



# Call the Hands



Issue No. 54

July 2021

## From the President

Welcome to this 54th edition of Call the Hands. I trust you find the stories and accompanying occasional papers of interest. Occasional paper 115 on Navy Health Sailors uniforms by Commander Neil Westphalen, RAN is particularly interesting. Paper 114, a report on the recovery of Vietnamese Refugees by HMAS *Melbourne* wraps up our coverage of this 1981 event which was also covered in our June edition.

This edition coincides with the annual renewal of Society membership. All members will have received a renewal e-mail on 1 July. As your support is important to the very existence of the Society, I trust you will assist by renewing your [membership](#) as soon as possible. Our membership volunteers have worked hard with our webmaster at [The Design Web](#) to make the process as streamlined as possible. For our many subscribers, the new financial year and lockdown in many cities across Australia it is a good opportunity to join the Society and derive the many benefits of membership.

Our newly published book, *Australia's Colonial Navies* by long term member and volunteer Ross Gillett is a great read. As noted on page three, it is much expanded since the first edition in 1980. You might consider using your members discount code to [purchase a copy](#). The discount code is automatically sent to you after renewing your membership.

Although the COVID lockdown in Sydney is keeping us out of the Boatshed, volunteers continue to deliver most services remotely. The current lockdown has also delayed the restart of Garden Island Heritage tours which Defence had recently approved. Although this is frustrating, development of additional tours and cruises to Navy sites around Sydney Harbour is progressing. However, more tour guides are required for this initiative to become a reality. If volunteering as a [tour guide](#) in Sydney appeals to you, please make contact. We would like to hear from you.

In addition to tour guides, new enthusiastic volunteers to assist with routine administrative and management functions in the Boatshed, are sought. Basic IT skills, enthusiasm and a willingness to learn in a friendly harbour side setting is all you need. You don't need to be an expert naval historian, just interested. Read more on page 14 and on the [website](#).

A Society highlight in June was the opportunity to join with Navy, Thales Australia and Engineers Australia to mark the long-awaited heritage listing of the Captain Cook Graving Dock. The Society had nominated the Dock for engineering heritage listing in 2019 prior to its 75<sup>th</sup> anniversary in March 2020. Another highlight was feedback from readers about issues in edition 53 of *Call the Hands*. Thank you for taking an interest and clarifying some issues for us. All feedback, positive and negative is appreciated as are new previously unpublished stores.

Kind regards,

David Michael



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of Australia

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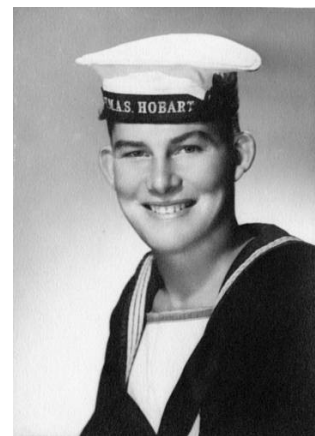
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## HMAS Hobart torpedo hit in July 1943

Derek Holyoake enlisted in the Royal Australian Navy on July 8, 1940 at the age of 16 and was serving onboard HMAS Hobart when she was torpedoed on July 20, 1943.

A quirk of fate resulted in Holyoake living and Able Seaman Albert Phillips dying. Holyoake, having just qualified as a torpedoman, had his action station moved forward from HMAS Hobart's Y turret, the rearmost gun turret on the ship. Phillips, who had joined Hobart only a couple of months before, took his place.



The modified Leander class cruiser, a sister ship to the ill-starred HMAS Sydney and HMAS Perth, neither of which survived the war, was on patrol with HMAS Australia and three American destroyers, the USS Nicholas, USS O'Bannon and USS Radford, just south of the Solomons.

"It was 13 minutes to 7pm - how would I forget that time?" Holyoake said. "In those days we always had one gun's crew closed up in the turret. The changeover always took place at 6.50pm. The replacement gun crew, who would have just finished their evening meal, would wait for the crew that was already in the gun house to turn off the gun house lights [the ship would be blacked out], open the back doors and come out.

"My old crew, the four of them including my replacement, were sitting outside the turret on a Carley float waiting for the guys to open the door to let them out when a Japanese torpedo hit right underneath them, right underneath Y turret." The massive blast killed 13 men and injured seven others. Power and steering were lost for a short time and HMAS Hobart was left listing to port. The cruiser did not return to duty for 18 months.

