



HMAS BALLARAT

DEFEND THE FLAG



2nd Edition - September 2010



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A Note from the Editors

Welcome back to all our readers for this, the second edition of the HMAS BALLARAT supporter's newsletter. We trust that our inaugural edition met with your satisfaction, and we appreciate the feedback received thus far.

In our continuing effort to provide for the needs and wants of our supporters, we encourage our readers to submit feedback on what you think works, and what you think doesn't. We hope to make the "Eureka Shaft" an ever evolving newsletter that can best cater to its readers. In this edition we are fortunate enough to break in our "Letters to the Editor" section thanks to one of our extended BALLARAT family.

So far we have not had any news on the hatchings or matchings front. If you have recently experienced a special day—whether it be a birth, marriage, anniversary or other, we would be thrilled to be able to share it in our "Promotions, Awards, Hatchings & Matchings" section.

Some things old, some things new, there's heaps in store for all of you, our "Eureka Shaft" readers.

From the Captain's Chair.....

Sleek, grey and fast. BALLARAT is BACK!

August has been a busy month for the crew of HMAS BALLARAT. After Sea swapping it was all go to move up to Newcastle for our docking. To ensure that we didn't take people away from families for too long, a decision was made early for the majority of the crew to stay back in Sydney and a small "footprint" crew to be in Newcastle. This ensured that we got (most) people away for some leave and time with their families. Through the hard work and dedication of the crew, and your support, we now have a brand new ship straight off the show room floor. We would welcome you coming down and having a look at your ship whenever you can. We are definitely proud of her.

You will probably have heard that there is a plan for 2011. In short we will be busy. I would like to offer an invitation for you to join me in 'Cocktails and Conversation' from 6:30pm on Friday 22 October at the City of Sydney RSL Club - for those with kids the ship will have the afternoon off to free you up! I think it important that we take the time to discuss things affecting you that I may be able to assist with. I will be endeavouring to have representatives there from Defence Community Organisation, defence Housing Authority and Defence Families of Australia. To confirm please [email Michael.Dunstan1@fleet.defence.gov.au](mailto:Michael.Dunstan1@fleet.defence.gov.au).

Finally, we are doing some fundraising for our charity following the floods in and around Ballarat. I would ask that you have a look at the article further into this edition of the "Eureka Shaft" for more details. As always we welcome feedback on this, your newsletter.

See you in October!



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In the Hunter—BALLARAT in Newcastle

By SBLT Brett Davis

For many, having a maintenance period outside of their home port is not an ideal scenario. But as many members of the crew on HMAS BALLARAT have found out, Newcastle can be a great place for both work and play.

During the DSRA, BALLARAT provided a boost for the Newcastle economy with over \$8M spent in project monies. But not all of the services required by the ship have been provided by the major work contractors; the majority of the domestic services supplied to the ship were provided by local Newcastle businesses. These ranged from victuals and accommodation to any of the numerous small purchases and services required to get the ship and crew back into fighting shape.

Community involvement was also high on the agenda for the men and women of BALLARAT. The crew fostered a close liaison with the local fire brigade with programmed fire exercises, topped off with a game of touch football and a BBQ. Ship's staff have also assisted the local Salvation Army in their rehabilitation scheme for men that gives them the skills to move them from crime to become valued members of the restaurant industry. Additionally, on Friday 3rd September BALLARAT personnel assisted Legacy in the selling of \$2344 worth of badges around the Hunter Street area of the Newcastle CBD for Legacy Week. Feedback received from the local community has been overwhelmingly positive and indicative of their pride in having the Navy here in their town.



A few of the HMAS BALLARAT crew who helped out with collecting and Legacy Newcastle Legatees.

L-R: ABCIS Mark Valvason, ABCIS Kylie Hunter, Mr. Geoff Neil, Mr. Mick Hatcher and SBLT Russell Stevens.

But it hasn't been all work and no play—there has been plenty to see and do in Newcastle and the surrounding areas—when the crew was not at work they had the opportunity to enjoy some of the other benefits that Newcastle had on offer. One activity that seemed to maintain its popularity over the maintenance availability was participation in some of the winery tours on offer in the Hunter Valley region. Whether by paying for one of the popular bus tours, or choosing a 'Duty Driver' from amongst a group of mates who just want to do their own thing, all those experiencing the world class vineyards agreed that there were great times to be had in the Hunter.

With their fair share of challenges; including an inconvenient undocking delay due to high winds; the crew of HMAS BALLARAT are now looking forward to taking back possession of their ship and proceeding to sea so they can start preparing for a bright (and busy) 2011.

PAIN, PAIN, PAIN.....we said the Boss had lost it!

