



Call the Hands



Issue No. 57

October 2021

From the President

Welcome to this 57th edition of *Call the Hands* which has two themes; Antarctic exploration and research and the Royal Australian Navy's 75th anniversary celebrations.

The first occasional paper (121) by Martin Linsley was inspired by a podcast recently posted to the Society website. The [presentation](#), delivered by Captain Morton Moyes to Society members in August 1974 was an account of his participation in the 1913 Antarctic expedition led by Sir Douglas Mawson. Moyes's vivid account of the expedition led the author to the comprehensive diary kept by Moyes which is the focus of much of this paper.

For many readers, memories of spectacular events conducted around Australia in 1986 to celebrate the 75th anniversary of the RAN will still be vivid despite it occurring 35 years ago. I am indebted to Ken Swain and Ross Gillett for providing occasional papers 122 and 123 which revisit the events of October 1986 and the Fleet Review in particular. We are reminded by Ken's paper that persistence and pushing the limits can pay handsome dividends. As a result of his persistence, Australia now has a national tradition of fireworks from the Sydney Harbour Bridge. Similarly, the flying of flags slung below helicopters now occurs worldwide. Our video of the month is the ABC television documentary which feature highlights of the 75th Anniversary Fleet Review week.

Our thanks also go to Graham Rayner who drew attention to Australia's National Peacekeepers Day which occurs on 14 September each year. This is the anniversary of the day in 1947 when Australia deployed its first peacekeeping mission to the Netherlands East Indies (present-day Indonesia). Graham provided the story about Commander Henry Chesterman RAN and his role in that operation.

As Society volunteers hope to emerge from Sydney's lockdown in the coming weeks, we look forward returning to the Boatshed and providing our full range of services to members, Navy and the community. I am grateful to all our volunteers and tour guides who have made use of their time in lockdown to develop new tours and cruises which we hope to make available to groups in the coming months.

If you have an interest in volunteering with the Society, please get in touch. It is most rewarding. Similarly, if you have a story to share or wish to provide feedback on any matter, we would like to hear from you. publications@navyhistory.org.au.

Kind regards,

David Michael

Support the Society

Although *Call the Hands* is a free service to the community, produced by volunteers there are costs. Our objective is simply to promote understanding of Australian naval history. Voluntary contributions are essential to deliver this service to readers. If you value our work **please consider a donation**. <https://www.navyhistory.org.au/donate/>



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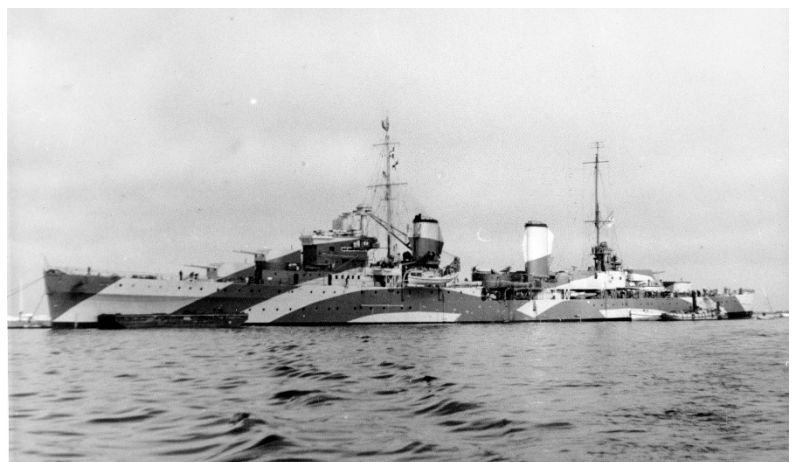
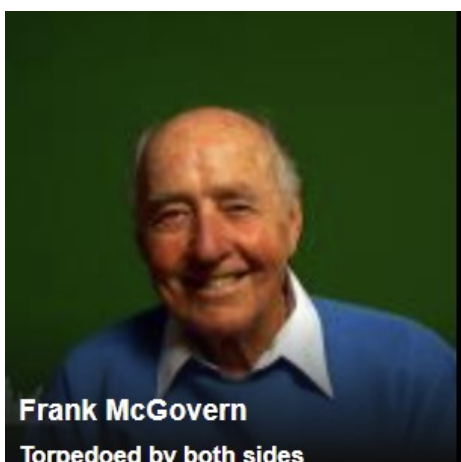
Australians at War Film Archive

