Balmoral Navy Depot. There were 21 Nashos in his class and he was appointed the Class Captain of Recruits – Mechanical Engineers (Stokers) Class 9.

After seamanship training, classroom lectures and practical training on board *HMAS Sydney* (the aircraft carrier) he and his classmates attained the rank of MEII (Mechanical Engineer – Second Class). After finishing his 6 months National Service, Tommo signed on for a 6 years period in the RANR (Royal Australian Naval Reserve). His service was on *HMAS Sydney* from 10th of September, 1956 until 8th November, 1956 before returning to *HMAS Penguin* for further training and exams. He was paid off (honourably discharged) in December and returned to Brisbane – per train again of course.

Tommo's National Service Intake consisted of 12 classes (not platoons as the army guys are more prone to call them) - 6 classes Seaman, 3 Classes of Sick Bay Attendants (SBAs) and Cooks and 3 Classes of RME (Mechanical Engineers) and in the true Naval tradition of that time, hammocks were the standard bedding both on shore and at sea and so they slept in hammocks. At the time Tommo weighed 12 stone 8 pounds and his observations on those beds? "They were really comfortable to sleep in – ha, ha, ha." (One can presume that this is sarcasm and therefore can be dealt in Navy discipline as 'Dumb Insolence').

Whilst completing his National Service commitment, Tommo served out his sea-time on board *HMAS Sydney* whilst that ship was taking part in SEATO Exercises with 27 other ships from countries that included the United States of America, Great Britain, New Zealand, India and Pakistan. The Australian ships taking part were *HMAS Sydney*, *HMAS Melbourne* (aircraft carriers) Q Class destroyers, *Quickmatch* and *Queensborough*. As a result of this sea-time the ship's company had leave in such places as Darwin, Hong Kong, Singapore and Manila.

Whilst he was at sea, two separate world crises came to a head. The first was The Suez Crisis when Egypt's Colonel Nasser sank dozens of ships thereby blocking the Suez Canal. Britain only just avoided declaring all out war with Egypt and it is a matter of history that the United States had at the last moment backed out of supporting Britain. The second of these crises was The Malaysian Emergency and our Australian fleet was placed on an alert resulting in *HMAS Sydney* sailing in close proximity to Malaya. (Both of these conflicts are covered extensively on the Internet). As a result of this the crew of the *Sydney*, including Tommo, later received the Australian Active Service Medal with a clasp marked 'Malaya'. He also was a recipient of the Federal Government's Certificate of Appreciation (Military Service) which was obtained for him through Dr. Andrew Laming's Office.

Jumping now to his working life after National Service, Tommo reflects on those years when he held a number of sales positions which culminated in his receiving an invitation by the then Managing Director of Radio Station 4IP, Sir Frank Moore. This resulted in his shifting from Ipswich to Brisbane and taking up the appointment of Promotions-Marketing Manager which was quite a feather in his cap as 4IP was then a very successful radio station. From there he went to 4BH as Agency Sales Director and was involved in launching the then new FM Band radio station 106.9 Ipswich (now under a new name but still broadcasting) as Brisbane Agency Sales Director. Whilst with 106.9 he was head hunted by the new owners of 4BH and again joined that radio station as a manager. Two heart attacks

later, one in Sydney and one in Brisbane convinced him it was time to retire. The year was 1994 and the idyllic location chosen for that event was the Redlands of course, hence his presence amongst us. Together with his lovely wife Val he created a family of 4 sons and 1 daughter. Oh yes, there are also 12 grandchildren!

Tommo's schooling commenced at Yeronga Primary State School then, when his father took up an interstate appointment, he transferred to Oberon State School, N.S.W.; however he moved back to Queensland a year later and finished his schooling at the Graceville Primary State School after which he completed the Junior Certificate at the Industrial High School, Brisbane.

Sport has always played a major part in his life and Tommo played Aussie Rules with Brisbane's Western District (The Bulldogs) until he was 18 years of age. At high school he had played Rugby Union and continued on in this game during his National Service and captained the Nasho Team which won against the Army – and remember, Tommo was Navy at the time! The game was played at Victoria Barracks, Sydney. Later two of the Nashos were picked to play for The Navy against the Police in the Grand Final, however Tommo can't remember which team won. The other Nasho picked was also from Ipswich, Johnny Poulton, and it was whispered in the leadership circles that they needed 2 Queenslanders to stand a chance against the coppers.