"The torpedo was from a Japanese submarine. We were doing 25 knots and zig-zagging and this submarine sighted us against the afterglow of the setting sun from a range of 10 miles [16 kilometres]. He fired a salvo of torpedoes at the leading ship, HMAS Australia ... We were the only one that got hit."

The shot, one of the luckiest or unluckiest of the war depending on one's point of view, was a remarkable testament to the quality of the Japanese submarine service and its equipment. "The Japanese were just so good," Holyoake said. "They had the best torpedoes of WWII; you try and tell that to a navy officer and he'll laugh at you, but they did ... If I had been at my previous station [that evening] I would have been killed. All four in my old crew were dead."

Based on an article published in the Canberra Times on 13 October 2012.

**Further Reading:** Sea Power Centre Australia, [HMAS Hobart History](#),

## New Australian Naval History Book Released

Australian Colonial Navies  
Revised and Expanded Edition  
By Ross Gillett  
Published as an ebook in 2021

In the 21<sup>st</sup> century most Australians have heard of the exploits of the Royal Australian Navy, but not many would know that five of the nation's early colonies operated their own navies. These fleets ranged from the mighty Victorian Naval Force with dozens of ships, down to the tiny Tasmanian torpedo corps with just one small torpedo boat. In between these two extremes were the naval forces of Queensland, New South Wales and South Australia.

Some of the warships were purpose-built, some modified after commercial duties, and others were transferred from the Royal Navy. Of these 70 men-of-war, 22 purpose-built warships were designed and built in Australia or Great Britain, with the later ships having the dangerous task of sailing to Australia under their own power. A few were built by local shipwrights, including Port Arthur in Tasmania and at Pyrmont in Sydney Harbour.

The crews who manned these colonial naval fleets were a mixture of locals recruited by the authorities or were former sailors and officers who joined after careers in Britain's Royal Navy.

Australia's colonial naval fleets were all designed to protect the colonies from the threat of foreign raiders, especially the perceived Russian threat of the 1870s-80s, a threat that failed to materialise. As well as their regular harbour, river and bay manoeuvres, some of the ships operated at extreme distances along their respective coasts, one sailed to New Zealand and another to China for the Boxer Rebellion.

The Naval Historical Society of Australia is proud to announce the publication of this much revised and expanded edition of the Australian Colonial Navies book originally released in 1982. Now in the form of an ebook and supported by many additional stories and colour images from the 19th and early 20th centuries, Australian Colonial Navies spans over 285 pages with hundreds of rare photographs, line drawings, sketches and colour images of a now long-forgotten era of Australian naval history.

To secure your copy of Australia's Colonial Navies visit the Society website. It is available in four different formats; PRINT, PDF, EPUB (eBook format), MOBI (Kindle format).

<https://www.navyhistory.org.au/shop/australias-colonial-navies/>





## Captain Cook Graving Dock Heritage Marker Unveiled

To mark the 75<sup>th</sup> anniversary of the official opening of the Captain Cook Graving Dock on 25 March 2020 the Governor of New South Wales was to have unveiled an engineering heritage marker to recognise the outstanding engineering significance of the Dock. However, the outbreak of the COVID 19 pandemic caused cancellation of that event. Fortunately, after several false starts in 2020 a small ceremony was finally conducted on 17 June 2021 to recognise the heritage listing. The event was attended by representatives of the RAN, Thales, the Naval Historical Society and the Sydney Division of Engineers Australia. The marker which was unveiled is mounted on the Dockmasters office building alongside a bronze plaque commemorating the Dock's opening.



Guests of honour, Director General Maritime Support Branch Commodore, Shane Glasscock RAN and President of the Sydney Division of Engineers Australia, Jessica Qiu unveiled a plaque and addressed the gathering. Other addresses were delivered by; Captain Matthew Shand, RAN, Commanding Officer HMAS Kuttabul, Colin Randall, NHSA Archivist, Mr Max Kufner, Thales Australia Vice President Above Water Systems and Mr Merv Lindsay, Engineering Heritage Australia.



