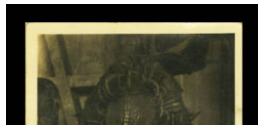




Object number:
ANMS1391[044]

Title: A group of traditional
vessels in Port Moresby



Object number:
ANMS1391[045]

Title: A handmade native
shield



Object number:
ANMS1391[048]

Title: Postcard depicting
native fruit sellers on



vessels in Port Moresby

Date: 1920-1929

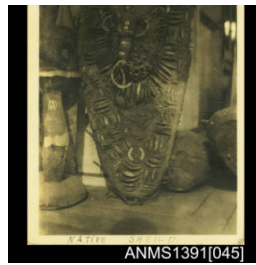
Primary Maker: Jack Cyril Bray

Medium: Black and white photographic print on paper.

Name: Postcard

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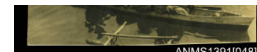
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native fruit sellers on traditional craft

Date: 1920-1929

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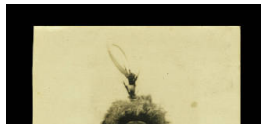
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Object number:
ANMS1391[064]
Title: A Papuan chief
Date: 1920-1925



Object number:
ANMS1391[065]
Title: A group of Papuan
traditional dancers



Object number:
ANMS1391[006]
Title: HMAS MALLOW sailors
Date: 1920-1925



Date: 1920-1929

Primary Maker: Jack Cyril Bray

Medium: Black and white photographic print on paper.

Name: Postcard

History: During the interwar years there was naval retrenchment worldwide as countries went through the disarmament process. This was formalised in 1922 during the Washington Conference which resulted in a treaty signed between the five major powers; Britain, USA, France, Japan and Italy. This agreement limited their naval capabilities in order to avoid an arms race. Germany was excluded from this conference as their military limitations were agreed upon with the Treaty of Versailles. The terms of the Washington Treaty laid out what tonnage of shipping each of the five navies could have and the type and amount of weaponry per vessel type. Britain originally had the largest navy but was restricted to the same amount as the US (525,000 tons capital ships and 135,000 tons aircraft carriers). This was to be followed by the Japanese navy (315,000

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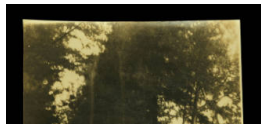
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Object number:
ANMS1391[039]
Title: A shirtless batallion
marching



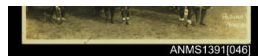
Object number:
ANMS1391[046]
Title: Papuan Dancers
Date: 1920-1922



Object number:
ANMS1391[047]
Title: A group of Papuan
people in traditional



marching
Date: 1920-1929
Primary Maker: Jack Cyril Bray
Medium: Black and white photographic print on paper.
Name: Postcard
History: During the interwar years there was naval retrenchment worldwide as countries went through the disarmament process. This was formalised in 1922 during the Washington Conference which resulted in a treaty signed between the five major powers; Britain, USA, France, Japan and Italy. This agreement limited their naval capabilities in order to avoid an arms race. Germany was excluded from this conference as their military limitations were agreed upon with the Treaty of Versailles. The terms of the Washington Treaty laid out what tonnage of shipping each of the five navies could have and the type and amount of weaponry per vessel type. Britain originally had the largest navy but was restricted to the same amount as the US (525,000 tons capital ships and 135,000 tons aircraft carriers). This was to be followed by the Japanese navy (315,000 tons capital ships and 81,000 tons aircraft carriers), and the French



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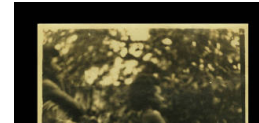
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Object number:
ANMS1391[052]
Title: A man doing
aerobics on board a ship



Object number:
ANMS1391[060]
Title: A group of Papuan
traditional dancers



Object number:
ANMS1391[061]
Title: Lunch Time, Papua
Date: 1930-1939



acrobatics on board a ship

Date: 1920-1929

Primary Maker: Jack Cyril Bray

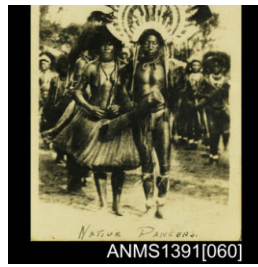
Medium: Black and white photographic print on paper.

Name: Postcard

History: During the interwar years there was naval retrenchment worldwide as countries went through the disarmament process. This was formalised in 1922 during the Washington Conference which resulted in a treaty signed between the five major powers; Britain, USA, France, Japan and Italy. This agreement limited their naval capabilities in order to avoid an arms race.

