



CENTRAL BUREAU INTELLIGENCE CORPS ASSOCIATION Inc.

DECEMBER 1998

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CENTRAL BUREAU. AN UN- TOLD STORY.

Major W.E. Clarke was a Sub-Lieutenant in the RANVR in 1934. In 1941 he served with the AIF in the Middle East. As one of the original Australian Army Officers in Central Bureau he served in Melbourne, in Darwin, in Brisbane, in the Philippines and in Japan. After the war he represented the Australian Defence Department overseas.

Engage him in conversation in 1998 and you will find that notwithstanding his octogenarian status and some physical disablement he has keen recollections and spirited convictions about the operations of Central Bureau. One day, perhaps, we will find out more. For now we have to be content with these few words from 'Nobby'.

Dear Fellow CBers,

I had hoped to address you at greater length than I now find possible, owing to an unfortunate fall which leaves me still somewhat incapacitated. I had intended to continue my criticism of "The Quiet Heroes of the Southwest Pacific Theater" and to enlarge on the "Yamamoto message" and its implications. With your indulgence, I still reserve the right to do this.

Unlike our American allies, Australian members of CB have no Hall of Fame, and many of you must have wondered why this is so. I have no knowledge of the criteria they use to select those suited to be placed in this edifice, but I must draw your attention to the well known remark of Mic Sandford that "we are in the hands of our operators". I can assure you that the efforts of the operators of ASWG and the RAAF and AIF analysts, strippers, collators and book-makers working on air-ground traffic produced the most useful intercepted information in the Pacific War.

To give a few general examples that were characteristic of your work:

The recognition of "spoof" on the part of operators

and their notes to that effect, the ability to pick up minute differences in the keying technique of the various enemy operators, the painstaking assessment on the part of office personnel of the value of recoveries, and the timely advice of this information to I personnel in the field.

So if you want to know who were the heroes, it was all of you working together with humility and devotion. Your commitment and dedication were certainly crucial to the final outcome of the Pacific War.

Nobby Clarke

EXECUTIVE NEWS.

FROM THE PRESIDENT'S DESK

November Reunion Sydney, 1998

The roll-call at the Reunion showed more than sixty on parade and it was especially gratifying to be able to welcome so many who had made the long journey from other States. Sandy and Coral Hinds, Ian and Lorraine Buckingham, Geoff and Beth Ballard, John and Ljudmilla Davies, Peter and Margaret Dredge, Lester Truex and daughter, Helen, Howard and Dawn McKenzie, Di Parker and John Laird. Ted and Pat O'Dea also received special welcome as it was their first Reunion (of many we hope). Our thanks too go to Stan and Marion Winn and "Nobby" Clarke for their good will messages. You were greatly missed, Stan, Marion and Nobby!

In his address at the Anzac Memorial Wreath Laying Ceremony, Alan Langdon once again gave us food for serious thought on the true issues of war and peace. Our thanks to you, Alan.

We were all enormously impressed by the sheer magnitude of the Olympic Site Project and the incredibly

detailed planning that has gone into it. I must confess that I began the Guided Tour as somewhat of a sceptic but finished an enthusiast. It was particularly appropriate that Geoff Ballard's subject as Guest Speaker at the Luncheon should have been the Story Of The Olympic Village, Heidelberg which housed the athletes at the 1956 Melbourne Olympics. A fascinating account from Geoff which can be read in more detail in his book "Nation With Nation". Order forms for this book and also for Hugh Melinsky's "A Code Breakers Tale" can be obtained from Secretary, Helen Kenny.

The Year 2000

The Year 2000 will mark the Twenty Fifth Anniversary of the formation of the Central Bureau Intelligence Corps Association. I am reliably informed (courtesy of Alan Langdon's diary) that the first Reunion was held on Friday 18th October 1974 and the Inaugural General Meeting on Tuesday 16th September 1975. It is felt that this warrants a special celebration and the proposal is that it should take the form of a Combined Reunion to be held in Melbourne in the second week of November 2000. This proposal will be open for discussion at the Annual General Meeting which will take place at The Combined Services Club, Barrack Street, Sydney on Monday 1st February 1999 at 2.00pm. So come along and give your views on this and other matters. Looking forward to seeing you there.