On returning to his home in Graceville after National Service, he found that a team was being formed in Rugby League called South Graceville and naturally he signed up with some of his earlier Aussies Rules team mates and so became a 'League'. He was at the time the first representative player – Brisbane U/20. He became so committed to League that he went on to play for Southern Suburbs (South Brisbane) A Grade and Reserve Grade at 19 years of age. 3 years ago he was made a Life Member of that Club – a rare honour indeed.

Tommo has had several re-unions with his Queensland Nasho mates and their wives with some continuing to be close even now. National Service to him was a terrific learning experience and spanned from a boy riding horses, swimming in the Brisbane River and making galvanised tin canoes etc. at Graceville to that of training, discipline, meeting men from other states and countries and sailing with the Grey Funnel Line (i.e. Navy).

Tommo openly and clearly declares that he will never forget his time and mates from the Nasho era.

Another Military Call Up

One of the well known English actors was Kenneth More who, as it turns out, served in the Royal Navy during World War 2. His background is that he was born in Buckinghamshire in 1914 and attended a college in the Channel Isles before commencing an apprenticeship as an engineer. He gave this up and attempted to join the Royal Air Force; however failed the medical examination. He later attempted to join the Royal Navy but again failed the medical. Notwithstanding this More, in 1940, 'received a letter to join Defensively Equipped Merchant Ships'. He commenced service on the *M.V. Lobus* and so began his navy career which progressed to the Royal Navy and his attaining the rank of Lieutenant.

More also received a C.B.E. in 1970 for his acting. He died in 1982 at the age of 67 years. And there you have it; a highly regarded actor and an ex-serviceman – and someone whose service in the military forces commenced like ours, with a 'call up notice'.

History - As It Is Told

An officer's sword and scabbard, within the Royal Navy and the Royal Australian Navy, is 'carried' by that officer when on parade. This is caused by the scabbard being attached by two material supports or slings to the officer's belt. If it were not held by the officer, the scabbard would drag along the surface of a parade ground.

Over the years a rumour has grown that this sword attachment was created as an 'act of shame' and was placed on the officers because one of their numbers reputedly slew a mutinous sailor who was 'striking for fair work conditions'. This is not the case. The practice of 'trailing the sword and scabbard' is one born of necessity and one of the most commonly used explanations is that whilst utilising a small boat, navy officers found that having a 'detached' sword and scabbard was easier for them whilst in a seated position.

There have been variations made in sword belts throughout the existence of the Royal Navy's uniforms however, since 1856 officers have worn the sword scabbard in the manner which is now familiar to us. In regard to the members of the crews that were not commissioned and prior to these days of modern weapons who had mostly been armed with cutlasses, their weapons were carried in scabbards that were hooked directly onto to their belts. And there you have it, uniforms of today that reflect the yesterdays.

To Toast the Sovereign – Seated

In a previous Newsletter an article was published regarding military Messes. What might also be of interest is that on occasions, when toasting the King or Queen, Navy officers are entitled to remain seated and not stand as is traditional in military circles. The grounds for this privilege are not certain historically, however it is believed to have commenced in one or more of the following ways.

The most popular account for justifying being seated for the 'loyalty toast' is that King Charles II, whilst visiting a Royal Navy ship and in the mess, struck his head when standing up. Consequently he instructed the officers, when dining on board ships, could remain seated during toasts. The second of the explanations is that King George IV, whilst Prince Regent, dined aboard a Royal Navy vessel and he observed that when the officers rose to toast the king (George III) they were bent over because of the low ceiling (below decks) in the sailing ships. The Prince Regent is said to have stated, "Gentlemen, pray be seated, your loyalty is above suspicion".

The third explanation is that the Duke of Clarence, who was an Admiral, whilst in the Wardroom of a sailing vessel bumped his head as he stood up having dined there. At the time he was head of the British Navy and so gave dispensation to officers which has enabled them to remain seated whilst honouring the loyalty toasts. Of course the privilege of being seated whilst participating in the 'loyalty toast' is not given to Navy Messes and Wardrooms that are on land. And there you have it – the interesting origins of another military tradition.

Splice the Mainbrace

We have all heard the navy traditional order to, 'Splice the mainbrace' but apart from a handful of our branch members who completed their national service in the Navy, most of us only understand that order as an opportunity to access the rum ration whilst at sea. That command, however, has an interesting history. This command, rarely given, is usually uttered because of a commendable performance by a ship's crew. As in most things military, this traditional order can be accompanied by another which permits the crew to have half a day's rest and to 'mend and make clothes'. During World War 2, ships in most of the victorious fleets received the order to 'splice the mainbrace' and on one occasion it was given whilst the vessel was still under attack. In the Royal Navy and navies from countries associated with the British Commonwealth, the order is more freely given nowadays.

