



Call the Hands

Issue No. 66

August 2022



From the President

Welcome to the Society's sixty sixth edition of Call the Hands and the accompanying occasional paper.

After five months in temporary office space your volunteer office staff are looking forward to an imminent return to the Boatshed. With the renovation work complete it is now a matter of Defence clearance to reoccupy the building. This is expected in early August. The removal process will not be easy and will extend our volunteers. Re-establishing the library in a new location and cabinets will be the single biggest task. The library which continues to grow steadily with donations and purchases now includes more than 5,000 books.

Regular volunteer numbers to physically work in the Boatshed is our single biggest challenge. We need enthusiastic, team players, with some computer skills willing to learn new applications. Tasks such as processing membership renewals, accounts, filling orders and general office administrative tasks are routine and not taxing. The Boatshed environment is convivial and its location meters from the Harbour is unique. Please consider helping one or two days a week and tell others about this opportunity.

An update on membership renewals and the its clear benefits can be found in the following pages. Thank you to those who have renewed already. For potential new members the new three-year membership option has proved popular. We look forward to you joining us.

A great pleasure and satisfaction for our regular volunteers is interaction with members of the community who contact the Society with documents, photographs, and objects about which they seek information. The interesting stories which emerge from the research process are appreciated by volunteers as much as the enquirer. Occasional paper 142 this month is a case in point. The assistance of Robert Curran in researching this period of Spectacle Island's history is greatly appreciated.

Although we have published only one new paper this month the website does contain several thousand stories published over the last 52 years. Use the search function located on the research page to select your area of interest. Similarly, using the 'On This Day' function can take you on an interesting journey.

Thank you for your ongoing support of the Society and our hard-working volunteers. It is truly appreciated.

Kind regards,
David Michael



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Membership

Renewals

To all members who have recently renewed, thank you.
For those yet to renew, you have until 15 August.
Visit the shop to renew.

For Non-Members: Join Now.

- It is value for money.
- One- and three-year options.

Membership includes;

- Quarterly in-house journal and in-house newsletter,
- Monthly Newsletter, *Call the Hands*,
- Occasional Papers exclusive to members for 12 months,
- A 10% discount on all Shop items except Ships' Plans,
- New Members also receive one free NHSA Video download of choice,
- Invitations to Member events in four capital cities and
- Access to the Society's library, archives and photographic collections.

[Shop](#)

[Download form](#)

VP or VJ Day? - 15 August 1945

VP (Victory in the Pacific) Day, also referred to as VJ (Victory over Japan) Day, is celebrated on 15 August. This date commemorates Japan's acceptance of the Allied demand for unconditional surrender on 14 August 1945. The following day, 15 August, is usually referred to as VP Day. Australian governments gazetted a public holiday as "VP" Day in August 1945 and most newspapers reported it as such. However, the governments of Britain, the United States and New Zealand preferred "VJ": hence the confusion.

By mid-1945 many people in Allied nations eagerly anticipated the end of the war with Japan even though none knew when or how it would come. The name they gave to the eventual day on which Japan capitulated, 15 August 1945, still aroused confusion and even controversy. The celebrated "VP" jumper, knitted in anticipation of the war's end and worn on the day by Lois Anne Martin in Melbourne is on display in the Australian War Memorial.



Lois Anne Martin in Melbourne, 15 August 1945. AWM image

Source: Australian War Memorial, available at https://www.awm.gov.au/articles/encyclopedia/vp_day/name

'On a razor's edge' An Amazing Story of Enduring Friendship

The Colac Sub Branch of the RSL recently published a moving story of enduring friendship and respect which originated in the simple loan of a razor onboard HMAS Colac on 25 May 1944. Able Seaman Steward, Brian (Percy) Shute had loaned his razor to Sub Lieutenant James (Jim) Paizis, a loan that lasted nearly eight decades.

The razor is now on display at Colac RSL Sub Branch. The story can be accessed via the RSL website at;

<https://rslvic.com.au/news/on-a-razors-edge-an-amazing-story-of-enduring-friendship>.



Further detail on this story and HMAS Colac's employment in the Bougainville and the Solomon Islands area is described in the Navy Victoria Network's newsletter, [Broadside](#), June 2022 edition and the following Navy News Story published on 10 August 2017.