You will have heard about the floods in Victoria. Ballarat has been affected and our charity, United Way Ballarat (www.unitedwayballarat.com.au) is seeking donations to help those affected. To promote this the CO will dedicate his run in the Sydney marathon on 19 September to raising money for our charity. His aim.....**\$2,000..and we are close!** Not much when you consider the pain and exhaustion he will subject himself to in order to help others. As he says, "If a 40 year old ex-rugby prop can do this to help others a bit of coin isn't too much to ask!" If you want to dig deep for our charity, help those affected in our community that have been hit by floods and help an old ex Rugby prop make the 42kms, go to <http://www.gofundraise.com.au/BlackburnG>. Please dig deep. It's tax deductible, helps out our community, and we don't want to see the boss suffer without knowing it is helping somebody less fortunate.

"The Eureka Shaft" – Bringing you the news from HMAS BALLARAT and beyond

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Ballarat History: Did you know..... **The Importance of the Eureka Stockade**

1854 – The year of the rebellion

In 1854 there were about 25000 diggers of many nationalities on the Ballarat goldfields. Law and order on the goldfields was enforced by the Gold Commission's Police Force and was reinforced by a garrison of soldiers.

Governor Hotham came into power in June 1854 and set up licence checks twice a week to enforce the licencing laws. Tensions began to boil over as opposition to the licences increased.

Official corruption was another concern for the diggers. This issue came to a head after a group of men beat to death James Scobie, a drunken Scottish digger. The group included local publican James Bentley. Bentley was a friend of the local magistrate and he escaped prosecution, as did three other men from the group.

The diggers held a meeting on 17 October to discuss ways of bringing the men to justice. After the meeting a crowd of diggers, between 5000 and 10000, burnt Bentleys 'Eureka Hotel' to the ground. Soon after three diggers were arrested and charged with arson for their part in setting fire to the hotel.

On 11 November, 10000 diggers met to demand the release of three diggers, the abolition of the licence and the right to vote for all males. The outcome of this meeting was the forming of the Ballarat Reform League under the chairmanship of Chartist John Basson Humffray. Several other Reform League leaders, including Thomas Kennedy and Henry Holyoake, had been involved with the Chartist movement in England. Many of the miners had past involvement in the Chartist movement and the social upheavals in England, Ireland and Europe during the 1840s.

This was followed by an even larger meeting on 29 November where the diggers decided to publicly burn their mining licences. At this meeting the famous Southern Cross flag was displayed, which was later to become known as the Eureka Flag. In response the Gold Commissioner ordered a licence hunt for the following day.

The Eureka Stockade

On 30 November another mass burning of licences took place at a meeting on Bakery Hill. Under the leadership of Peter Lalor, the diggers then marched to the Eureka Diggings (named after the 'Eureka Lead', a deep lead of gold being mined by the diggers) where they constructed the famous stockade.

The stockade itself was a makeshift wooden barricade enclosing about an acre of the goldfields. Inside the stockade some 500 diggers took an oath on the Southern Cross Flag, and over the following two days gathered firearms and forged pikes to defend the stockade.



John Black Henderson's painting of the Eureka Rebellion.
From the Mitchell Library, State Library of NSW.

Early in the morning of Sunday 3 December the authorities launched an attack on the stockade. Some weeks earlier the government had ordered the 12th and 40th regiments to the goldfields to support the police troopers. The diggers were outnumbered and the battle was over in twenty minutes. Twenty two diggers and five troops were killed. The Southern Cross Flag was pulled from the flagpole and souvenired by the victors. Peter Lalor escaped the scene even though his arm had been injured (later requiring amputation).

On 6 December martial law was declared, and the following day a Commission into the goldfields was appointed. Thirteen diggers were committed for trial, but all were acquitted when they came to trial in

[Continued next page...](#)



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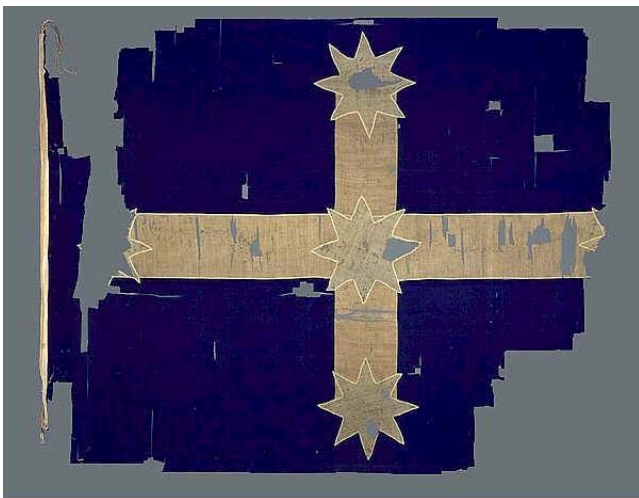
February 1855. Peter Lalor avoided capture. The only person imprisoned as a result of the Eureka Stockade was the editor of the Ballarat Times, Henry Seekamp, who was found guilty of seditious libel.