And whilst on the subject of consumption of alcohol at sea, the privilege of drinking rum whilst aboard a Ship of the Line (navy sailing vessels) has its origins in past orders which were given by the captains after very difficult emergencies had occurred and usually involved repairs to vessels whilst at sea and under sail and therefore encompassed dangerous work by crew members. Usual in the most common of the dangerous tasks at sea were the repairing of mainbraces. Braces are the lines (ropes to our army members) which control the angle of the yards (sails to our army members). On a first rate man-o-war, the mainbrace was the largest and heaviest of all the running riggings and was often 5 inches or 13 centimetres in diameter. In battle, navy gunners commonly aimed for the braces with the main brace being the prime target because, if the mainbrace was shot away, it had to be repaired during the battle as the ship would be un-maneuverable without it and would have had to stay on the same tack (direction for our army members).

Even repairing the mainbrace after the battle was difficult as it ran through blocks and could not be repaired with a short splice or knot. Additionally, the best Able Seamen were chosen to carry out these tasks. On completion of such a task, it was customary for the sailors to be rewarded with an extra rum ration. Eventually the order to 'splice the mainbrace' evolved and came to mean that the crew would receive an extra ration of rum on special occasions such as victories in battles, the change of a monarch, a royal birth, a royal wedding or an inspection of the fleet. In the cases where the whole fleet was to receive the ration of rum, the signal would be run up with flags or signalled by semaphore.

The issue of rum (other than that to 'splice the mainbrace') to Wardroom and Gunroom Officers ceased in 1881 whilst for Warrant Officers it stopped in 1918. For the ranks of Rating and Petty Officer, however there continues the tradition of drawing the daily rum ration. On these occasions, the Royal Navy has approved that the measure of rum will be 62.5 ml. or 2.1oz.

As for the U.S. Navy, it terminated the rum issue to sailors after the Civil War. The Canadian Navy, however, continues with the ration of rum and supplies each crew member with 87.5 ml. or 2.5oz. The issue of rum for sailors is now more likely to be for other reasons than feats of seamanship involving running repairs to the ship and is often issued on such occasions as crossing the equator.

The Meaning of 'Grog'

The word '*Plonk*' came into the Australian language via the World War 1 veterans who had served in France and was a mispronouncing of the French word 'Blanc' for white, cheap wine and so the word '*Plonk*' came into our language. The word '*grog*' has an older and more British origin and is said to have commenced in or around 1740 when watered down rum was issued to sailors at the direction of an Admiral Vernon.

The creation of the word '*grog*' for the diluted spirit came about as a derision of the admiral. Admiral Vernon was in the practice of wearing clothes made from material called 'grogram' thus his nickname had been 'Old grog' and so the word '*grog*' slid from the instigator of watered down rum to the beverage that was traditionally issued to Royal Navy sailors.

Uniform Humour

No doubt in our National Service days we had 'explained' to us by those of higher rank that there was a 'proper way' to wear our uniform headwear. As with the army and the air force, the navy has a 'right way' and a 'wrong way' in being properly attired. For sailors the most common area of complaint was and possibly still is the headwear.

For sailors, the headwear or cap had to be squarely on top of the head however, some sailors wore it in a style that became known as flat-a-back. This style was to have the cap more on the back of the head than the top and those wearing it thus, apparently assumed that it gave them a 'rakish' look and therefore made them more appealing to the girls.

Navy Officers weren't to be left out of the trendy donning of caps either. For them it was the wearing of the cap more to one side of the head than squarely on it. The style became known as the 'Beatty Angle' and took its name from Admiral of the Fleet David Beatty who seemed to always wear his cap in that manner. (Admiral Beatty had been the British Naval commander at the Battle of Jutland and was made an Earl for his war service and also received the G.C.B., O.M., G.C.V.O. and D.S.O. So, who is going to argue with him?).

And there you have it. A sailor may not be uniformly attired, but an officer is debonair when it comes to the oddities of wearing caps in the navy!

Women's Corner

Some 16 of our wives lunched at *Full Cream at Pine Lodge* in May and a similar number lunched at *Hoya Gardens Café* in June and very much enjoyed themselves. These get-togethers continue to be a great opportunity for socialising and enjoyable repasts. All the wives and partners of our Nasho Branch are welcome to attend and enjoy themselves.