Anzac Day 1999

In our September Newsletter, Helen Kenny reviewed an intriguing new book entitled "Breaking The Codes" by Desmond Ball and David Horner. It is obvious that as a former journalist Helen has not lost her touch for she has been able to "scoop" Professor Ball as our Guest Speaker for the Anzac Day Reunion at the Hotel Mercure. This should be really worth hearing and I suggest you note it now in your next years diary.

My very best wishes to all members, their families and friends for a joyous Christmas and a happy and healthy 1999.

Gordon Gibson

President

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HON SECRETARY'S PAR

Greetings to all members, their families and friends. The November SIGINT reunion passed too quickly. We seemed to move at an Olympic pace—— train, bus tours, Olympic site, lunch, then next day Anzac Memorial Service, Sydney Rowing Club lunch, and rivercats.

The service in that marble Hyde Park memorial echoes in the mind, almost acoustically. Thank you, Alan Langdon, for the address, and thank you to those who set up the CB display of memorabilia. The Lunch at Abbotsford was a good one ("Best roast I've ever tasted," claimed a guest.) Geoff Ballard gave his most interesting talk on the '56 Games and Olympic village, and between times we talked. I was especially interested to speak to Geoff Day and his family, to Gordon Swinney, to John Davies and his wife, over from Adelaide and to the McNallys. Lachie McNaught, who burst into an impromptu "Advance Australia Fair" at the The Anzac Memorial, has a great voice. He gave us "We'll meet again," as our reunion ended, and managed to get most of us to join in.

The next SIGINT reunion will be in 2000, in Melbourne. Appropriate, because that's where Central Bureau started in April 1942, in "Cranleigh," a gabled, ivy-clad mansion in Domain Road South Yarra.

That other CB mansion "Nyrambla", at 21 Henry Street, Ascot, still stands in splendour, but Cranleigh was demolished some years ago. Lester Truex has a photo of an interior, but has anyone a picture of: the exterior? Please let me know. Meanwhile, remember that the Annual General Meeting is on February 1, 1999 at 2 p.m.. The place, as usual, is the Combined Services Club, Barrack Street, Sydney. Until then, Christmas and Seasons Wishes to you all.

Congratulations to Allan Campbell, who has never let up in his efforts to establish the General Douglas MacArthur Memorial in Brisbane. Now this nonagenarian has won through. He wrote to us on September 22, enclosed a photocopy of the Trust Deed signed three weeks previously at Government House, Brisbane, and reported that MacArthur Chambers is being modernised by Bankers Trust and should open in mid-1999.

The trustees are: Allan Campbell, AM, OBE, OMRI, Alex McArthur, MBE, Major General Digger James AC, MBE, MC and Sir Leo Hielscher.

"I mentioned to His Excellency's secretary that I would like to see a representative from C.B.I.C.A. Inc. on the Committee, and I will follow this up in due course,"

wrote Allan.

We thank you for all your work, and wait for more news.

(Frank Hughes has had a later phone call from Allan. The building is now locked up and may not be accessible until the end of next year. Perhaps the merger between Deutsche Bank and B. T. has put a pause into proceedings. Allan has handed his memorabilia over to the Memorial Trust. Ed.)

OBITUARY

Professor Douglas MacCallum, Foundation Professor of political science at the University of NSW, died this year, aged 75. His obituary (SMH, 1/9/98) told of an extraordinary career, of an extraordinary man.

He was born in 1922, in 1940 joined the ABC as a news cadet, and enrolled as an evening student at the University at Sydney. This bohemian, who belonged both to the Sydney University Regiment and to the Communist Party, joined the Army in 1940, and in December 1941 was posted to a propaganda unit in Malaya, which was organised by Rohan Rivett and Commander J.C.R. Proud, of the Allied Intelligence Bureau. They set up a Malayan broadcasting Corporation, but the Japanese swept down, capturing the transmitters. "McCallum was evacuated to Perth via the Dutch East Indies," wrote the Herald, which added: "Transferred to Brisbane; he continued his war service with the legendary and mysteriously named Central Bureau whose mission was to intercept and decode Japanese radio traffic. It broke the Japanese military codes and contributed significantly to Allied victory."