This [Archive](#) is an Australian Government initiative, commissioned through the Department of Veterans' Affairs and managed by the University of New South Wales. It is a unique, historical collection, a resource for everyone interested in Australia's wartime heritage. This archive features 2,000 interviews (oral and video) over 11,000 hours. One million stories told by the people who lived them are available.

The interviews encompass our wartime history from World War One to Afghanistan. It includes the battlefield, the home front, media and entertainment, children, wives, workers and clerics.

From signaler to Spitfire pilot, from SAS trooper to stoker, even to those who fought with us and against us; they are all represented in this collection.

What you will find on these pages are those interviews, with transcripts. *Perth* survivor, Frank McGovern's story is available via this [link](#).



HMAS Perth

Australia's Peacekeeping Day

14th September was Australia's peacekeeping Day - a day to reflect on the service and sacrifice of all Australians (and their families) who have served in the interests of peace.

On 14th September 1947 Commander Henry Swinfield Chesterman RAN, who had joined the RAN at the age of 13 in 1915 in the third intake for the RAN College, became the first member of any naval force to deploy into the field as a peacekeeper for the United Nations. He and three ADF colleagues: Brigadier Lewis Dyke; Squadron Leader Lou Spence; and Captain (promoted temporary Major) David Campbell, had been sent to Indonesia as military observers to support the work of the UN Security Council's Consular Commission at Batavia, and later the work of the United Nations Council of Good Offices. The UN had become involved as a result of conflict between forces of the Netherlands (the colonial power of the Dutch East Indies) and those of the fledgling republic of Indonesia which had declared independence from the Dutch in August 1945. The Australians were joined in the days and weeks following by military personnel from France, the UK, Belgium, the USA and the Republic of China (itself embroiled in civil war).



The Australian team initially split into two with Commander Chesterman and Major Campbell investigating the situation with the Dutch forces, whilst Brigadier Dyke and Squadron Leader Spence concentrated on the Indonesian Republican forces. Later, all of the military observers worked together to improve their effectiveness and laid the foundations of what was to become the modus operandi of UN peacekeepers to this day.

Although the four Australians arrived together, they came home at different times. Squadron Leader Spence became very ill and was repatriated early, and Brigadier Dyke and Major Campbell returned in November. Commander Chesterman remained until mid-January 1948 and became the officer providing continuity until a new deployment of ADF personnel arrived. His skill and knowledge of the situation was acknowledged after he had left when Brigadier Dyke's replacement, Brigadier Ted Neylan requested headquarters in Australia that Commander Chesterman be returned to Indonesia. However, by then Commander Chesterman had taken up his new post as Naval Officer in Charge and Resident Naval Officer Queensland, a post in which he was to remain until his retirement in 1957.

In early 1945 Commander Chesterman had been awarded the US Legion of Merit for "exceptionally meritorious conduct in the performance of outstanding services to the government of the US" over two years as RAN's naval liaison officer to the Allied Naval Forces Command SW Pacific. He was described in the award's citation as "a brilliant counsellor of keen foresight and broad vision....[applying] a comprehensive understanding and sound, unbiased judgement to [his work]". No doubt this influenced his selection for the difficult role he was to play in Indonesia. He was later (1956) made an Officer of the Order of the British Empire (OBE) for his naval service.

