



1903 - 2005

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## BETWEEN DECKS

The NEWSLETTER Of  
The League Of Ancient Mariners Of  
New South Wales

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**Air Commodore W.H.Garing, C.B.E., D.F.C., FAIM., D.S.C. (U.S.A.), R.A.A.F. Rtd.**



### Crossed The Bar

1 JANUARY 2004

Air Commodore W.H.Garing, C.B.E., D.F.C., FAIM., D.S.C.(U.S.A.), R.A.A.F. Rtd

26 July 1910 - 1 January 2004



Air Commodore Garing was born at Mount Elliott, east of Corryong, Victoria, Australia, to George and Amy Garing, now both deceased. George was a miner with a part-time job as a local mail contractor. His mother, Amy died when Bill was fourteen. Soon after her death George and his brother struck gold. The mine was named, 'Bread & Sugar' as that was about all that was left in the pantry.

He married Robyn Punchard in 1940 and before the marriage was dissolved, a son Robert William and a daughter Sharon, were born.

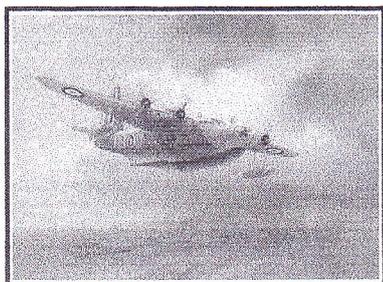
He married again in 1954 to Marjorie Smith, resulting in 2 daughters being born, Phillipa and Deirdre.

At fourteen Bill was a crack shot with rifle and shotgun. He attended Corryong Higher Elementary School. He then enrolled at RMIT, Melbourne, undertaking Electrical and Mechanical Engineering. Being drawn to the glamour of flying he joined the Citizen Air Force an flying came free. Life as a Wireless Operator/Air Gunner in a DH 9A convinced him to try for officer status. Competition was fierce and with determination and hard study, he became one of two Air Cadets to gain entry to RMC Duntroon in 1929.

Posted to Point Cook, Victoria, where he graduated his Flying-Training in 1931 and took his first solo flight took on 19 February 1930 in a Moth A7. On the 60th anniversary of his first solo he checked out, in command of a Cessna 172 with Chief Instructor Charlie Polain, at an age of over 80 years of age.

During his flying career he logged nearly 4000 hours, of which 1500 hours was logged during WW 2. A total of 97 different aircraft were flown by Bill as Captain-in-Command, which were noted in his logbooks. His flying skills can be indicated by the fact that in October 1945 he flew a B29 Superfortess, solo in command after three short failiarisation flight and on successive days he flew solo a P63 King Cobra and a B25 Mitchell Bomber.

He attended the School of Air Pilotage and Specialist Navigation School, U.K. during 1934-35. Then back again at Point Cook in 1936 as the Seaplane Flying Instructor and Chief Navigational Instructor; 1938 he was Commanding the Seaplane Squadron at Point Cook and conducted the first Specialist Air Navigation course in Australia. He was posted in 1939 to the U.K., serving with No.10 Australian Sunderland Squadron, R.A.A.F. as Flight Commander in Coastal Command R.A.F.with operations in the North Atlantic, France and the Mediterranean, where he was awarded the D.F.C. for 'aggressively flying his Sunderland to break up an attack by German bombers on the S.S. Mooltan'. He flew 75 operational missions with some sorties lasting 14 hours. It was during this time he flew Lord Lloyd to France prior to the French collapse and was pilot to the Duke of Kent, Mr Eden and other notables. It was during this period that he received his 'Oak Leaf' for 'Mentioned in Dispatches'.



Bill Garing returned to Australia in April 1941 and by now was a Wing Commander. He was certain that war with Japan was inevitable and was posted to Townsville to set up Northern Area HQ. He flew a Catalina to Hawaii three months prior to Pearl Harbour and met General George C. Kenney (destined to become General McArthur's

Army Air Commander). He then commanded No.9 (Operational) Group R.A.A.F. At Milne Bay in New Guinea some 4500 Australian Militia and Regular soldiers who were defending U.S. construction personnel carving out two airstrips from the jungle. Two squadrons of Kittyhawks based at Port Moresby, No. 75 and NO. 76, were flying combat duties off the partially completed No. 1 strip.