After the war, he completed his studies in philosophy, worked in Sydney University's philosophy department as a teaching fellow under Professor John Anderson, began writing libertarian anti-communist essays, and "for the rest of his life... remained a steadfast liberal critic of authority, censorship and philistinism."

In 1948, he married Ann Priestley, who, with five brilliant children, survives him. In 1956, this academic supported the Hungarian uprising, and "always maintained his public commitment to freedom in Russia and Central Europe." He also supported the cause of South Vietnam. He was active in the magazine Quadrant, and with the Australian Association for Cultural Freedom. He also belonged to C.B.I.C.A. Inc. On our behalf, President Gordon Gibson, who remembers Doug McCallum from Northern Territory days, sent a letter of condolence.

FROM OVERSEAS.

Three brilliant cryptographers died this year, all nonagenarians, one American, two British.

Frank Rowlett described by the New York Times as "one of the foursome who started the Signal Intelligence Service of the US Army in 1930", had been recruited by William F. Friedman, known as the 'father of modern American cryptology'. Rowlett, a former maths teacher, led a team which in September 1940 cracked the chief Japanese diplomatic cypher machine known as "Purple". As the Sydney Morning Herald explained in his obituary this saved many lives, later revealing Japanese intentions and German plans for fortifications in Europe."

He was awarded America's National Security Medal and Legion of Merit, also the O.B.E. (Order of the British Empire.)

(Those CBers who went to Canberra for DSD's fiftieth birthday might remember America's birthday present- a Purple machine, captured in Berlin.)

Ralph Tester, a British code-breaker, skilled in linguistics and German, headed the "Testery" group at Bletchley Park. (Professor Peter Hilton was one in this group). It concentrated upon German teleprinter codes, known as "Fish". The broken codes were to reveal communications between Hitler and his Generals, and the German order of battle for the attack on Kursk, in the USSR.

As his Obituary in the London Telegraph said (later quoted by the SMH) "In later life he remained obstinately discreet about his work. He liked to say that the intellectual power at Bletchley was well represented by the quality of the graffiti in the lavatory." Tester was 96 when he died.

Tommy Flowers, M.B.E., built "Colossus", the world's first programmable electronic computer, and was recruited to Bletchley Park by the great mathematician, Alan Turing. Flowers, an engineer, working with telephone systems at the Dollis Hill Post office, built the prototype Colossus in ten months. It was to break the German teleprinter code, Fish, and could process 5000 characters in a second. This valve built machine was destroyed after the war, but a replica has now been built at Bletchley Park.

Tommy Flowers: received a post-war award of 1000 pounds for his work on Colossus. He left secret his role in code-breaking for many years and could not tell his wife or family of it. (This information from the

obituary in the Daily Telegraph, London was reprinted in the SMH). Flowers died at 92.

Helen Kenny.

Hon. Secretary

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TREASURER'S COLUMN.

Hi Everyone,

Our Nov. Reunion was a great success, by our feedback it seemed everyone enjoyed themselves. I'm sure we all enjoyed Geoff Ballard's speech, the subject being quite a surprise to me, he of course particularly enjoyed his visit to our Sydney Olympic Site. 51 folk joined us for the Olympic tour & 63 for the lunch at the Rowing Club so we thank you all for coming, its like the icing on the cake.

Just a few apologies:- Athol Whyburn, Keith Carolan, Phyl Dynes, Maisie Kelly, Norma Smith, Allan Langby, Gordon R. Gibson, Jim Williams, Joy Nowland, Peter Tankard, Jim Warmington, Colin Brackley, Frank Frank and Eddie Kelson.

I received the latest Bletchley Park news (larger than usual) from England this week & found it most interesting to read just how the Park has developed with new activities taking place, new facilities & increased membership. Membership subs. are most helpful to the Trust and if any CB members are interested in becoming a member they will receive a membership card & a copy of the regular newsletter & would be given a very warm welcome to visit if travelling in England. The subs. are:- 7 pounds per individual and 13 pounds per family. Please ring me on 9525-0382 if you are interested.