Men, mark time! *Sister Nell Savage, G.M., A.A.N.S.* With the *Hospital Ship Centaur* having recently been found off the coast of Queensland and made a Commonwealth protected site, it is timely for the bravery and dedication of one of the ship's nurses, Nell Savage, to be recalled. The bravery and dedication of Nurse Savage resulted in her being awarded the prestigious George Medal.

This ship had left Sydney bound for Port Moresby to embark casualties from the Buna and Gona battles, and was well marked as a hospital vessel which was in keeping with the custom of the day. It had a nursing staff of 12

and these were Matron Sarah Jewell, Margaret Adams, Helen Haultain, Evelyn King, Mary McFarlane, Merle Mostyn, Ali O'Donnell, Ellen Rutherford, Edna Shaw, Jennie Walker, Doris Joyce Wyllie, and of course Nell Savage.

The hospital ship under the conventions of the day was a 'protected vessel' and consequently its sinking should have been a war crime. Initially, the Japanese Government denied any part in the sinking of the *Centaur* however some 30 years later did, after a fashion, accept that one of its submarines had torpedoed the hospital ship causing the loss of 268 mostly wounded soldiers. Incredibly, however, some 64 of those on board did survive the ordeal.

The sinking of that ship occurred at 4.10 a.m. on Friday, 14th May, 1943, and as already stated, this resulted in many deaths including 11 of the nurses. In the mayhem that followed, the actions of Nurse Savage were indeed heroic. This nurse suffered injuries that included fractured ribs, nose and palate, perforated ear drums and bruises. Notwithstanding these injuries she attended to the wounded and dying and did so for 36 hours before being rescued. What was done by her occurred in cold, shark infested waters off our coast and whilst injured. This is the stuff of which legends are made!

Sister Savage had enlisted in the army in 1941 and continued to serve her country for several years after the end of the war. It's a pity that most of this generation will recognize the name *H.S. Centaur* but not know anything of Sister Savage.

Chaplain's Corner

Bad things happen to good people! Can a loving God be responsible for a tsunami? and last week I was asked, "Do you believe God intervenes in world affairs and hears our prayers?" Answers change with our observations about the world and can only be captured in speech, songs, dances, pictures and writings which require human interpretations. So this is not literally God's word and there are no absolute answers for all time.

And so my answer is 'no' to both questions as I do not rely entirely on ancient information about worldly experiences for answers from far off times. Heaven is not a place in the universe and I use the word 'God' carefully as metaphor of mystery and caring but not for being. The ancient three tiered image of the universe as heaven, earth and hell does not make sense to modern people and the astrophysicist, Carl Sagan, observed that, had Jesus in 30 AD ascended into heaven at the speed of light, he wouldn't have yet left our galaxy. So human experience has shaped the meaning of past and present answers for questions in our time and it is our experience and new story-telling that will give us language for the new era as the old stories are not working for most people. Places and people of religious meaning are seriously diminished but it is humility, inclusiveness and caring that will help us select new fundamentals that will guide us to new meaning whilst liberalism and fundamentalism will always lead to the arrogance of idolatry, war, hatred and intolerance between peoples.

In our super-connected world of many peoples and wisdoms, both ancient and contemporary, we have a choice for tolerance and peace. Can we seek peace for humans and the known universe? According to contemporary meanings, all are inter-dependant and hard-wired for peaceful resolution of conflict and this is the good news and a new time for prayer both communally and when lost in the desert as you are never alone. Pay attention!

Rev. Ray Richmond

Occurrences Calendar

- Sunday, 4th July: 10.00am - Branch Monthly Meeting – venue: Redlands R.S.L.
Tuesday, 6th July: midday - Ladies Luncheon – venue: *La Terra Rouge*, Wellington Point.
Wednesday, 14th July: 6.00pm - Messhall Dinner – venue: *Courthouse Restaurant*, Cleveland.
Sunday, 1st August: 10.00am – Branch Monthly Meeting– venue: Redlands R.S.L.
Wednesday, 11th August: midday – Ladies Luncheon – venue: *Toscanis Lakeside*, Victoria Point.
Monday, 16th August.: 6.00pm – Messhall Dinner – venue: *Grand View Hotel*, Cleveland. Also on
this date: **R.A.E.M.E. Reserve/C.M.F. Reunion**: venue: Sherwood/Indooroopilly ` .R.S.L.A
Sub-branch, 2 Clewley St., Corinda. 11.00am - 4.00pm. Sausage sizzle - cost: \$5.00 a head. R.S.V.P.
7-8-10 jparfitt@bigpond.com & 3761778
.Wednesday 18th August : **Long Tan Day** - venue: War Memorial at Redlands R.S.L. Members should be well
presented in 'Nasho blues' and medals.