August 10, 2017www.defence.gov.au/news/NAVYNEWS

HISTORY 19

Deadly outcome of attack

HMAS Colac was lucky to lose only two of her crew in WWII, writes **SGT Dave Morley**.

DESPITE being in the thick of action on many occasions, the Bathurst-class corvette HMAS Colac ended the war with only two members of her ship's company killed and two wounded.

The casualties all occurred on May 26, 1945, when the ship was hit twice by Japanese artillery fire from Choiseul Island, part of the Solomon Islands group.

Jim Paizis, 94, of Melbourne, was a gunnery officer in Colac as a SBLT, which had finished a three-week operation bombarding Wewak and off-shore islands with other ships when she was sent to Choiseul Island.

"Our task was to assist the Army by shelling Japanese landing barges which were transferring troops to Bougainville, where our Army was operating," he said.

"We entered Emerald Anchorage, a narrow sheltered harbour formed by a row of offshore islands about 500m from the coast, about 6pm on May 25, and steamed down the length of the harbour firing with all guns at barges, troops and anything we could see.

"There was no resistance and we were all happy with some action to break the monotony of convoys.

"On May 26, at about the same time, the CO decided to go in again for another shot."

Mr Paizis said they entered the harbour and as they turned to starboard

to proceed down the channel, he heard a shell roar overhead and land on an island on their port side.

"The Japanese guns were on a headland opposite the entrance and we started firing on the smoke from their guns," he said.

"We turned to exit the harbour, still firing at the target and a shell hit the quarter deck killing Steward Brian Shute and AB Stan Smith, who were manning a 50-calibre gun, and wounding another two sailors.

"We were still turning when another shell hit on the waterline and blew a hole where the engine room was, causing it to start filling with water. The crew had to abandon the engine room and eventually the engines were totally submerged, but were running under water because we still had steam from the boiler room."

Mr Paizis said Colac was settling by the stern with the weight of water, so they started to reduce weight by throwing anything heavy over the side.

"This included all our depth charges, mine sweeping cables and anything we could move; there was a concern she would sink and if that happened in the anchorage it would have been the end for all of us," he said.

"We exited the harbour and steamed away with speed reducing as the boilers reduced pressure due to the system salting.

"We anchored over a reef a short distance from the coast and next day buried Brian and Stan at sea, lashed up in their hammocks."

Mr Paizis said their loss was felt deeply by all as they were a close family in a small ship.

"I knew Brian better than others because he was an officer's steward," he said.

"There was a time when I lost my razor and he gave me a spare; it has sat

in my bathroom cabinet since the war and I see it every morning."

A signal for help resulted in a US Army supply ship arriving to tow Colac to Treasury Island.

There they met a salvage ship and had a plate welded over the hole and the engine room pumped dry.

Mr Paizis said they were towed from Treasury Island to Finschhafen in New Guinea, and from there an 11-day tow to Sydney by the Grimsby-class sloop HMAS Swan.

"We were still being repaired and refitted when the war ended," he said.

"Our CO later said going in for a second shot was the biggest mistake of his life."

Colac was recommissioned briefly from 1951-53 and used as a training ship for National Service trainees and Naval Reserve members, before being placed back in reserve for nine years.

In 1962, she was stripped down, painted black and used as a tank-cleaning vessel at Sydney's Garden Island until 1983.

Many photos taken of other warships during that era show Colac alongside.

After more than 41 years' service in various roles, Colac was sunk by the Oberon-class submarine HMAS Owens in a test firing of a Mk48 torpedo off Jervis Bay in March 1987.



HMAS Colac at sea (left) and gunnery officer SBLT Jim Paizis during the war (above).

Further Reading: Sea Power Centre-Australia, [HMAS Colac History](#).

Corvette Memorial Booklet - A Tribute to Those Who Served

Recently received by the Society library is the 'Corvette Memorial Booklet' compiled by Mr Dave Lardner. In the introduction Dave describes his booklet as a compilation of the various Corvette memorials found across Australia. It is also a tribute to the 10,000 sailors who served on them and to the 350 or so who remain.

Royal Australian Navy Bathurst Class Minesweepers, also known as Corvettes served with distinction in all theatres of World War 2. They performed a variety of tasks from escorting convoys, mine sweeping, ferrying troops, shore bombardment and surveying amongst a plethora of other duties.