I was delighted to receive a phone call from Stan Winn a few days ago, speaking also to Marion who is getting on well, I was glad to hear, & they hope to be able to see more of us in the future, they wish to be remembered to you all.

MAIL BAG

Thanks for your letter & sub. Marcia (Wilson). I note you've just returned from a trip to the Canadian Rockies, Alaska & Washington, sounds marvellous. I had the pleasure of staying with friends in Connecticut on two occasions during the 1970's & we travelled by car into Canada but on the Eastern side taking in Niagara Falls, etc. etc. & coming back the fall season was appearing & what a wonderful sight that was. If your kind invitation still stands would love to come up to Hawk's Nest to see you.

Nice to hear from you again, Olive (Williams) you have such a lovely way of expressing your feelings & I appreciate what you say. Do hope all went well with the arrival of your daughter's second baby girl.

Sorry you couldn't make our November Reunion Joy (Nowland) but do hope to see you in the year 2000 in Melbourne where we hope to have our next reunion. Keep well and take care.

You are completely forgiven Al (Jenkins) re your subs., only sorry you both couldn't get down to the Reunion, do hope it wasn't health problems that prevented you, may see you in Melbourne in the year 2000 when we hope to hold our next reunion. Thanks for the \$30 cheque & yes I'm feeling much better now.

I wouldn't say 1998 has been a good year for you, Bruce (Lovett) what a lot of mishaps you've experienced one way and another which certainly takes a toll on ones health, I do hope things have improved. It was great to see your brother, Brian & Heather & to see Heather enjoying the Reunion.

Sorry re the payment for 1997, Bill (Burns) you were quite right & so the cheque you sent me covers 1998. Re the position of your subs. Jim (Warmington) :- Receipt 1995 No. 800 paid for 1995 & 1996. Receipt 12.1.98 No. 74 paid for 1997. Receipt. 30.9.98 No. 215 pays for 1998 & 1999. I've checked back, Jim, but can't find where I have confused your payments with your brother.

As nobody rang me to say they had won the "Millions" from the lottery tickets I guess we were out of luck, better luck at our next luncheon.

May I wish all our members and their families a grand Xmas & the very best wishes for 1999 our last year for

the 20th. Century. Signing off with my usual quotation;

"Happiness is doing with a smile what you have to do anyway."

Norma Keeling

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VALE.

Quentin Foster was the war-time Commanding Officer of many CBICA members. He maintained contact with Sigint veterans in Melbourne. Bill Clarke remembers him as a fellow signals specialist in the permanent Air Force in pre-war days. It was on Bill's recommendation that Quentin moved into the world of Signals Intelligence and eventually commanded Six Wireless Unit. Six Wireless Unit had a quick birth in the field and supported the Allied Intelligence effort from the beginning of the Philippines campaign until war's end. As the Officer Commanding a RAAF unit, which was, for most of its history, isolated from other Australian forces, Quentin had a unique and perhaps difficult role in preserving an Australian unit culture and identity. His Unit was usually in an area where he was surrounded by the might, power and apparent affluence of the American Forces. Quentin's funeral was held in Melbourne on 8 November, 1998. Our sympathies have been extended to his wife, Estelle.

Walter Durham Taylor died on 26 June, 1998 in Sydney. Syd Cooper and Keith Carolan, war-time colleagues, attended a thanksgiving service at Coogee. Wal, Keith and Syd trained together at Ballarat and Ascot Vale in 1942. Syd recalls that his cohorts in a later direction finding class at Point Cook, for Kana trained personnel, included Wal Taylor, Stan Howard, Ron Foreman and 'Father' Manning. Our condolences go to Wal's wife, children and seven grandchildren.

Jean Williams only surviving relative, niece Pat Prior, has let us know that Jean died on 3 July, 1998 at the War Veterans' Nursing home at Narrabeen. As might be expected of people in our field of military service Jean had said little to anyone about her war-time experiences. However her niece has records which show that Jean (real name Jane) served in the AWAS from 5.9.42 - 20.10.45 as G.P.2 Operator Signals.

LIBERTY SHIPS.

Did your life depend on a Liberty Ship? Many of our members were separated from the sea only by a welded hull. Will Renshaw has done some research on these historic ships.