In March 1855 the Gold Fields Commission handed down its report, and the government adopted all of its recommendations. The commission resulted in all the demands of the diggers being met. A bill was passed in 1854 to extend the franchise (the vote) to diggers possessing a miner's right costing one pound, whereas previously a six months residency and an eight pound yearly mining licence were required before a digger could register to vote. The hated Gold Commission was replaced by a system of mining wardens.

In 1855 Peter Lalor later became the first MLC (member of legislative Council) for the seat of Ballarat. The Ballarat miners were given eight representatives on the Legislative Council.

The Eureka Legacy

The Eureka rebellion is considered by some historians to be the birthplace of Australian Democracy. It is the only Australian example of armed rebellion leading to reform of unfair laws. The Southern Cross Flag has since been used by organisations and individuals at both ends of the political spectrum as a symbol of protest.



Next edition... .Who is Ballarat Bertie?

Letters to the Editor

The "Shaft" editorial staff (and indeed the whole ship's company) encourages and looks forward to any feedback, suggestions or tidbits from our readers. Below is the first such piece of feedback received.

I was pleasantly surprised to find a copy of the "Eureka Shaft" in my email recently. What a wonderful idea for families and the crew alike. To acknowledge the work of our Navy personnel and to recognise professional achievements and personal accomplishments in both career and family life is commendable. This act helps bridge the gap between the Navy and those at home, recognising that the Navy is not just a career but a way of life and helping to establish support mechanisms for all involved.

As a wife of a Naval Officer and a mother of 4 children ranging from 7 years to 3 months of age, I know only too well of the challenges that family, friends and the crew may experience during times of absence. Even with a support network in place there are many daily trials to conquer not to mention any major incidents which may occur causing anguish and distress.

The proactive deed of compiling a newsletter to inform and include is a major step in helping all involved feel heard, recognised, valued and understood and this in turn can make a world of difference in the profession and the home.

Thank you.

Mrs Christine Wellfare
(Wife of LEUT Ben Wellfare, Navigating Officer)

Thank you for your kind words Christine, we here at the Eureka Shaft shall endeavour to keep our extended family 'up to speed' with all things BALLARAT.

We look forward to hearing from our other readers in future issues.



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Interview with the SWO

By SBLT Brett Davis

On 19th July 2010, Warrant Officer Paul Bradley joined as the Ship's Warrant Officer (SWO) of HMAS BALLARAT. Let's now take the opportunity to ask the new SWO a few questions about life, love and his new role onboard BALLARAT.

So tell us a little about yourself SWO.

What would you like to know? Going all the way back, I grew up in Melbourne, but maybe that's going back a little too far.

I joined in 1983, and have been a writer for the past 27 years. I had a number of sea postings on a variety of platforms, including HMA Ships PARRAMATTA (the old Destroyer Escort—DE46), BRISBANE (on which I went to the first gulf war in 1990), MANOORA and then NEWCASTLE, in which I went back to the Gulf in '02. Another highlight for me was going to Kuwait in 2007.

In the four and a half years I spent working up on FFHs I only ever got to sleep on a stretcher in the loan clothing store. This time I get to sleep in a bed and have my own cabin!

I'm a proud supporter of the Collingwood Football Club, enjoy taking photos and am still learning how to ski.

Any personal stuff that you wish to share with our readers?

Well, I can tell you that I am engaged to Michelle and that we are hoping to get married next year after BALLARAT gets back from its deployment around mid-year. She is originally from South Africa, and while we are over there on leave this month we hope to start working out all the details.

So what was your last posting prior to joining Ballarat?

I spent the last four and a half years at Sea Training Group as the Fleet WO Writer. Mainly though, I was a Damage Control (DC) Instructor for whenever the ships needed working up.

Are there any words of wisdom that you want to offer to our readers?

Just to keep your eyes open, as you never know what opportunities may present themselves. In 2003 I was fortunate enough to be involved in Exercise Longlook. That meant I got to be based at Portsmouth in England, and gave me the opportunity to work at Wimbledon and Lords for the tennis and cricket respectively.

What are your aspirations now that you are at your new home on BALLARAT?

Like everyone else I am always keen to visit cool ports and am looking forward to a busy 2011.