A more detailed account of the event in the Asia Pacific Defence Reporter is available here <https://asiapacificdefencereporter.com/captain-cook-graving-dock-recognised-as-national-engineering-landmark/>



NHSA Archivist and Committee member, Colin Randall presenting on the history of the Captain Cook Graving Dock. George Hicks image.



Engineering Australia Members visiting Captain Cook Graving Dock pump house. George Hicks images

## HMHS Vita

His Majesties Hospital Ship *Vita* served in both World Wars as well as a passenger ship between the wars. She was also involved with three Australian destroyers in World War II, HMA Ship *Vendetta Vampire* and *Waterhen*.

*Vita*, was owned by the British India Steam Navigation Co. Ltd. And was completed in October 1914 by Swan, Hunter & Wigham Richardson Ltd. Wallsend. She was 4691 gross tons, 1955 net tons and 5160 deadweight tons. Dimensions were 3901.1 feet length, 53.3 feet breadth, 24 ft depth. She had twin props and two triple expansion engines giving 4700 ihp and 12.5 knots. Her passenger capacity when new was 32 first class, 24 second class and 1694 deck. Immediately upon completion she was put into military service as a troopship, and her first voyage was from Bombay to the Persian Gulf with troops, and her next voyage was to France. She carried on trooping duties until 1916 when converted into a hospital ship with 475 patient berths. She was returned to British India in 1918, and in 1922 was put into regular commercial service on the Bombay-Karachi-Bushire-Basra run.



His Majesties Hospital Ship *Vita*

She continued in this service to 1939. Prior to this she had made some voyages to and from the UK. In May 1940 she was converted at Bombay into naval "Hospital Ship No 8", and by September of that year her base port was Aden. In March 1941 she transferred to the eastern Mediterranean, and on 14 April during the withdrawal of the British 8<sup>th</sup> Army, was attacked by German dive-bombers when she was leaving Tobruk for Haifa with over 400 wounded troops. A near miss lifted her stern out of the water and this put her engines and dynamos out of action.

The destroyer HMAS *Waterhen* towed the disabled ship back to Tobruk. Before passing the tow, *Waterhen* while alongside *Vita* embarked 437 patients, 6 doctors, 6 nurses and 41 sick berth attendants (where did they fit?).



HMAS *Waterhen* with HMHS *Vita* in tow 14 April 1941

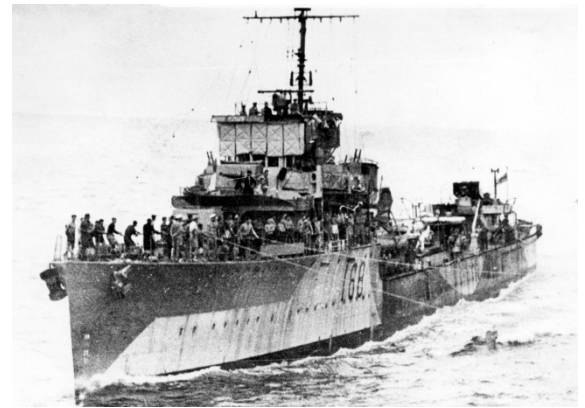
*Vita* left Tobruk on 21 April 1941 for Alexandria in tow, and in the course of this voyage escaped damage in two more bombing attacks. From Alexandria, on one engine and without electricity, she limped back to Bombay for repair.



In 1942 *Vita* was based at Trincomalee, and on 9 April sailed from that port to pick up survivors from the aircraft carrier HMS *Hermes* and her escort destroyer HMAS *Vampire*, both of which had been sunk by Japanese aircraft. When *Vita* appeared on the scene, the Japanese ceased attacking and she was able to pick up 595 survivors.

*Vampire's* commanding officer Commander Moran and seven sailors were lost in the action. Another sailor died subsequently of wounds.

After the war, *Vita* was refitted and resumed commercial service being eventually scrapped in 1953, having had two interesting encounters with the RAN.



