



The word from the  
**Horse's Mouth**

The Newsletter of the RAEME Association of WA

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## What the Prez Sez

Greeting all,

In July the CO 13 Combat Service Support Battalion (13 CSSB) invited all Logistic related associations to attend a meeting to discuss improved communication. The key challenges for all attending associations was membership and finding volunteers for their committee positions.

There was also a Logistic Corps Dinner (RACT mainly) held at RAAF Association Bull Creek which was well attended with good food and service provided.

Well its time to review the year and to prepare for the Annual General Meeting (AGM). It has been three years since there was a new face on the Committee. The past two AGMs were held at Kings Park and the WA Railway Museum but were not well attended. This year, as in the past, we are planning to hold the AGM at the M.J. O’Sullivan Club (The old 113 Fd Wksp and prior to that the 22 Construction Wksp Boozer) on Saturday the 9<sup>th</sup> November in conjunction with the Workshop Production Weekend.

Please mark it in your calendar and all you need is a driver’s license for entry onto the Barracks. Please join use and get a view of the new Heavy Vehicles. Anyone interested to take on a assistant position on the committee with the view to take over the full appointment in 2020 is asked to contact me so that we can discuss the position duties.

Dick Fenton, President RAEME WA

## *From the Editor*

Welcome to the pre AGM Horses Mouth. After our very successful ANZAC Day at the IBIS, things have been pretty quiet but it will all crank up again soon with the AGM and the Corps Birthday approaching at a great rate of knots. Details are below but I'll look forward to seeing all of you at the M.J. O'Sullivan Club (113 Boozer) on Saturday November the 9<sup>th</sup>.

## *AGM*

The AGM will be held at the M.J. O'Sullivan Club (113 Boozer) on Saturday 9 Nov commencing at 1530. Some light refreshments (beer and pizza) will be available following the meeting, courtesy of the Association

All are welcome and if you cannot attend you are requested to nominate a proxy to vote in your place. That can be a Committee member.

The following members have indicated their willingness to continue in their current positions for another year but are looking for assistants to take over in 2020.

<b>President</b>	Dick Fenton
<b>Vice President</b>	Peter Collins
<b>Treasurer</b>	Peter Sills-Ohlsen
<b>Secretary</b>	Perry Beor
<b>Webmaster</b>	Alex Smithers
<b>Editor Horse’s Mouth</b>	Perry Beor
<b>Welfare Officer</b>	No longer appointed - Julia Mackay-Koelen is now our POC
<b>Merchandise</b>	Peter Sills-Ohlsen
<b>Social</b>	Phil Pitchers
<b>Committee member</b>	Matthew Simpson

## *RAEME Birthday*

Following the success of the last RAEME Birthday celebration at the Bayswater Hotel, we have decided to repeat the exercise and have booked the Bayswater again on Saturday November 30. See you there at 1830 for dinner

Remember that you have a railway station right outside the front door if you want to make a night of it.

## *Merchandise (Free)*

We are considering providing some tangible proof of Association membership in the form of a numbered RAEME themed key ring. It is intended that these will be provided free to current members and future members will have to pay \$5 with their initial membership fee to get one. Hopefully we will have some examples to show at the AGM to gain your endorsement of the proposal.

## *Did you know?*

**Battlecruiser Losses at Jutland**



**THE  
COVENTRY ORDNANCE WORKS  
LIMITED.**

**CONTRACTORS TO THE BRITISH,  
COLONIAL & FOREIGN GOVERNMENTS.**

**LONDON-COVENTRY-  
SCOTSTOUN-CLIFFE-BOSTON.**

**NAVAL & LAND SERVICE GUNS & MOUNTINGS.  
AEROPLANES,  
PROJECTILES, CARTRIDGE CASES, FUZES  
AND ALL ACCESSORIES.  
HIGH-SPEED TWIST DRILLS, MILLING CUTTERS,  
SCREW GAUGES, BROACHES, REAMERS, ETC.**

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Vice Admiral Sir David Beatty, Commander of the Battlecruiser Fleet at Jutland was recorded as saying “There is something wrong with our bloody ships today”, after two of his battlecruisers exploded with virtually all hands within half an hour of the commencement of the battle. This, together with the similar loss of the Battlecruiser Invincible and the near loss of the Battlecruiser Lion a short time later has resulted in the “myth” of battlecruisers being unarmoured floating death traps.