Commander Chesterman was the first naval peacekeeper for the UN. He was followed in late September 1947 by Lieutenants Dhoste and Gerard of the Marine Nationale (French Navy).

14th September was Australia's Peacekeeping Day – a day to reflect on the service and sacrifice of all Australians (and their families) who have served in the interests of peace.

RSV *Nuyina*: Australia's New Icebreaker

Due to arrive in Hobart on 17 October, Australia's new Antarctic science and resupply ship, RSV *Nuyina*, is a remarkable ship which is expected to support Australian Antarctic research for at least three decades. It is a replacement for the RSV *Aurora Australis* which was paid off in 2020. 'Nuyina' is the Tasmanian Aboriginal word for 'southern lights'.

Nuyina, has two primary roles; resupply of Australia's Antarctic and sub-Antarctic research stations and as a central platform for scientific research in these regions.

Construction of the ship at Damen Shipyards in Romania commenced in May 2017. In September 2018 the ship was floated from the dry dock for the final phase of construction. In July 2020 the ship was 98% complete when the COVID-19 pandemic delayed final harbour testing, and sea and ice trials. The ship is currently enroute to Australia.



Video: [About Australia's RSV Nuyina](#) Duration 3 mins 10 secs

Bell for Presentation to RSV *Nuyina*

In correspondence with members of the Australian National Antarctic Research Expeditions ([ANARE Club](#)) about the location of the HMAS *Labuan* (I) ship's bell the Society learnt of plans to cast a bell for presentation to RSV *Nuyina* during its arrival ceremony. The bell was cast in Maryborough, Queensland and engraved in Bendigo, Victoria. A video was made of the casting process.



ANARE Club Video: [Casting the Nuyina Bell](#).

The HMAS *Labuan* bell which was located at St Johns church, Mona Vale was acquired by the ANARE Club and replaced with another historic bell. The *Labuan* bell is expected to feature during the 75th Anniversary commemorations of the establishment of the Australian Government's post war involvement in Antarctica ahead in 2022. The *Labuan* bell will be 'Presented to the Nation' as an important piece of Australia Antarctic heritage.



The *Nuyina* Bell

Ships of Science

Australian maritime history in the Southern Ocean now spans more than a century. During this period knowledge of the Antarctic has expanded dramatically as has the technology of the vessels which have transported scientists to the ice pack. Those ships have been central to research in the Antarctic region. The Australian Governments [Antarctic Division website](#) provides information on these ships.

The wooden steam yacht SY *Aurora* carried the expedition led by Sir Douglas Mawson to construct the first Australian base in Antarctica, at Cape Denison in 1912.

The J. Lauritzen Line MV *Dan* ships from Denmark were synonymous with the early years of the Australian National Antarctic Research Expeditions after its formation in 1947.

In 1954, *Kista Dan* helped establish Australia's first modern Antarctic research station, *Mawson*. This was followed by *Davis* in 1957. The ship also supported the research stations on Heard and Macquarie islands.

From 1957 to 1962, *Kista's* sister ships, *Thala Dan* and *Magga Dan*, supported Australia's Antarctic program.

The much-loved *Nella Dan*, which served for 26 years from 1962–1987, set the standard for polar vessels at the time, and was critical to the development of Australia's modern Antarctic and Southern Ocean marine science program.

The Antarctic icebreaker RV *Aurora Australis* ceased operations in 2020. Over 31 years the ship completed 150 research and resupply voyages for the Australian Antarctic Program.



Steam Yacht SY Aurora in Antarctica



Kista Dan in 1954 helped establish Australian Stations



Magga Dan and *Thala Dan* at Mawson in 1961



RV Aurora Australis, Photo: Doug Thost



Nella Dan in 1977

R

RAN Support for Antarctic Research in the Southern Ocean

The RAN has provided support to Australian National Antarctic Research Expedition's (ANARE) on several occasions since 1947. In fact, RAN capabilities were vital to the creation of the scientific Research Stations on Heard and Macquarie Islands in the late 1940s. The RAN then conducted annual resupply of the stations for several years and undertook a number of emergency medical evacuations. Ships involved in those early days were HMA LST3501 (later HMAS *Labuan*) and HMAS *Wyatt Earp*.