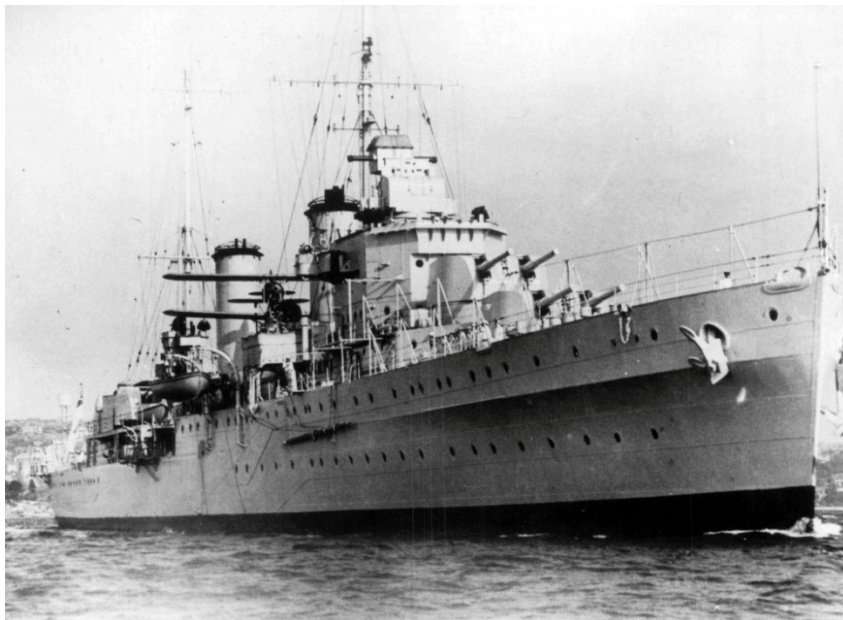
HMAS *Vampire* undertaking a light-line transfer at sea, RAN image

## Video of the Month

Harold Dihm was serving onboard HMAS Australia and saw HMAS Hobart being hit by a torpedo in July 1943.

Australian Department of Veterans' Affairs. 2 minutes

[Link](#)



HMAS Hobart (I) leaving harbour in her pre-war paint scheme.

### HMAS Hobart (I)

Commissioned: 28 September 1938  
Decommissioned: 20 December 1947

#### BATTLE HONOURS

MEDITERRANEAN	1940-43
EAST INDIES	1940-44
INDIAN OCEAN	1941-45
PACIFIC	1941-45
CORAL SEA	1942
GUADALCANAL	1942
SAVO ISLAND	1942
BORNEO	1945

## Photo of the Month



HMAS Hobart under repair in the Sutherland Dock, Cockatoo Island  
after being torpedoed in July 1943



## 40th Anniversary: Rescue of 99 Vietnamese Refugees

The reunion of a number of members of the ship's companies of HMAS *Melbourne* and HMAS *Torrens* with the Vietnamese refugees they rescued forty years ago occurred at the Historic Aircraft Restoration Society (HARS) on Sunday 20 June 2021. The ninety-nine refugees recovered from the 13.7m *Nghia Hung* which had suffered engine failure had been drifting for three days off the coast of Vietnam. The vessel and group of refugees were officially known as MG-99'. After the initial sighting by *Melbourne*'s Tracker 851, now in the HARS Museum, the vessel was closed by *Torrens* whose RIB and ships boat were used to transfer the refugees to *Melbourne*. The refugee group which was subsequently referred to as MG99, was landed in Singapore on 26 June 1981.

The reunion featured addresses and interviews with rescuers and the rescued, a photographic exhibition, cultural displays, music by RAN Band members and the unveiling of painting of the rescue. Members will learn more about this event and the new painting in the September edition of the Naval Historical Review.

### Further Reading and Listening

[SBS podcast](#)

[Illawarra Mercury dated 20 June 2021](#)

### Then and Now



Jim Broomhill, left, and John Tregonning bring an exhausted refugee to safety aboard HMAS *Melbourne*, June 1981. Photo: RAN



Jim Broomhill, left, and John Tregonning at MG99 Reunion 20 June 2021: Photo NHSA



S2G Tracker 851, Centre piece at HARS MG 99 Reunion:



## News in Brief

### US Navy christens new USS Canberra

The US Navy has christened USS Canberra - the only American naval vessel named after a city outside the US. The USS Canberra is a 125-metre long littoral combat ship (LCS) designed to operate close to shore, the LCS vessels are capable of countering submarines, mines and small enemy craft.

The new warship continues a long and unique naval connection between Australia and the US. The USS Canberra is the second US Navy vessel named after Australia's capital city.