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traditional dancers

Date: 1920-1929

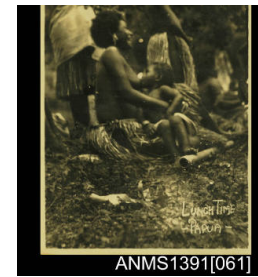
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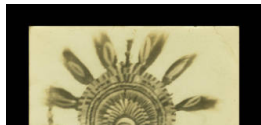
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ANMS1391[062]

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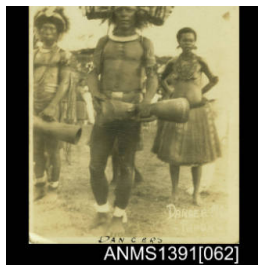
Object number:
ANMS1391[063]

Title: Three Papuan dancers
Date: 1920-1922



Object number:
00018144

Title: HMAS ENCOUNTER,
Anchored, NZ



traditional dancers
Date: 1920-1929
Primary Maker: Jack Cyril Bray
Medium: Black and white photographic print on paper.
Name: Postcard
History: During the interwar years there was naval retrenchment worldwide as countries went through the disarmament process. This was formalised in 1922 during the Washington Conference which resulted in a treaty signed between the five major powers; Britain, USA, France, Japan and Italy. This agreement limited their naval capabilities in order to avoid an arms race. Germany was excluded from this conference as their military limitations were agreed upon with the Treaty of Versailles. The terms of the Washington Treaty laid out what tonnage of shipping each of the five navies could have and the type and amount of weaponry per vessel type. Britain originally had the largest navy but was restricted to the same amount as the US (525,000 tons capital ships and 135,000 tons aircraft carriers). This was to be followed by the Japanese navy (315,000 tons capital ships and 81,000 tons aircraft carriers), and the French



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Auckland, NZ
Date: 1917 - 1919
Medium: Silver gelatin photographic print, paper
Name: Postcard
History: HMS ENCOUNTER was built for the Australia Station and on commissioning sailed for Australia on 31 December 1905. It completed six years of service with the Royal Navy's Australian Squadron and was presented on loan to the Royal Australian Navy (RAN) as a seagoing training ship until HMAS BRISBANE had been completed. It was commissioned HMAS ENCOUNTER on 1 July 1912 and entered Port Jackson on 4 October 1913 as part of the first Australian fleet unit. During World War I, HMAS ENCOUNTER was stationed in New Guinea waters and took part in operations against German New Guinea. Patrol duties in the Fiji-Samoa area then followed. In 1916 it patrolled the waters off Malaya and the East Indies. More patrol and escort duties followed in the Pacific, Southern and Indian oceans until the end of the war. Originally on loan from the Royal Navy, ENCOUNTER became a permanent unit of the RAN in 1918. It became a seagoing training ship often referred to as the "Old Bus". In 1923 the ship was disarmed and

and Italian were restricted to the same naval size (175,000 tons capital ships and 60,000 tons aircraft carriers). The various navies of the British Empire were treated as one under the treaty, including the RAN which gave up the battle cruiser HMAS AUSTRALIA (I) as part of the agreement. Limits were also placed on improvements and formation of new naval bases and fortifications. However, the treaty was not to last with Japan giving formal notice of intention to terminate the terms of the treaty in 1934 which came into effect in 1936. Italy had continued to build their naval force without declaring it, and most of the five countries had exceeded their allotted tonnage anyway. Jack Cyril Bray was born in 1904 in Kogarah, Sydney. He was brought up to work as a market gardener but in 1920, just before his 16th birthday, he volunteered with the RAN. He was assigned as a trainee to HMAS TINGIRA as a Boy 2nd Class from 20 May 1920 until May 1921. Bray was then transferred to HMAS SYDNEY as a Boy 2nd Class. He officially commenced his engagement on 31 Dec 1922, aged 18, aboard HMAS SYDNEY as an Ordinary Seaman. HMAS

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TINGIRA was originally launched as the SOBRAON for shipping firm Lowther, Maxton and Co in 1866 and was built as a three masted clipper that relied solely on sail. After nearly thirty years of serving as a cargo and passenger ship SOBRAON was purchased by the Commonwealth Government in 1911, fitted out as a boy's training ship and commissioned into the newly named Royal Australian Navy as HMAS TINGIRA on 25 April 1912. The name TINGIRA was an indigenous word meaning 'open sea'. The clipper's permanent mooring was in Rose Bay and entry was limited to boys between the age of 14 and a half years and 16 years. They were bound to serve for seven years following their 18th birthday. The young boys were taught seamanship, completed gunnery training, had physical training and were kept under a strict disciplinary watch. During the 15 years TINGIRA was commissioned 3,158 boys underwent their training aboard the clipper with many going on to serve in both of the World Wars and the Korean War. TINGIRA was paid off in 1927 and eventually broken up in Sydney in 1941. SYDNEY (I) has an illustrious history, with the capture of Rabaul (1914), the sinking of