Actually in the case of the losses at Jutland, it wasn't the lack of armour which doomed these ships but poor ammunition handling practices.

In order to increase their rate of fire (in response to poor gunnery accuracy) the Battlecruiser Fleet had adopted the practice of storing live shells and cordite in the working chambers under their turrets and chocking open the flash tight doors to their magazines during shooting. This allowed the flash from any fire or penetration in the turret or its working chambers to rapidly develop and travel directly to the magazines – exactly what the flash tight doors and handling procedures were designed to prevent

Major Francis Hardy, the senior gunner in the fleet, recognized the dangers of this practice and wrote a report recommending that these practices cease forthwith. It was ignored and only his own ship HMS Lion adopted his recommendations. During the Battle of Jutland, a shell penetrated the roof of Q turret and killed or wounded everyone in the turret, but the fire was quickly brought under control. Although mortally wounded, Major Hardy noticed that the magazine doors had been jammed open by the initial blast so he ordered the magazines flooded. The fire which was thought to be under control then flared up and a massive explosion took place, which vented through the turret and did not make it to the magazines due to the actions of Major Hardy, which saved the ship and earned him a posthumous VC.

Subsequent examination of the Jutland battlecruiser wrecks have found evidence of these poor storage and handling practices



Belmont Bunker





Many of you will not be aware that we have a major operational facility in deepest darkest Belmont, which has been providing a vital service to Perth since the War and is soon to have a major upgrade to further its usefulness into the foreseeable future.

In response to the Japanese threat following the fall of Singapore and the Dutch East Indies, in April 1942 No.6 Fighter Sector (6FS) unit was formed with a temporary Operations Room established in Alma Street Masonic Hall. At the same time, land was acquired in near the airport for a more permanent facility.

In June 1943 work commences on the construction of the RAAF facility at Belmont, including the bunker for a cost of £20,000. As expected, upon completion the costs escalated to £36,000. The bunker was declared fully operation in March 1945 but by 1946, it was declared surplus to requirements and remained vacant for nearly two decades.

In 1965 the site was handed over to DFES and the refurbished bunker became the "Civil Defence State Operations Centre" later having its role redefined as the dedicated "State Emergency Operations Centre".

In 2013, with the completion of DFES' new operational HQ, the Bunker was again redesigned as a major training centre or SIMCEN where a number of emergency scenarios can be played out in a full "CPX" environment. In addition it remains a live 000 back up facility and recently it was decided to refurbish the bunker to become once again full backup operational HQ



Bakewell



Bakewell, (S542) is an S Class steam locomotive which was constructed in 1943 and is preserved in East Perth at on the site of the old East Perth Locomotive Depot

The S class, a 4-8-2 or "Mountain" class of locomotive, were the only class of locomotive conceived, designed and built entirely at the Western Australian Government Railways Midland Railway Workshops.

The 4-8-2 layout allowed the weight of these relatively powerful locomotives to be spread over a number of axles, which gave this class the ability to use a number of the lightly built agricultural lines which characterised the majority of the WAGR Network. Their design was also optimised to make the best use of the poor thermal qualities of the local Collie coal.

Originally conceived and used as a mixed traffic locomotive, after the war they became almost entirely heavy freight locomotives. In fact on December 24 1971, S549 Greenmount headed the last WAGR steam hauled freight train. In a postscript to this, S549 was returned to steam in the 1997 and as part of its recertification hauled a scheduled freight service to Northam.

The S Class of which ten were built, were narrow gauge (1,067mm) locomotives, with a tractive effort of 30,685 lbf (136.5 kN) and weighed 121 tonnes. They were fitted with two different tenders - the small tender with 7 tonnes of coal and 5000 gallons (22.7kL) of water and the large tender with 9 tonnes of coal and 3500 gallons (15.9kL) of water. Bakewell has one of the small tender

Three are preserved – S542 Bakewell at East Perth, S547 Lindsay at the Bellarine Railway in Victoria and S549 Greenmount which has been returned to steam at the WA Rail Heritage Museum in Bassendean