The first USS Canberra, built in 1941, was originally known as the USS Pittsburgh. It was renamed Canberra on October 15, 1942 in honour of the Australian heavy cruiser HMAS Canberra, which sank during World War II.



### NUSHIP Stalwart arrives in Australia

After a 30-day transit across the world's oceans, NUSHIP Stalwart arrived safely at Fleet Base West in Western Australia on Monday, 21 June 2021.

NUSHIP Stalwart will commence final fit-out and testing activities at HMAS Stirling after clearing customs and quarantine, and will commission into service with the Royal Australian Navy later this year.

NUSHIP Stalwart is the second of the Navantia built Supply-class replenishment oiler for the Royal Australian Navy. It had its keel laid in November 2018<sup>[1]</sup> as a part of the SEA 1654 Phase 3 project.



Her sister ship HMAS Supply was commissioned on 10 April 2021 and is based at Fleet Base East.

## New Podcasts Available on Website

In recent weeks nineteen podcasts have been added to the Society's website. These recordings of presentations delivered to members 40 to 50 years ago are a wonderful mix of subjects by a broad range of presenters from Admiral Sir Victor Smith AC, KBE, DSC to Cadet Midshipman James Goldrick, RAN and Mrs Ruby Boye (Jones), Australia's only female Coastwatcher during World War Two talking about her duties and life in the Solomon Islands.

Access is via the Research page or follow this link.

[Link](#)

## This Month in History

July 1852	VADM Sir W. R. Creswell, KCMG, KBE, 'Father of the RAN', was born at Gibraltar where his father was the postmaster.
July 1905	The naval prison at Garden Island, Sydney, was completed. It provided accommodation for 12 prisoners.
July 1917	HMA Ships PARRAMATTA, WARREGO, and YARRA, (torpedo boat destroyers), searched the coast off Diego Garcia for survivors from the merchant ships JUMNA and WORDSWORTH, which vanished without trace.
July 1925	A US Naval Squadron consisting of US Ships CALIFORNIA, COLORADO, IDAHO, MARYLAND, MISSISSIPPI, TENNESSEE, and WEST VIRGINIA, arrived at Sydney for a goodwill visit.
July 1935	HMA Ships AUSTRALIA and BRISBANE, (cruisers), represented the RAN at the Jubilee Review of HRH King George V, at Spithead, England.
July 1940	HMAS HOBART, (cruiser), landed 687 officers and men of a Punjabi battalion at Berbera, to reinforce British Somaliland.
July 1943	HMAS HOBART, (cruiser), was torpedoed by the Japanese submarine I-G011, while steaming to Espiritu Santo in the New Hebrides. Seven officers and six ratings were killed, and six officers and one rating wounded. HOBART was extensively damaged, and after temporary repairs at Espiritu Santo proceeded to Sydney for repairs. The torpedo which struck HOBART was fired at a range of 10 miles.
July 1951	HMAS Murchison was in action off the coast of Korea, destroying Chinese vehicles while on a coastal patrol. Murchison remained on patrol until 4 August bombarding shore installations, troop concentrations, gun emplacements and store dumps firing some 1,100 rounds of 4-inch ammunition.
July 1967	The Minister for Defence, Mr Allen Fairhall, responded to the US request by announcing that the RAN would provide eight pilots, four observers, 24 maintenance personnel, four air crewmen and six support staff to serve as part of the US Army's 135th Assault Helicopter Company (AHC). This detachment would become known as the Royal Australian Navy Helicopter Flight Vietnam (RANHfV).
July 1973	The bow and stern sections of the WWI torpedo boat destroyer HMAS PARRAMATTA, were salvaged from a mud bank on the Hawkesbury River, where she had foundered in 1934. The sections were transported by sea and land to the City of Parramatta for inclusion in a memorial to the ship. The patrol boat HMAS ARDENT, (LEUT J. Riley, RAN), rescued the crew of the fishing trawler ALECIA, which foundered and sank off South Babel Island, VIC.
July 1982	805 Squadron, flying Skyhawks, and 816 squadron, flying S2 Trackers, decommissioned at NAS Nowra.
July 1991	HMAS SYDNEY, (guided missile frigate), was the first ship of the RAN to visit the German naval port of Kiel. The Australians were welcomed by survivors of the German raider KORMORAN, which sunk the second HMAS SYDNEY, in an action off Western Australia on 19 November, 1941.
July 2003	The patrol boat HMAS WHYALLA, (LCDR T. Byles, RAN), becomes the first RAN vessel to arrive in the Solomon Islands to support the Regional Assistance Mission to the Solomon Islands, as part of Operation Anode. She was later joined by HMA Ships MANOORA, (landing platform amphibious), HAWKESBURY (mine hunter coastal), and LABUAN, and WEWAK, (landing craft heavy).
July 2013	808 Squadron was recommissioned at HMAS Albatross to fly the MRH-90 Taipan