HMA LST 3501 later HMAS *Labuan* (I)



HMAS *Wyatt Earp*

HMA LST3501 provided logistic support to ANARE for the establishment of research stations on Heard Island and Macquarie Island. Having sailed from Fremantle on 28 November 1947, LST3501 arrived at Heard Island on 12 December. The first task was to identify a suitable landing site and then offload stores and personnel who also had to identify an appropriate location for the Research Station. Small craft were used to ferry stores ashore in extremely difficult sea conditions. LST3501 also beached to allow the faster offload of stores.

HMAS *Wyatt Earp* departed Melbourne on 8 February 1948 to explore King George V Island off Antarctica. However, the pack ice was too dense to force a passage and after numerous attempts, *Wyatt Earp* set course for Macquarie Island.

LST3501 departed for Macquarie Island a second time on 28 February 1948. This time carrying 13 ANARE personnel and 400 tons of stores. On 7 March, she arrived off Macquarie Island but could not beach herself as the shoreline was strewn with rocks. As a result, small craft were used to reconnoitre and move stores ashore. *Wyatt Earp* arrived on 20 March after which both ships departed for Australia on 25 March.

LST3501, after being renamed HMAS *Labuan* (I) resupplied the research stations on three more occasions between January 1949 and 1951 and changed-out ANARE personnel. Unfortunately, *Labuan* was severely damaged by weather on her final voyage and was not used again. This caused some disruption to ANARE resupply operations and since then ANARE has relied on chartered civilian resupply ships.

However, in October 1985, the ANARE supply ship MV *Nella Dan* became trapped in pack ice and could not resupply Macquarie Island, so HMAS *Stalwart* was diverted from South East Asia to provide essential supplies and changeover of 39 research personnel. More than 200,000 litres of fuel and 100 tonnes of general cargo was offloaded, the bulk of which was transferred by Sea King helicopter.

As there are no airstrips on Heard or Macquarie Islands, any medical evacuation must be done by sea. The RAN has conducted four such operations.

In July 1950, the Medical Officer on Heard Island self diagnosed himself with appendicitis and requested medical evacuation. The heavy cruiser HMAS *Australia* (II) was dispatched on a

lengthy mercy mission through gale conditions and blizzards. The major planning consideration was fuel usage and the principal factor affecting fuel usage was the weather. Luckily the weather on the outward passage was better than expected and left enough fuel for the remainder of the task. As *Australia* suffered some structural damage during this operation the Government decided the RAN would not be made available in future to attempt this type of rescue for ANARE.

However, in October 1966, HMAS *Queenborough* while on a training cruise in Tasmanian waters was dispatched through 9 metre swells and up to 60 knot winds with blinding hail and snow, to effect an evacuation from Macquarie Island. Once there, it took 30 minutes for the ship's boat to get to shore, allowing the patient to be immediately embarked. The weather then worsened and it became apparent that, had *Queenborough* arrived an hour later the weather would have been too poor to allow boat work, and the ship would have had to loiter offshore and use up valuable fuel reserves.

In May 1967, HMAS *Perth (II)* evacuated a patient from Macquarie Island. In spite of icy conditions, gale force winds and rough seas, the patient was taken offshore in an inflatable life raft, thence to the ship's boat and then to *Perth*.

Finally, in January 1979, HMAS *Hobart (II)* was dispatched to Macquarie Island to evacuate a badly injured patient. On this occasion, *Hobart* operated in conjunction with the Antarctic Support Vessel *Thala Dan*. *Hobart's* crew constructed a makeshift helipad so that *Thala Dan's* helicopter could pick up the patient from the island and airlift him directly to *Hobart*.