"Liberty ships were home for Central Bureau personnel during voyages of up to three weeks between Brisbane and Manila in 1945.

The story of the building of the Liberty ship and what eventually happened to each of the 2,710 of these remarkable ships built over a period of 3 1/2 years during World War 2, which included the John B. Floyd and the Francis N. Blanchet, is recorded in "The Liberty Ships" by L.A. Sawyer and W.H. Mitchell, published by Lloyd's of London Press Ltd.

The John B. Floyd, a fully operational armed troopship, carried Australian, American, British and Canadian members of Central Bureau from Brisbane to Manila in July 1945. The freighter, Francis N. Blanchet, was hastily adapted to return Australians after active service at San Miguel from Manila to Brisbane in October 1945, when lend-lease arrangements were concluding with America with the end of the war.

Britain's urgent need for ships

In 1940, Britain was taking the brunt in the fight against the enemy. The U-boats were sinking ships at a faster rate than British yards could build them. Replacements were urgently needed. America with her safety and neutrality was the obvious supplier.

Churchill and Roosevelt

British Prime Minister Winston Churchill sent a mission to America with plans for the building of a new vessel based on the British Thompson-designed and Thompson-built Dorrington Court of 1939. Already Britain had built their first war-built ship, the Empire Liberty of 7157 gross tons. Churchill ordered, "to delay no longer but make the best possible bargain".

In February 1941, President Roosevelt announced an emergency 200 ship building programme. He described the vessels to be built as "dreadful looking objects". They were, however, an emergency product to be built quickly, cheaply and simply. A Congress report

described them as a "five year vessel".

Modified for mass production, and to enable a multiplicity of shipyards to build vessels with mostly inexperienced workers, a huge building operation resulted. Riveting had to be almost completely replaced with welding. Time was of vital importance.

The mass production technique

Henry Kaiser had built the famous San Francisco Bridge to Oakland as well as the Hoover and other large dams. He was to become the king of mass production shipbuilding. He introduced theories that caused America's shipbuilders much amusement. He spoke of "front and back ends" of a product which just happened to be in the shape of a ship. It was said they were "ships built by the mile and chopped off by the yard".

The first Liberties in 1941

The first keel was laid on 30 April, 1941 in an Atlantic coast shipyard at Maryland, while the second and third were laid on 19 May 1941 in a Pacific coast shipyard at Portland, Oregon. Only eight months later, less than a month after America entered the war with the Japanese bombing of Pearl Harbour, each yard had delivered their first complete products.

Eighteen shipyards became involved with twenty other firms building engines. The ships were 441'6" in length with a breadth of 57'. They were of 7,176 gross tons, almost 11,000 tons deadweight, with a speed of 11 knots. The engine was oil-fired steam, three cylinder triple expansion, nearly 20 feet high and producing 2500 horsepower at 76 rpm. It drove a 4 blade propeller moving the ship at a speed of 11 knots.

A 7 day liberty!

The building time was dramatically reduced from the eight months for the first vessel, the Patrick Henry. (In 1775, Patrick Henry had cried, "Give me liberty or give me death!") By August 1942, one yard alone created a world record when 12 vessels went down the slipways in the month. In the following month, another vessel was launched after only 10 days and delivered just 5 days later. The yard that built the John B. Floyd, in a special effort, held the record for assembling a ship in just 4 days and outfitting her in another 3.

Speed of construction was typified by the amusing

'Kaiser' story of the lady asked to launch a ship, and who arrived at the launching platform to be confronted by the usual bottle of champagne but no ship. Asking if a mistake had been made, she was told to start swinging the bottle immediately, for not only the bow but the whole ship would arrive at any moment!

Did the safety concerns heard on the JBF have substance?

Yes, but they had been sorted out by then. Some of the design short-cuts to speed deliveries had been the starting point of a number of hull fractures. There had been no previous experience of welded ships in wartime conditions, of heavy deck loads, unusual stresses and poor ballasting. Almost invariably the splitting of hulls was in the near freezing waters of the Arctic, particularly on the Russian convoy route. Another weakness was propeller dropping. Top expert attention was promptly given to rectifying any problems. So there was hindsight comfort for those who travelled on warm Pacific waters and also that the John B. Floyd, being a fully converted troopship, had additional girders fitted to its inner bottom!