The entries selected for publication this month are randomly generated from an extensive database of historic naval events. The absence of a significant event is in no way intended to cause offence. The objective is to provide a cross section of events across time. The Society's website enables you to look up any event in RAN history. Searches can be made by era, date look up or today. The latter appears on the home page. The others are accessed via the Research page. <https://www.navyhistory.org.au/research/on-this-day/>

## Occasional Papers

Included with this edition of Call the Hands are the following occasional papers: -

- Occasional Paper 114 - Commanding Officer HMAS MELBOURNE Report on Vietnamese Refugee Recovery
- Occasional Paper 115 - Navy Health Sailor Uniforms
- Occasional Paper 116 - Navy Veterans Salute the Forgotten War

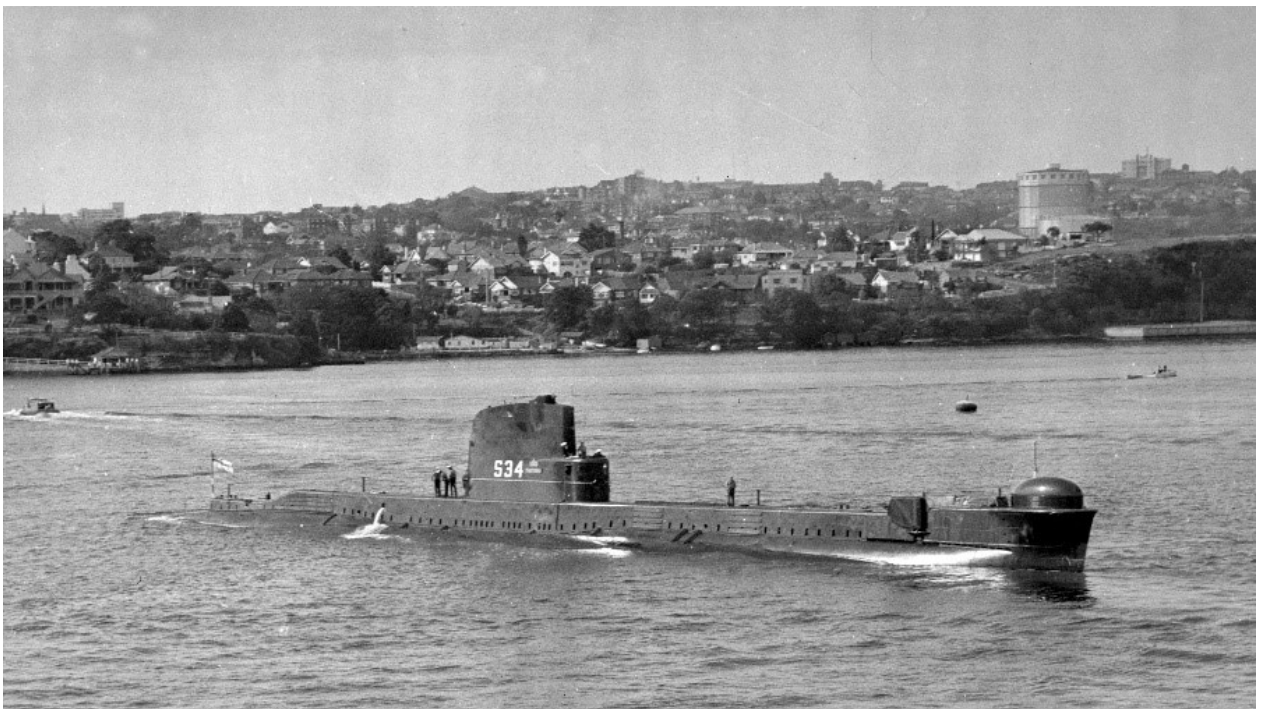
## Readers Forum

### Submarine Recognition

Received from John Jeremy

'Another great edition, but I'm afraid the photo on page 6 is not HMS *Taciturn*. It looks like *Tabard* or *Trump*. *Taciturn* had a unique fin and bridge arrangement (of the three), see the attached photos.