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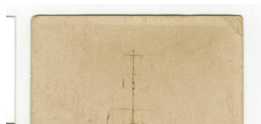
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for breaking up in 1937. Note that Bray was part of the last group of men stationed aboard the vessel before it was paid off. Whilst aboard STALWART, Bray had been promoted to Able Seaman in 1923. Bray was then transferred to one of the sister S-class destroyers, HMAS SUCCESS (I) which had been part of the RN flotilla that was transferred to the RAN in 1919. They were offered as replacements to the ageing River Class vessels. SUCCESS was soon paid off into reserve in 1921, recommissioned on 1 December 1925 following STALWART's paying off the previous day. Whilst Bray was aboard the vessel SUCCESS visited Port Moresby, New Guinea, in May 1926. Apart from the single trip, the vessel did not leave Australian waters again. It was paid off for the last time on 12 May 1930 and was also sold for breaking up in 1937 alongside its sister ships. Bray's final posting was to HMAS PENGUIN (II) where he served until 24 July 1929 when his seven year service was completed and he was discharged from the Navy. Originally the Light Cruiser was built for the Royal Navy in 1902 as HMS ENCOUNTER and transferred to the RAN in 1912 as HMAS

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ENCOUNTER. After several years of training the new Australian Fleet Unit and serving in World War I, capturing a German controlled steamer, the first RAN prize of the war, and was involved in the successful Australian operation to capture German New Guinea. It was paid off on 30 September 1920. On 1 January 1923 HMAS PENGUIN, the depot ship at Garden Island, was paid off after 47 years of naval service. On the same day ENCOUNTER was renamed PENGUIN (II) and recommissioned for service as the Depot and Accommodation ship. After six years PENGUIN (II) was paid off for the last time on 29 August 1929. After being stripped the hull was sunk off Bondi Beach in September 1932 and is now a popular dive spot. After two years of training and seven years of service in the RAN, Jack Cyril Bray was lucky to serve in the inter-war period. He returned to market gardening, working in Menai NSW, married Esme and had one child, Marjorie. He joined the Freemasons and was also a keen lawn bowls player. He died on 15 August 1968 and was buried at Woronora Cemetery along with his parents and near his wife Esme.

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Object number:
00018122

Title: HMAS ENCOUNTER in
a dry dock at Colombo, Sri



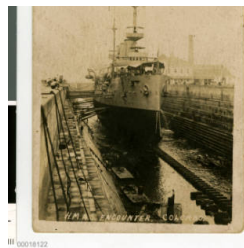
Object number:
00018126

Title: HMAS ENCOUNTER in
a dry dock



Object number:
00055171

Title: The British submarine
511



a dry dock at Colombo, Sri Lanka

Date: 1918 - 1919

Medium: Silver gelatin photographic print, paper
Name: Postcard

History: HMS ENCOUNTER was built for the Australia Station and on commissioning sailed for Australia on 31 December 1905. The ship completed six years of service with the Royal Navy's Australia Squadron. During the 19th century Britain was preoccupied with increasing its colonial territories and maintaining the empire. The British Royal Navy (RN) at the height of its power divided the world into strategic zones or stations that were manned by a squadron of warships responsible for cruising and protecting British territories and shipping. The RN formed the Australia Station in 1859 and it maintained a presence until the formation of the Royal Australian Navy in 1911 and the arrival of the Australian fleet in 1913. The ship was initially presented on loan to the Royal Australian Navy (RAN) as a seagoing training ship and served in the first Australian Fleet Unit until HMAS BRISBANE

had been completed. The ship was commissioned HMAS ENCOUNTER on 1 July 1912 and entered Port



a dry dock

Date: 1917 - 1920

Medium: Silver gelatin photographic print, paper
Name: Postcard

History: HMS ENCOUNTER was built for the Australia Station and on commissioning sailed for Australia on 31 December 1905. It completed six years of service with the Royal Navy's Australia Squadron and was presented on loan to the Royal Australian Navy (RAN) as a seagoing training ship until HMAS BRISBANE had been completed. It was commissioned HMAS ENCOUNTER on 1 July 1912 and entered Port Jackson on 4 October 1913 as part of the first Australian fleet unit. During World War I, HMAS ENCOUNTER was stationed in New Guinea waters and took part in operations against German New Guinea. Patrol duties in the Fiji-Samoa area then followed. In 1916 it patrolled the waters off Malaya and the East Indies. More patrol and escort duties followed in the Pacific, Southern and Indian oceans until the end of the war. Originally on loan from the Royal Navy, ENCOUNTER became a permanent unit of the RAN in 1918. It became a seagoing training ship referred to as the "Old Bus". In 1923 the ship was disarmed and renamed