RAN achievements in support of ANARE, the successful rescue of yachtsmen and periodic fishery surveillance operations in the Southern Ocean bear testament to the flexibility its ships which can seamlessly transition between roles and operate in sometimes treacherous conditions.

Further Reading:

- G.L.W Vickeridge, [The RAN in Antarctic Waters](#), NHSA, published in the January 1972 edition of the Naval Historical Review.
- Sea Power Centre Australia, [RAN Activities in the Southern Ocean](#), Semaphore Newsletter, Issue 18, October 2006
- William Cook, [HMAS Wyatt Earp and the Australian National Antarctic Research Expedition 1947-1948](#), NHSA, published in the December 1978 edition of the Naval Historical Review.
- John Ellis, [HMAS Wyatt Earp](#), NHSA, published in the March 2012 edition of the Naval Historical Review.
- Hugh Farmer, [Antarctica – the forgotten continent](#), NHSA, published in the June 2017 edition of the Naval Historical Review.

Australian Antarctic Stations

Following the establishment of Australia's first stations at the sub-Antarctic Heard and Macquarie Islands. Mawson was established as Australia's first permanent base on the Antarctic continent. It was established in 1954. Mawson is now the longest continuously operating station in Antarctica.

Davis was established in 1957. It was set up to conduct scientific activities during the International Geophysical Year (IGY). In 1959, Australia took over Wilkes. Wilkes station had been built by the United States for IGY but quickly deteriorated from the build-up of snow and ice. A replacement station known as Repstat was opened in 1969 and Wilkes closed. Repstat was in turn replaced by the present-day Casey Base in 1988.

From the Archive

Excerpt from "The Age" 25/3/2008 written by Michael Schmith (Phileas).

The Queen and the Duke of Edinburgh's 2008 visit to Canberra and Sydney had an interesting story attached relating to the Duke's re-encounter with a bunch of extraordinary travellers. Fifty years ago, Prince Philip attended a symposium at the Royal Society of Victoria to celebrate Australia's part in the international geophysical year in Antarctica. He presented several medals to polar explorers, including pioneering explorer, Sir Douglas Mawson.

Half a century later (2008) the Duke returned to the same building in Victoria Street, Melbourne to launch the RSV's two planned Antarctic expeditions on the RSV *Intrepid* during 2007's international polar year. Amazingly, some of the original polar medallists were there to greet the Prince. These men, science's equivalent of Commonwealth Games athletes, triumphed over the unknown hostile elements to chart one of the world's largest unexplored regions. They went for cold, rather than gold! One of them, Dr. Phillip Law between 1947 & 1966 led expeditions to Antarctica and was responsible for the photographing of more than three quarters of the previously uncharted region. "Now there is no place that hasn't been photographed including the Moon and Mars." Dr. Law (at the age of 93) told the group. "I think I'm lucky to have explored a territory that had never been seen, millions of square miles". Dr. Law and colleagues, Squadron-Leader Douglas Leckie and Bill Storer were among the nine 1956 polar medallists to be re-united with Prince Philip. The three men and the Prince met in an upstairs room at the Society, festooned with polar memorabilia. This included a tent, sled, photographs of their younger selves and various ration packs. The air-conditioning helped establish a cold, if not icy atmosphere which was warmed by the spirits of these admirable men and the inquisitiveness of the Duke. "it's been a long time", he said, shaking hands with the trio. "were you all here 50 years ago?". He picked up a ration pack, "beef casserole". "Did you eat that?" Then a boot, "these are rather odd old boots". "They are made of polar bear skin", said Dr. Law. Old they may be but when you think about where these men have been and what they have seen (let alone being the first people to set eyes on much of this inhospitable region) it doesn't as much chill the blood as energise it. In a world to which the word "secret" really no longer applies, despite what travel brochures tell you, these men searched for them and really found them.