I'm sure it won't come as a surprise to anyone that I want to ensure that everyone on BALLARAT receives a high level of training—especially in DC. Other than that, I want to enjoy my time onboard whilst providing whatever support I can to Command and the Ship's Company.

Next Edition Who is the Pusser?



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Jack Speak

How cold is too cold?

Ever heard the expression: 'Cold enough to freeze the balls off a brass monkey'? For those who believe they know the origins, they may be in for a little surprise.

Many will claim that the brass triangles that supported stacks of iron cannon-balls on sailing ships were called monkeys and that in cold weather the metal contracted, causing the balls to fall or shoot off. While this quaint little colloquial expression gets toted around many a mess-deck, unfortunately it is little more than an old sailor's yarn.

The reference to the testes (as the term balls is commonly understood to mean) of the brass monkey appears to be a 20th century variant on the expression, predated by a range of references to other body parts, in particular the nose and the tail.

Here are just some of the reasons why we can rule out the old yarn involving the stowage of cannonballs:

- The purported method of storage of cannonballs ("round shot") is simply false. Shot was not stored on deck continuously on the 'off-chance' that the ship might go into battle. Just like today the decks were always kept as clear as possible.
- Such a method of storage would result in shot rolling around on deck and causing a hazard in high seas. Shot was stored on the gun or spar decks, in shot racks—longitudinal wooden planks with holes bored into them (known as shot garlands in the Royal Navy), ready for use by the gun crew.
- Shot was not left exposed to the elements where it could rust. Such rust could lead to the ball not flying true or jamming in the barrel and exploding the gun. In fact most gunners would attempt to remove as many imperfections as possible from the surfaces of the shot prior to battle.

- The physics involved falters under scrutiny. All of the balls would contract equally, and the contraction of balls and plate over the range of temperatures involved would not be particularly large.

Another explanation that is given for this phrase is that it originated with the *three wise monkeys*. The original of these was a set of carved wooden monkeys in the Sacred Stable at Nikko in Japan. If you've heard the phrase '*hear no evil, see no evil, speak no evil*' you are probably familiar with what I am talking about. However, their introductions to English-speaking countries didn't come until 1896, when Robert Hope introduced their meaning to the West in his book: *The Temples & Shrines of Nikko*.

So where did the expression come from you may ask? The phrase is seen in print many times in various forms well before any variant that mentions balls. In fact there are many other variants of the phrase in print from the 19th century. Examples include:

- less bashful than... (1867)
- scald the throat of... (1870)
- talk the leg off... (1872)
- as cheeky as... (1873)
- burn the ears off... (1876)
- had touched the heart of... (1878)
- singe the hair on... (1879)

All of these combine to suggest that the brass monkey in question wasn't a particular beast or object but merely a synonym for a generalized inanimate object. If that's so then, what was a brass monkey?

Seeing as how there are many references to brass monkeys in nautical contexts, it seems likely that the inanimate object in question was in fact a naval cannon. The 'balls' however are a recent appendage.

A nautical reference from 1822 for the 'monkey tail' appears to be the earliest known version of the phrase. This was a lever that was used to aim a cannon.

Next EditionNot Enough Room to Swing a Cat.



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Top Tips to Stay on Top ...



DFA
Defence Families
of Australia

A voice for Defence Families

Who Is DFA?

DFA are partners of serving members, parents of serving members, families with young children, and families with older children.

Defence Families of Australia is an independent advocacy group, manned by volunteer Defence partners from Army, Air Force and Navy. DFA is your family's voice to Government and Defence, providing them with feedback, and helping them to clarify or resolve issues affecting families.

DFA aim to improve the quality of life for all Defence families by providing an officially recognised forum for the view of the family by reporting, making recommendations and influencing policy that directly affects families. You can contact DFA to represent your family regarding an individual situation, or to advocate an issue concerning many families, or their community.

DFA is not DCO. It does not offer counselling but aims to help families by giving them clear information and advice about who is the best Defence organisation to approach.

Which issues is DFA currently working now?

Every year DFA holds a survey to find out what issues Defence Families are most concerned about and then makes those issues its top priority. Top issues for the current year 2010-2011 include overseeing the implementation of a National Defence Family Identification Card and increasing direct communication between Defence and families.

Ongoing issues include improving housing conditions and advocating for better support services, including when members are absent from home.

To read more about DFA's current priorities, download the DFA Agenda 2010-2011 from the DFA website.

Sign up today!

Partners can register as a DFA Member on the website www.dfa.org.au for free.