E11

Date: 1915

Medium: Ink on paper
Name: Postcard
History: Leonard Charles Allen was born in Reading, Berkshire in 1877, and attended St Stephen's School. His first job was as a fitter alongside his father at Huntley and Palmer's biscuit factory. He then worked for a London engineering firm and joined the Navy at Chatham in 1898, when he was 21. He was stationed at Harwich on the depot ship HMS Thames, and was promoted to Chief Engine Room Artificer in March 1913 after 15 years of service. In 1911, the Royal Australian Navy ordered two British E-class submarines to form the nucleus of a brand new Australian Submarine Service and the two vessels were commissioned at Portsmouth in February 1914. Allen was transferred from the Royal Navy to the Royal Australian Navy, and assigned to AE1, which, together with its sister AE2, sailed for Australia on 2 March 1914. Allen received his Long Service and Good Conduct Medal in 1914 whilst aboard HMAS Penguin, the Depot and Receiving Ship for AE1 and AE2. When war was declared in August 1914, both Australian submarines

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both Australian submarines were refitting. At the end of the month they sailed to join the naval force tasked with capturing the German colonies of New Guinea and the Bismarck Archipelago. Shortly before their departure, Allen was transferred to AE2. He was incredibly lucky, for AE1 mysteriously disappeared with all hands off the Duke of York Islands on 14 September. In October, AE2 was sent to help defend Fiji against a possible raid by Admiral Maximilian von Spee's Asiatic Squadron. In November AE2 returned to Sydney. After the destruction of the German Asiatic Squadron, the Australian government offered AE2 for service in Europe. It was allocated to British naval squadrons operating along the Turkish coast and arrived in February 1915. On 10 March, the submarine ran aground off Mudros when returning from patrol and had to be towed to Malta for repairs. Allen was involved in an accident in Valletta Harbour when a small boat carrying six of the crew was rammed and stove in. He was injured and hospitalised for three days, and consequently missed AE2's historic mission into the Dardenelles and Sea of Marmara at the end of April 1915. With both

April 1915. With both Australian submarines lost in action, Allen was loaned back to the Royal Navy, and briefly served on a battleship before joining the crew of the British submarine E11, which was skippered by Lieutenant-Commander Martin Nasmith. E11 inflicted a devastating toll on enemy shipping over three patrols in the period May-December 1915. It was not the first Allied submarine to pass through the heavily defended 'Narrows' in the Dardanelles, but all previous attempts save one (that of AE2) had ended in the loss of the vessel involved. After a harrowing but successful voyage through The Narrows, E11 surfaced and commenced operations in the Sea of Marmara. Nasmith made Constantinople the centre of his operations during the whole of E11's patrol, and attacked an Ottoman gunboat cruising near the port. One of the submarine's torpedoes struck the gunboat, which returned fire and scored a hit that went clean through the submarine's periscope. The shell carried away approximately four inches of the periscope's diameter a few feet above the base, but incredibly the periscope remained standing. E11's damaged periscope is currently on

periscope is currently on display at the Royal Navy Submarine Museum. E11 would conduct two more entries into the Dardanelles and Sea of Marmara, directly attack Constantinople, and sink numerous Ottoman vessels, including the battleship Barbarossa, a destroyer, a gunboat, six transports, 12 steamships, 23 dhows, and 11 sailing ships. In addition, the submarine bombarded enemy troops and other military objectives along the coast. It was during the second patrol that Leonard Allen performed an on-the-fly repair to E11's 12-inch deck gun and earned the Distinguished Service Medal. The submarine was bombarding a grounded Ottoman transport when the upper part of the 12-inch deck gun's mounting was fractured by recoil. Allen was able to cut away the upper part of the mounting, and drop the gun down into the lower part, returning it to service within 24 hours. On 23 August 1916, Allen was promoted to Warrant Engineer, and in March 1919 he was appointed to the Australian submarine J3, which had been gifted to Australia by the British Admiralty and was about to set out on the long voyage to Sydney. J3 left Portsmouth in April 1919 and did not arrive until 15

and did not arrive until 13 July, as J3 and its five sister-ships were plagued with major mechanical problems. Allen lived in Bondi with his family, but retired from the RAN in 1922 at age 45. His retirement was probably triggered by J3 being put into reserve in July 1922 due to Australia's deteriorating economy. Shortly thereafter, Allen and his family returned to England.



Object number:
00055173

Title: The crew of E11
Date: 1915



Date: c 1915

Medium: Ink on paper

Name: Postcard

History: Leonard Charles

Allen was born in Reading,

Berkshire in 1877, and

attended St Stephen's

School. His first job was as

a fitter alongside his father

at Huntley and Palmer's

biscuit factory. He then

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engineering firm and

joined the Navy at

Chatham in 1898, when he

was 21. He was stationed

at Harwich on the depot

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