In 2008, fifty years ago from when Prince Philip first addressed the Royal Society, he said of the Antarctic "it is still largely an unknown land" and reflected on its possible development as an air route. Now even with much of Antarctica known land, it is far from being a re-fuelling stop between Australia and Patagonia. Who knows what will happen over the next 50 years? Maybe an airport or "Disney on Ice"?

Footnote:

Some may remember William (Bill) Storer, who in his later years was a much-valued volunteer at the Naval Historical Society at Garden Island. Bill joined the RAN at age 18 in 1943 as an Ordinary Seaman Wireless Telegraphist. After training at Flinders Naval Depot he was based in New Guinea and Queensland between sea postings. His sea service was in HMAS *Bowen*, *Fairmile ML 431* and HMAS *Hobart*.

Bills Antarctic connections were on Macquarie Island in 1951 and as a member of the 1954 expedition to establish the Mawson station. He served as a radio operator at both stations. The 1954 *Kista Dan* expedition was led by Dr Phillip Law. Bill passed away on Sunday 27 November 2016 aged 91 years. He was awarded the [Polar Medal](#) for his service with ANARE at Mawson Station.

Video of the Month

75th anniversary of The "Royal Australian Navy" - YouTube

This ABC video produced by Prakesh Merchandani features highlights of the week of celebrations in October 1986 as the Royal Australian Navy Celebrated 75 years of existence. It includes interviews with the then Naval Support Commander, Rear Admiral David Martin RAN and principal organizer Commander Ken Swain RANR.



Duration: 43 minutes.

Coming Events

HMAS Platypus – The Early Oberon Years

Wednesday 6th Oct 2021 at 8pm (AEST)

Joint Webinar:

Naval Historical Society of Australia and The Friends of Holbrook Submarine Museum

Overview

The early years of the newly formed Submarine Squadron were not easy, and many initiatives and work arounds were necessary to keep the Squadron working. This webinar will explore the difficulties, the harmony, and the funny side of some of the issues that faced the fledgling Squadron from those who were there

This event is open to all.

Details and Registration: [HMAS Platypus – The Early Oberon Years | Naval Historical Society of Australia](#)

Australia In Antarctica

Wednesday 13 Oct, 11:00 am - 12:30 pm

Zoom Presentation:

Overview

The cessation of World War II hostilities prompted the Commonwealth Government to establish a permanent base in the Australian Antarctic Territory and assert sovereignty. The ensuing search for a suitable expedition vessel resulted in the complete overhaul of an old polar favourite, Lincoln Ellsworth's reliable and trustworthy vessel M/V *Wyatt Earp*. Plagued by a litany of problems during the 1947–1948 Australian National Antarctic Research Expedition, her 36-strong crew showed commendable resilience, turning a potential disaster-in-the-making into the Royal Australian Navy's first and only successful polar research expedition

This is a members only event.

Event Details: [Australia In Antarctica | Naval Historical Society of Australia \(navyhistory.org.au\)](#)

Photo of the Month



USS Missouri berthing at Garden Island after arriving for the 1986 Fleet Review

News in Brief

Future Australia Submarines

The Australian government has established a Future Nuclear Submarine Task Force which will work with U.K. and U.S. counterparts over the next twelve to eighteen months to determine the best way to acquire the boats.

While a specific Class of nuclear submarine is yet to be determined, likely candidates would appear to be either Britain's Astute-class attack submarine or the U.S. Virginia-class vessel. Construction is slated to take place locally at Osborne in South Australia.



Two RAN Units decommissioned

The Navy's oldest vessels, HMA Ships *Paluma* and *Mermaid*, were farewelled from service during a ceremony at HMAS *Cairns* on 18th September 2021.

For more than 30 years, the survey motor launches collected hydrographic data necessary for creating products used by military, commercial and private vessels to safely navigate the waters around Australia. The decommissioning of *Paluma* and *Mermaid* is part of the staged introduction of up to eight specialist vessels, which will have robotic, autonomous and artificial intelligence systems.