Allied code breakers became aware that some 2000 Japanese marines were training in Rabaul for an invasion. This invasion commenced at night on 25 August 1942. When the the No.1 strip was not overrun during the night of the 28th, Bill Garing ordered the Kittyhawks at Port Moresby back to Milne Bay and flew in with them. On the seventh day of fighting Melbourne HQ through code breakers stated that there had been landings of Japanese reinforcements. Bill Garing took off in a Tigermoth with an observer. They drew fire from the Japanese but there were no landing barges to be seen. Australian troops repulsed the Japanese troops at Goroni River crossing and the enemy began to retreat. On the night of the eleventh day, Japanese destroyers evacuated the remaining Japanese forces. The Battle of Milne Bay was over.

On January 1943 General McArthur ordered General Kenny to award Bill Garing with D.S.C. (U.S. A).

The Japanese were planning a major reinforcement to the Lae and Salamaua garrisons. Using this intelligence Kenney and Garing planned a massive aircraft, co-coordinated, multi level attack on the Japanese armada, which occurred on 3 March 1943. The Battle became known as 'The Battle of the Bismark Sea' and was a turning point of the war in the South West Pacific area. On the 19 October 1943 the Australian Government awarded the C.B.E. to Wing Commander Bill Garing.

**LOAM  
COMMITTEE  
2004**



**President  
Capt AJ TAIT OAM**



**Snr V President  
Capt KH ROSS AM**



**Capt M SKIPPER**



**Maj SH CHEESEMAN AM**

**Capt JF LUNN**



**Capt ET LILEY**



**Capt SJ STEUART**



**Capt G WALKER**



**Capt A ULRICHSEN**



**Capt LW DAVIS**



**Capt CG COCKSEGE**



**Mt IL COOPER AIAME**



**Capt M BERTRAM**



**Mr MM CAMPBELL AIMM**

## CROSSED THE BAR

John Brace



13<sup>th</sup> September, 2004

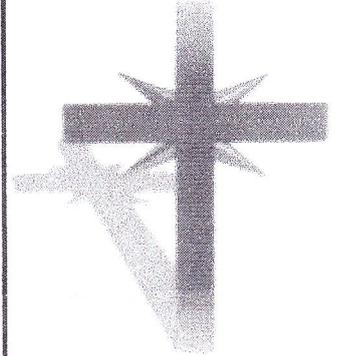
*Sunset and evening star,  
And one clear call for me!  
And may there be no moaning of the bar,  
When I put out to sea.*

*But such a tide as moving seems to sleep,  
Too full for sound and foam,  
When that which drew from out the boundless deep  
Turns again home.*

*Twilight the evening bell,  
And after the dark!  
And may there be no sadness of farewell,  
When I embark.*

*For though from out our bourne of Time and place  
The flood may bear me far,  
I hope to see my Pilot, face to face,  
When I have Crossed the Bar.*

Tennyson



***It is with regret that the Council has to  
inform you that the below Members  
have 'Crossed the Bar'***

<b><i>Air Cmdre W.H. Garing CBE DFC (USA)</i></b>	<b><i>Jan 04</i></b>
<b><i>Capt. W.H. Schroder</i></b>	<b><i>Oct 04</i></b>
<b><i>Capt. G.J. Eastwood</i></b>	<b><i>Dec 03</i></b>
<b><i>Capt. N.J. Mackie</i></b>	<b><i>Dec 03</i></b>
<b><i>Capt. A.S. Collins</i></b>	<b><i>Jun 04</i></b>
<b><i>Capt. R.J. Brace</i></b>	<b><i>Sep 04</i></b>
<b><i>Mr. S. Davis JP</i></b>	<b><i>May 04</i></b>
<b><i>Mr. W. Mullans</i></b>	<b><i>Sep 04</i></b>
<b><i>Mr. FD Simon</i></b>	<b><i>Oct 04</i></b>

Condolences for the above past Members have been forwarded to Family and Friends on behalf of the Council and Members.