If the date of the page 6 sub photo is right, the submarine is HMS *Tabard*. *Trump* was in refit until 10 October 1966.'



HMS *Taciturn*

For almost 20 years from 1949 until establishment of the Fourth Australian Submarine Flotilla in 1967 Royal Navy submarines provided anti-submarine warfare training for ships of the RAN and RNZN. The flotilla varied in size from 2 to 3 boats. These included HM Submarines *Taciturn*, *Tabard*, *Trump* and *Odin* which were stationed in Sydney for varying periods. These boats also carried out covert Cold War intelligence gathering operations whilst deployed. Advice from the Royal Navy of their intended withdrawal of the flotilla led to the Australian Government's decision to buy the Oberon Class submarines. On 10 January 1969, HMS *Trump* the last Royal Navy submarine based in Australia was escorted from Sydney by HMAS *Otway*.



## HMAS Shoalhaven Model

Received from Marty Grogan

'In 2019 Ken "Pony" Moore aged 90 a Navy Korean War Veteran, who saw service onboard HMAS *Shoalhaven* from June 1955 until January 1956 was offered a partially completed model of a River Class Frigate that needed to be fully restored. He contacted his former stepping oppo, John Boyer aged 92 also a Navy Korean War Veteran and crew member of *Shoalhaven* from March 1947 until December 1947 and with his enthusiastic support embarked on a restoration project over the next 12 months.



Because of medical issues and the COVID pandemic they never actually got together during the reconstruction but many pleasant hours were spent on the phone discussing various aspects to make sure everything was correct. Ken is an enthusiastic model maker. A number of his models are on display in the HMAS *Warramunga* Room at Waverly RSL where the NHSA Victorian Chapter hold Monthly Meetings.

On completion the model was transferred to the Museum Ship, HMAS *Castlemaine* berthed at Williamstown, Victoria and placed on display. Both Ken and John are delighted that it has stayed in Victoria and will be viewed by the General Public.



Model Makers, left Ken Moore and above John Boyer.

Named for the Shoalhaven River in NSW the River-Class Frigate HMAS *Shoalhaven* was laid down by Walkers Ltd at Maryborough, QLD on 18th December, 1943, launched on 14th December, 1944 and Commissioned on 2nd May, 1946.'

## Memories Evoked: MG 99 Rescue

Received from Commander Mick Brice, RAN (Retd).

Very many thanks for the June edition of Call the Hands. Two issues:

I was onboard *Melbourne* at the time of picking up the 99 Vietnamese, though I wasn't directly involved in their rescue. A number of things stand out:

- The refugees were housed on the forecabin – it was the only place large enough to house them securely. And, although a minor issue, so went the sailors cool sleeping place!
- I visited the laundry on my engineering rounds and spoke to the stoker laundry hand who was preparing the refugees' clothes for wash. He'd removed handfuls of Vietnamese currency notes 'Dong' from the seams and when he offered the money back to the refugees they said – 'You keep them, we won't need them anymore'. I thought that exuded optimism and confidence (and perhaps just a little conceit!). And from what I understand we, Australia, have benefitted greatly from their presence.
- About three weeks after the rescue a letter was received in the ship from 'Jock'. It was an awful diatribe about the ship having done the wrong thing and what should, in his opinion, have happened to those rescued.
- A few days after the Vietnamese rescue *Melbourne* went to the rescue of a merchantman – a sailor had fallen and sustained severe injuries. The sailor was brought back to *Melbourne* – rounding us out to an even 100! – but his condition was so bad that he needed medical assistance ashore. From my memory, he was flown off the ship to Kuala Lumpur by fixed wing aircraft, but only after an extended discussion with those ashore on the issue of immigration laws and Australia landing a Korean (I think) sailor. Lamentably the sailor died a few days later.