Helicopter Milestone

HMAS *Anzac*'s embarked MH-60R Seahawk 'Berserker' reached a milestone of 2000 flight hours while deployed in Southeast Asia.

The helicopter and ship are in company with HMA Ships *Canberra* and *Sirius* as part of Indo-Pacific Endeavour 2021 (IPE21), Australia's flagship regional engagement activity. The MH-60R Seahawk, from 816 SQN, has been attached to *Anzac* since August 2020, and recently supported the ship's three-month regional presence deployment, as well as the rescue of 20 Indonesian fishermen who had become stranded 670 nautical miles off the coast of Western Australia.



This Month in History

October 1867	HMS NELSON was presented to the Victorian Navy.
October 1911	The existence of the new Australian Navy was formally advised when the Naval Board issued an historic order promulgating the designation 'Royal Australian Navy'. The order also directed that the permanent naval forces of the Commonwealth and for the ships of the Navy to be designated 'His Majesty's Australian Ships', and that all ships and vessels of the Royal Australian Navy were to fly at the stern the White Ensign as the symbol of authority of the Crown, and at the jack staff, the flag of Australia.
October 1913	The first RAN fleet unit, under the command of RADM Sir George Patey, RN, in HMAS AUSTRALIA entered Sydney Harbour. With AUSTRALIA were her consorts HMA Ships MELBOURNE, SYDNEY, ENCOUNTER, PARRAMATTA, YARRA, and WARREGO.
October 1916	HMAS MELBOURNE accompanied by other warships, took part in a sweep in the North Sea, off the coast of Norway.
October 1928	HMAS AUSTRALIA departed Wellington, New Zealand, to take up her position as rescue vessel for Captain Charles Kingsford Smith's trans-Pacific flight. Two Australian destroyers were also deployed as wireless relay stations.
October 1935	HMAS AUSTRALIA won the Mediterranean Regatta against all ships of the Fleet. The cruiser scored 279.5 points, against HMS LONDON'S 276.
October 1942	The RAN Nursing Service was established. Twelve nursing sisters were appointed at both Sydney and Melbourne.
October 1944	A Japanese aircraft crashed into the foremast of HMAS AUSTRALIA killing 30 officers and ratings, including CAPT E. F. V. Dechaineux, RAN, AUSTRALIA's commanding officer. Sixty-four officers and ratings were wounded, including CDRE J. A. Collins, RAN, the task force commander. CAPT C. A. G. Nichols in HMAS SHROPSHIRE reported: <blockquote>'During the dawn stand-to a low flying aircraft approached from the land between AUSTRALIA and SHROPSHIRE. It was taken under fire and retired to the westward. Observers in SHROPSHIRE reported that the aircraft, (a Val Aichi 99 dive bomber), was hit and touched the water, but recovered. It then turned east again, and although under heavy fire, passed up the port side of AUSTRALIA, and crashed into the foremast at 0605. There was a large explosion and an intense fire was started'.
October 1952	First Sycamore helicopter was delivered to the RAN Fleet Air Arm.
October 1959	The RAN's three Daring Class destroyers operated together for the first time, when VENDETTA, VAMPIRE (II) and VOYAGER (II) conducted a series of exercises and manoeuvres in Jervis Bay area, the trio now forming the 9th Destroyer Squadron.
October 1960	HMAS WAGGA paid off. She was the last of the Bathurst Class in seagoing commission in the Royal Australian Navy. WAGGA was declared for disposal on 31 May 1961 and sold out of service in March 1962, when she was purchased by the South Australian Carrying Co
October 1968	HMAS PERTH, (CAPT D. W. Leach, RAN), with two Skyhawk aircraft from USS INTREPID destroyed the Dac Nguyen highway bridge in Vietnam.
October 1974	RAN Clearance Divers completed the disposal of 5,096 pieces of WWII ordnance in Papua-New Guinea.
October 1986	The Royal Australian Navy opened its 75th Year Anniversary celebrations with a ceremonial fleet entry into Sydney Harbour. A giant White Ensign towed by a Sea King helicopter led the entry.
October 1992	At 11:41am in position 11 36.29'S, 135 38.33'E off Arnhem Land, HMAS MORESBY (II) became the first RAN vessel to steam one million nautical miles. The ship was appropriately running a survey line at the time. She anchored in Refuge Bay at Elcho Island that evening to celebrate the event.
October 2001	HMAS KANIMBLA (II) departed for the Middle East as part of the maritime force assigned to Operation SLIPPER.
October 2016	End of Operation RENDER SAFE 2016 during which HMA Ships DIAMANTINA and HUON spent two weeks finding and destroying unexploded WWII munitions in the waters around the Solomon Islands. The Sydney-based minehunter vessels found more than 10 tonnes of projectiles and bombs during their searches around the Russell Islands, Florida Group and Honiara.