The capability to withstand wartime punishment

Despite earlier structural problems, there was an overall soundness in the welded hulls. As a whole the vessels gave tremendous and gallant war service. They often sustained, and survived, terrific punishment under the most extreme conditions. About 10% were lost during the war, of which 50% were on their maiden voyage.

The William Williams, built two months earlier than the JBF and in the same yard, was post-war held as an illustration of the importance of the hull subdivision design that gave the Liberty ship the ability to stand up so admirably to wartime conditions.

On 5 May 1943, the William Williams, was torpedoed south of Suva. She was so severely damaged that it was estimated that no pre-war merchant ship could have taken similar punishment and survived. The torpedo blasted a hole near the bulkheads in the aft of the ship. Some bulkheads were destroyed and the propeller shaft tunnel smashed. Altogether it was tremendous damage. She was abandoned. Two days later still afloat she was reboarded. The back of the vessel was underwater to the top of the aft gundeck. Steering was impossible and the vessel drifted for some days. Then with tug assistance, she was able to

proceed under her own steam of 42 'revs' to a refuge at Fiji. Towed to Auckland and then to Sydney, she was fully repaired, converted for Navy service to accommodate 600 troops, and continued to serve through to the end of the war.

Fully converted troopships

The capacity of fully converted troopships varied, but capacity for a vessel such as the JBF was given as 550 troops with 5 high tiers of berths in the holds, which those who travelled on her will so well remember. No troops were berthed below the waterline. Also on board was the crew, usually numbering 52, and the gun crews, all Navy gunners, of another 29.

However it seems larger numbers were carried from time to time. The fully converted troop carrier, Henry Bergh, again built by the same ship builder as the JBF, was wrecked in May 1944 when in fog it strayed off course steaming from the South Pacific and ran on to rocks on a small island off San Francisco. She was carrying 1,300 Navy men and a crew of nearly 100. All survived the wreck.

Surplus ships at war's end

What to do with all these vessels when the war finished was finally resolved by time. Many had been sold off, some were scuttled, others 'mothballed' with the US Merchant Fleet Reserve and some scrapped. However quick deterioration had become noticeable with the ships still in operation after 20 years. It was a far longer period than the planners had envisaged and so they rapidly joined the others that had already been scrapped.

"Our" two liberty ships

Surprisingly for those who travelled on both vessels, the John B. Floyd was nearly a year older than the Francis N. Blanchet.

JOHN B. FLOYD was one of 200 Liberties that were fully converted troopships. She was built as vessel No. 431 by the Permanente Metals Corporation, in its No 2 Yard at Richmond, California, in November 1942. The yard averaged 19 days in building a ship with an average cost of \$1,667,500. This was the yard that held the record for assembling and outfitting a ship in the shortest time. The oil-fired engine for the JBF was built by the Joshua Hendy Ironworks, Sunnyvale, California. This firm could produce 30 engines each

month and was the largest producer of engines for Liberty ships. The JBF was armed with one 5" gun at the stern, four 3" anti-submarine guns and eight 77 millimetre anti-aircraft guns. She was scrapped at Terminal Island in January 1965.

FRANCIS N. BLANCHET was built in October 1943 as vessel No 780 by the Oregon Ship Building Corporation, Portland, Oregon, the first yard to build Liberty ships on the Pacific coast. She was one of 322 vessels built by this firm with an average cost of \$1,643,000 per ship. Her engine was built by the Iron Fireman Manufacturing Company of Portland. The FNB was scrapped at Portland in November 1961.

Naming the liberties

Generally the Liberties were named after eminent Americans from all walks of life who had made notable contribution to the history and culture of America. The main guideline was that it was the name of a deceased person. Only one was named - in error - for a living person. The Francis J. O'Gara was named for the purser of another Liberty ship that had been sunk by a Japanese submarine. Unexpectedly Francis O'Gara arrived home from a Japanese POW camp after the war. He had been taken prisoner by the submarine crew.