Members can access a wide range of information through the website such as regional guides and helpful links to Defence related departments. There are tips, factsheets and useful links on many topics including:

- Absence from Home
- Moving House
- Raising Defence Kids
- Single Parents
- Housing Issues
- Married with Dependants
Unaccompanied

Members will also receive regular email updates on policy changes and new resources.

If the family has recently relocated, please update membership details on the website to ensure you receive the most relevant information.

National Delegates

DFA is run by eight volunteer National Delegates based around Australia and a National Convenor based in Canberra who are in contact with senior Defence staff, DCO, DHA and Toll on a daily basis.

Partners can contact the National Delegate in their home region by visiting the DFA website. Or they can call the freecall DFA Infoline 1800 100 509.

Defence Families Australia
DFA Infoline 1800 100 509
www.dfa.org.au

Next Edition: Defence Community Organisation



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Choose Your Rate, Choose Your Fate!

By LSSTD Lindsay Russell

Welcome to the first instalment of "Choose Your Rate, Choose Your Fate!" Each month we will be interviewing three members of Ships Company; an Officer, a Senior Sailor and a Junior Sailor.

By doing this, we as a Ships Company we can get to know each other a little better by finding out **WHAT IT IS WE REALLY DO**, as well as educating our family and friends reading the newsletter.

This month's guinea pigs... err... I mean members are: The DSO, POCIS and PTI.

Name (Nickname) Robert Fitzsimons (Rob)



Rank and Rate Lieutenant / Deputy Supply Officer (LEUT / DSO)

Years Service 8.5

Posted Onboard March 2009

Posting History HMAS Creswell, RAAF Sale, HMA Ships Creswell, Cerberus, Newcastle, Cerberus and Waterhen, JOC, HMA Ships Cerberus and Stuart/Ballarad.

What Your Job Entails Material and Department Manager, Divisional Officer for Supply Junior Sailors, overseeing ships finances and managing logistics.

Auxiliary Duties Officer of the Day in harbour, Boarding Officer, Helicopter Control Officer, Chemical Biological Radiological and Nuclear Officer.

Hobbies / Interests Running and Sailing.

Likes AFL.

Dislikes Rudeness by footpath hogs.

If you Could Invite Anyone to Dinner... (pick three)
Barry Hall, Roger Daltry and Pete Townsend (The Who).

You Can Quote Me on That "See the Pusser!"

Name (Nickname) Michael Badger (Badge)



Rank and Rate Petty Officer Communication Information Systems (POCIS)

Years Service 16.5

Posted Onboard June 2009

Posting History HMA Ships CERBERUS, TORRENS, DARWIN (a whopping 10 year posting), CERBERUS and STUART / BALLARAT.

What Your Job Entails Communications Support, Communications Manager, Network Management, and Bridge Manager.

Auxiliary Duties Petty Officer Mess Treasurer, Duty PO in Harbour.

Hobbies / Interests Photography, V8's, Squash and Reading.

Likes Chocolate coated coffee beans, Red Bull & V.

Dislikes Fords.

If you Could Invite Anyone to Dinner... (pick three)
Anthony Hopkins, Tom Baker (Dr Who) and John Williamson.

You Can Quote Me on That "Take a big bite and chew like Hell!"



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Name (Nickname) Christian Stinson (Clubs)



Rank and Rate Leading Seaman Physical Training Instructor (LSPTI)

Years Service 11

Posted Onboard April 2009

Posting History HMA Ships CERBERUS, SYDNEY, MELBOURNE, CRESWELL, SYDNEY, KUTTABUL AND STUART / BALLARAT.

What Your Job Entails Fitness Training, Morale Officer, Sport Classes, Fitness Programs, Adventure Training Activates, closing up in AFT Steering and Junior Sailors Representative on all issues.

Auxiliary Duties Watch-keeper on the bridge, QM duties in harbour, Daily Words writer, Garbage Store I/C, I/C Café, Welfare Committee.

Hobbies / Interests Marine Engineering, Wine Collecting.

Likes Eating and Working out.

Dislikes Has none.

If you Could Invite Anyone to Dinner... (pick three) Ramona (my Fiancé), Winston Churchill and Dr Karl Kruszelnicki.

You Can Quote Me on That "No Big Deal."

Promotions, Awards, Hatchings and Matchings

Congratulations go out to the following personnel: ABBM Jones was promoted from Seaman by the Commanding Officer whilst 'in the field' at the Holsworthy Rifle Range conducting a shoot; a fine tribute to a Bosun's Mate!



The Deputy Supply Officer (DSO), LEUT Rob Fitzsimons is formally awarded his name bar with Charge Badge by the Commanding Officer (CO) CMDR Guy Blackburn.



Coming up next month... Happy Birthdays; hails and farewells