A list of our Branch members' phone numbers is planned for the near future. Anyone not wanting to have their phone number included on this list should contact the Secretary, Ken Cullum on 32078385 before the end of July.

Redlands Branch Management Committee
Postal Address: P.O. Box 1228, Cleveland 4163

- President:** **Col McLean**, Phone 32079675, Mobile 0403520375, Email cemac34@bigpond.com
- Past President:** **Bert Hilder**, Phone 32869112, Mobile 04213378952, Email bertjennyhilder@aapt.net.au
- Vice President & Disaster Rep.:** **Geoff Marshall**, Phone 38217330, Mobile 0439722080, Email gkmc1936@tadaust.org.au
- Secretary:** **Ken Cullum**, Phone 32078385, Email kencullum@universal.net.au
- Treasurer:** **Ced. Murray**, Phone 32067012, Mobile 0409916651
- Welfare Officer:** **Bruce Reedman**, Phone 34880557, Mobile 0418333850, Email brucar.35@bigpond.com
- Merchandise Officer:** **Ian Gray**, Phone 32079096, Mobile 0407730600, Email ian.gray38@optusnet.com.au
- Social Organiser:** **Col Thompson**, Phone 38224294, Mobile 0412948926
- Development Officer:** **Les Warner**, Phone 38212894, Mobile 0416103536, Email lesaudo8@tadaust.org.au
- Committee Members:** **Robin McLaughlin**, Phone 38224669
Barry White, Phone 33901090, Mobile 0410232303
- Chaplain:** **Padre Ray Richmond**, Phone 34882300, Mobile 0412915161, Email richmonder@inet.net.au
- Newsletter Editor:** **Dudley Orchard**, Phone 32072338, Email tingira2@aapt.net.au

Branch NASHO Merchandise

Beret	\$26.50	Beret Badge	\$5.50
Silver Hat/Beret Badge	\$20.00	Cap Embroidered	\$17.50
NASHO Necktie Embroidered	\$33.50	NASHO Pocket Patch (red)	\$9.00
Qld. NASHO Army, Navy Air Force Pocket Patch (bullion thread)	\$36.00		
Lapel Membership Badge Assoc.	\$5.00	Lapel Membership Badge Tri-service	\$6.50
Lapel Badge Army, Navy, Air Force	\$6.50	NASHO Coffee Mug	\$9.00
NASHO Bottle of Port	\$13.50	Assoc. Wall Plaque	\$42.50
NASHO Number Plate Covers	\$22.00	Video Wacol March-Out	\$15.00
Video 50th NASHO	\$20.00	Membership Name Tag (pin type)	\$11.50
Membership Name Tag (magnet)	\$0.50	NASHO Car Bumper Sticker	\$5.00
NASHO Banner	\$32.00	NASHO Polo Shirt (white)	\$31.00
NASHO Polo Shirt (maroon)	\$31.00	NASHO Dress Shirt	\$30.00
NASHO Wattle Key Rings	\$20.00		
Note: Dress NASHO shirts Size XXXL and above are \$39.00. Polo shirts size XXXL and above are \$34.00.			
Medals			
ADM + ANSM Swing Mounted (full size)	\$45.00	ADM + ANSM Swing Mounted (miniature)	\$33.00
ADM + ANSM Court Mounted full size)	\$22.50	ADM + ANSM Court Mounted (miniature)	\$18.50
ADM + ANSM Ribbons on Bar	\$12.00		

For all merchandise contact: Ian Gray on 32079096 or at 7 Portmarnock Drive, Victoria Point.

Important Disclaimer: The material contained in this publication is in the nature of general comment only, and neither purports, nor is intended, to be advice on any particular matter. Readers should not act or rely upon any matter or information contained or implied by this publication, without taking appropriate professional advice which relates specifically to their particular circumstances. The publishers and authors expressly disclaim all and any liability to any person whether an Association member or not, who acts or fails to act as a consequence or reliance upon the whole or part of the publication. Views expressed in any editorial may not necessarily be those views held by the Management Committee.