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 121 - Captain Morton Moyes RAN
- Occasional Paper 122 - RAN 75th Anniversary Birthday Celebrations
- Occasional Paper 123 - RAN 75th Anniversary Year

Society Matters

Captain William (Bill) Cook, MVO, RAN Remembered

Captain Bill Cook was President of the Naval Historical Society from 1994 to 1997. Born in 1916 Bill joined the Naval College in January 1930 and retired in October 1960.

His sea postings during World War 2 included; HMA Ships, *Yarra*, *Perth*, *Voyager*, and *Nizam* and command of both HMAS *Vendetta* and *Nizam*. Post War, he served in HMAS *Wyatt Earp* as executive officer during its Antarctic voyages. His polar experience in *Wyatt Earp* may have also influenced his decision to join the RAN Ski Club, founded in Melbourne in 1953. At the time Bill was posted to HMAS *Lonsdale*.

Bill was passed away in Sydney on 21 November 2003 aged 87.



Executive Officer, HMAS *Wyatt Earp* LCDR William Cook confers with visiting dignitaries at Williamston, Victoria in December 1947. Sir Douglas Mawson stands to Cooks immediate left. ANMM image

Annual General Meeting: Thursday 18 November 2021

Society members should note the AGM is scheduled for 18 November. It will be conducted by Zoom in the same manner as the 2020 AGM with Committee members located in the Boatshed. Please put it in your diary and support us with your participation.

The official notice of meeting will be issued in the coming days and the office bearer nomination form and proxy paper made available on the website member's page. The audited financial reports will also be located there as soon as they are received back from the auditor.

New nominees for Committee positions and volunteers are always welcome. Please nominate if you are willing to make a practical contribution to our Society. E-mail the Secretary if you would like more information, secretary@navyhistory.org.au.

Return to the Boatshed

Given recent encouraging news from the Government of New South Wales about eased COVID restrictions volunteers are hopeful of a gradual return to the Boatshed after 11 October. This process will also be subject to Defence approval. Whilst most services have continued during lockdown many research queries have not been answered due to lack of access to the library and archives. Similarly, archival management processes have been in abeyance.

Garden Island Infrastructure: Transforming

Since 2019 the conduct of some core Society's activities have been seriously affected by the Garden Island (East) [Critical Infrastructure Recovery Program](#). Lack of public access by ferry and the inability to conduct heritage tours have been the two biggest concerns. Nevertheless, it has been exciting to see the major works progressed with the reconstructed and realigned Oil and Cruiser wharves new fuel storage tank and power house the most prominent. One final phase of construction of the new wharf is assembly of the new travelling crane.



Travelling crane and HMAS *Hobart* on newly aligned Cruiser and Oil Wharves. Photo by John Jeremy

Load Capacity	
Load in tonnes	Radius in Meters
100t	6.5 to 17.5m
64t	34.1m
27.5t	49.8m