I spent half an hour at sea again in *Melbourne* through the video link in the newsletter. I wasn't on board for the terrible *Frank E Evans* saga but the flight deck operations in the video stirred memories and, to some degree, emotions. To see the carrier rolling in what didn't appear to be a rough sea. To watch the stokers disengaging the arrestor wire from the landed aircraft – I was Arrestor Officer in the early 80s. I managed to get two landings and a catapult launch in an S2 tracker prior to taking on the role, and, having at one point in the flight, seen the carrier as a matchbox way below, I appreciated a little more the skills of the pilots.

I'll leave to another time, the story about proposing to use police radar guns to show that the pilots came in too fast, putting excessive strain on the machinery.

Regards

Mick

Jun 64 – Mar 21



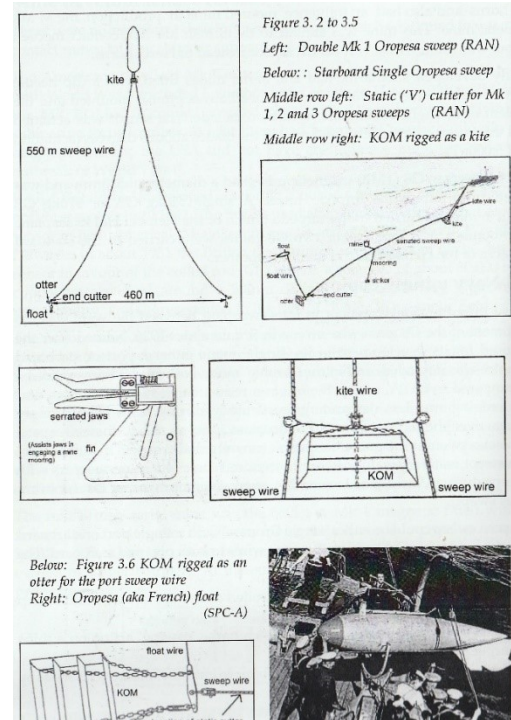


## Paravanes and Otters

Received from Mike Turner in relation to the CTH Issue 53 story on Bathurst Class Minesweeping.

'Some warships (excluding minesweepers) and merchant ships could stream paravanes from the bow for self-protection, but not for minesweeping per se. Australian Minesweepers (generally known as Bathurst class corvettes) carried four Kite Otter Multiplanes (KOM) for the Oropesa wire sweep. A KOM was rigged as a kite to depress the sweep wire, or rigged as an otter to divert the end of a sweep wire.

An otter was supported by the Oropesa float shown in the photo of HMAS Deloraine. KOMs were manufactured at Garden Island.'



## Society Matters

### Volunteering in the Society is not for wimps!

By Ian Phillips

Explaining what is required of a volunteer in the Society is no easy task, as variety is more the game than one track monotony. One plans their day of things to do, only to find that there even more to be done and in areas not previously considered.

Sure, there are some tasks that require specific background knowledge, but it is amazing the number of our volunteers that are doing things never previously considered. Variety is one of the main attractions in working with our office

Prior skills and knowledge quickly find their niche, and new concepts and procedures fast become commonplace. One of our people has been producing videos without any prior experience, whilst another has been turning earlier publications into eBooks. Researching answers to information requests is constant task, as is the managing of our archives. The one guarantee is that boredom does not exist in the Society's office!

The Society also caters for those seeking to assist from home. There are a number of tasks that can be covered off-premises, providing there is access to a computer and if possible, a scanner. Any specific interests or knowledge can be put to good use – we are a very diverse entity, with volunteers assisting with proof-reading, story development, brochure design and many other items.

It has been said that Society volunteers do not have time for dementia – they are too busy!

Join the fun – contact us now!

### New Entry Officers Course Graduation

The Society's senior researcher, John Smith attend New Entry Officers Course 64 graduation events at HMAS Creswell History Essay on 17 June 21. He awarded the history essay prize to Midshipman Hayden Wilbraham, RAN for his essay on the Battle of Savo Island.

Indicative of Navy's growing manpower ceiling 173 trainees graduated the five-month course which teaches trainees the skills and attitudes necessary to be an effective officer in the Royal Australian Navy.



SBLT Hayden Wilbraham, RAN receiving History essay prize from CMDR John Smith RAN (Rtd) 17 June 2021. RAN image