## **NEW MEMBERS - 2004**

We welcome our New Members for 2004. Current Members realize that membership does not come easily. It must be earned by qualifications or by demonstration of worthiness.

It would be appreciated if new Members could introduce themselves to the President at the next Annual Harbour Cruise & Luncheon in 2005.

The below listed have been granted Membership to the League in November 2004.

Paul Bates  
 Roger Bayliss  
 Geoff Beesley  
 Tony Bland  
 John Cameron  
 Ron Clark  
 Jim Dargaville  
 Ern Flint  
 Galen Gannon  
 John Gillard  
 Keith Hamilton  
 Ross Horne

Colin Kesteven  
 Bill Langlois  
 Evan Lawless  
 Neil Morrison  
 Phil O'Hehir  
 Milner Patey  
 Rick Poole  
 Brendam Poole  
 Steve Rabie  
 Jenetta Russell  
 Rod Walsh  
 Richard Westwood

## **SICK BAY**

The Below Listed Members are confined to home

Capt John O'Connell  
 Capt Len Richardson

Mr Ted Seale  
 Capt John Williams

## **LOST MEMBERS**

Capt AW Robinson  
 Capt H Blackwood

Capt D MacLeman  
 Mr D Smith

If you can help in locating the above listed Members please contact the Secretary as these Members have been removed from the Mailing List.

## REPORT ON THE ANNUAL 2004 CRUISE & LUNCHEON

Again the Annual Cruise & Luncheon was blessed with perfect weather. Unfortunately our President, Capt Alan Tait OAM was unable to attend, due to work commitments in Fiji with Captain Cook. Capt Martin Skipper JP did a sterling job as Acting President but also as the Master of Ceremonies. In his usual manner he kept the the Order of Proceedings moving along.

The catering was carried out in-house by the current catering firm under the guidance of the Mess Supervisor, Leonie Clake. This was her first for our day and I'm sure she will change some of the minor serving problems and ensure that next year the food will arrive at the tables in a timely fashion.



Our Key-note speaker was Kay Cottee AO. Kay was one of four daughters born to the yachting McLaren family of Sans Souci, NSW.

During June 1988 she became the first woman to sail solo, unassisted and non-stop, around the world. She departed on 29 November 1987 from Watson Bay, NSW and 189 days later she cruised into Sydney Harbour on 5 June 1988.

This historical voyage on her 11.2 metre 'First Lady' was the result of a childhood dream, thus proving that anything is possible if one was to put their mind to it. During the trip as she traversed the Southern Ocean she was overturned and she was washed overboard. Due to the fact that she was attached with two safety lines and by the hand of God her yacht was righted and she got on with the job, with her safety line still shackled and slightly bruised.

Kay was to receive the honour of being Australian of the Year 1988 and was placed on the Australian Honours list as a Member of the Australian Order (AM). Kay was later elevated to an Officer of the Australian Order (AO).

Kay has two books on her historical trip, they being 'All at Sea on Land' published by Collins and 'First Lady' published by Macmillan. She has single handedly raised in excess of \$1,000,000 for Life Education charity. Kay is also chairperson of the National Maritime Museum, Sydney, NSW.

**Footnote:** Kay's trip was sponsored by Blackmores Ltd which is run by Marcus Blackmore who served with the Army 32 Small Ship Squadron as a luck lottery winner in National Service during the Vietnam war.

**Do not miss our Keynote Speaker at the Annual Cruise and Luncheon - 2005.**

**We have secured ..... RAN Maritime Supervisor - Sydney ..... Be There and Enjoy**



**Kay Cottee OA**  
**Annual Harbour Cruise & Luncheon - 2004**