The restored liberty

The Jeremiah O'Brien is the last unaltered example, in operating condition, of the 2,710 ships of this design that put to sea between 1942 and 1945. She was used in the D-Day invasion of France, making a dozen round trips from British ports to the Normandy beach-heads. She later sailed on the US Pacific coast and in South American and Australian waters. She is now restored as an operational vessel, an active memorial to the several million men and women who not only built the Liberty ships, but sailed, defended, repaired and supplied them during World War 2. She is tied up as a museum ship at the Golden Gate National Recreation Centre, San Francisco.

The Liberty ship project is credited with saving not only Britain, not only the Allied cause, but the whole world from disaster. Former members of Central Bureau who travelled on these remarkable vessels will also express gratitude for safety while travelling on them in uncertain wartime seas.

With acknowledgement to "The Liberty Ships"

by L.A. SAWYER and W.H. MITCHELL, published by Lloyd's of London Press Ltd. and in grateful appreciation to RONLACHLAN, former Driver Motor Transport with No 5 Wireless Unit, RAAF, at Strathpine and San Miguel, who drew my attention to this outstanding record of the Liberty ship of World War 2.

Will F. Renshaw.

Ex-Kana operator, 5 Wireless Unit, RAAF
19 October 1998

DOES ANYONE KNOW PAUL GRIFFIN?

Here is a contribution from observant member, **Betty Murray.**

"From THE SPECTATOR (21/2/98):
Competition Section:

'A heavy, loutish-looking youth,' expelled from Eton, sent down from Oxford and inclined to petty theft, the Hon. Freddie Threepwood was Lord Emsworth's least favourite son. His MEMOIRS are mentioned several times by P.G. Wodehouse, but never quoted.

Spectator readers were asked to fill the gap (maximum 150 words). The winner provided this glimpse of the Hon. Freddie even farther out of his depth than usual:-

"Dashed if Unity's a name for a girl, but she was a decent enough egg, and took me off to stay with some German Big Cheese she knew. My presence in England was somewhat de trop in 1939. GBC had a topping house in the mountains: loads of menials, and a gang of secretaries hammering away at odd-looking typewriters in a sort of cavern. I took a fancy to these machines, and half-inched one for Baxter, my pater's loathsome amanuensis, from whom I sought a favour. Stupid act, but it passed unnoticed in some flap or other. According to Baxter, the machine typed everything wrong. He got fed up, and passed it to a cousin who worked in some bleak institution at **Bletchley**; for which, goodness knows why, they gave him a CBE. Yours truly, unsung, was by now staying with Catsmeat in Nairobi."

(The winner's entry was published in The Spectator of 14/3/98 and his name is Paul Griffin. Betty Murray says the name might mean something to some C.Ber somewhere.)

REUNION 1998

These are the people you would have met at the Reunion.

D. Parker. H. Kenny. A. Pozzulongo. N. & L. McNaught. S. & C. Hinds. I. & L. Buckingham. B. Bentwich. F. Gninsky. F. & B. Hughes. R. McDonald. S. Carey. D. & N. Hansen. G. & B. Ballard. D. & I. Dunn. L. McClean. J. & L. Davies. J. Grainger. P. & M. Dredge. G., P. & J. Swinney. S. Wareham. G., C. & R. Day. J. Shoebridge. L. Truex. H. Sawyer. M. McCafferty. D. & G. McNally. A. & P. Langdon. D. & N. Pyle. J. Laird. J. Kennedy. M. Chidgey. A. Hale. B. & H. Lovett. L. & J. Harris. G. & S. Gibson. B. & S. Merchant. M. & J. Casey. E. & P. O'Dea. H. & D. McKenzie. N. Keeling. N. Temens. E. Donnan. B. McCullough. D. Moore.

From the Editor's Desk.

Season's greetings to readers everywhere. Especially to those members whose only possible contact with their sigint colleagues is through the columns of "Newsletter". We know that many of our members are now not able to venture out and do things they once took for granted.

Thanks to the many people who have contributed to these columns and provided articles or letters of interest to our very diverse readership. Indeed, "Newsletter" is now the product of many authors -----the chances are that you will find, at least, some words which will capture your own particular interests.

DLM.