The Corvette Memorial Booklet can be accessed via this link.



HMAS Colac, 1941 to 1987: A Short History

HMAS *Colac* was a Bathurst class minesweeper. Part of a class originally ordered by the Royal Navy but used by Australia and India, during World War II. Twenty were built to Admiralty order but manned and commissioned by Australia, 4 were for India and 36 including *Colac* were built for the Royal Australian Navy.

They were not large ships but had a large crew. The basic specifications were as follows;

Length 186 feet, Beam 31 feet,
Draught 8 feet.
Displacement, 650 tons.
Crew, 85
Speed, 15 knots.



HMAS *Colac* at sea 1942-43. RAN image, SPC-0005

HMAS *Colac* was built by Mort's Dock in Sydney and served with distinction during the War winning Battle Honours for the Pacific 1941-45 and New Guinea 1942-44.

Colac was commissioned, on 6 January 1942. She served as a troop transport, escort ship and provided naval gunfire support in Australian and PNG waters. In March 1943, in company with sister ship Ballarat she was escorting an East Coast convoy, when it was attacked by the Japanese submarine, I-177, off Cape Byron, NSW. The MV Limerick was torpedoed and sunk. *Colac* rescued all but two of the crew while the Japanese submarine escaped unharmed after unsuccessful attempts to locate and destroy her.

In May 1945 *Colac* was ordered to prevent Japanese troops from evacuating Choiseul Island, to Bouganville in the Solomon Islands. This meant patrolling and shore bombardment of enemy bases.

During this activity on 26 May 1945, *Colac* was seriously damaged, by shore based Japanese guns and took her first casualties. She received two hits. One hit, on the quarter deck, killed two ratings, Steward Brian Shute and Able Seaman Stan Smith and wounded two others. The other hit, on the waterline, flooded the engine room and caused it to be evacuated. As the ship looked likely to sink, emergency measures were taken, including dumping depth charges and other items over the side, to stop her sinking. *Colac* made it away from Choiseul Island under her own power but needed towing to Treasury Island, by a US Army supply ship.

Colac received temporary repairs before being towed to Finschhafen. She then had an eleven-day tow, by HMAS Swan to Sydney for final repairs.

Colac was still under repair at the end of the war. She did not recommission but was paid off into reserve in Sydney on 27 November 1945.

Colac returned to service on 20 February 1951, as a training ship, for National Service Trainees and Naval Reserve personnel. She served another 2 years on this duty, in Australian waters.

In 1962 *Colac* was again put back into service. This time she was refitted for use as a tank cleaning vessel. In this service she operated until 30 September 1983.

Colac ceased service as a tank cleaning vessel on 30 September 1983 and was sunk during the 1987 Fleet Concentration Period off Jervis Bay. HMAS Hobart controlled the participating units which included a Mk 48 torpedo test shot fired by HMAS Ovens on 4 March 1987. This sank *Colac* in position 34°49.2'south, 151°32' east.



TCV *Colac* ready for sinking 4 March 1987. RAN images

Occasional Papers

- Occasional Paper 142 - Spectacle Island - Historical Viewpoints

The genesis of this paper was a collection of images gifted to the Society by Janice Howarth. The photos featured Mr Robert William Crane who worked in the Spectacle Island Armament Depot prior to World War 1. Research into the images aimed to assist the donor whose family had had a close connection with Robert Crane. Research by Mr Robert Curran provided insight into a number of personalities and highlighted a vibrant social life on Spectacle Island at the time. Our thanks to Lorraine Fildes for compiling this story.

Website of the Month: RAN Armament Depots

From a Naval Historical Society perspective, most research questions relating to the history of RAN armament and storage depots are resolved through reference to the RAN Armament Depots website maintained by Mr Robert Curran. This was certainly the case in researching Occasional Paper 142. Robert is a former officer-in-charge of the RAN Armament Depot Kingswood. In 2000 he established a website on the history of Spectacle Island. This was then expanded to include all past RAN armament depots. Now retired, Robert remains connected to the Newington Armoury where he acts as an occasional adviser on armament heritage to the Sydney Olympic Park Authority.



Empty Mine Shells at Swan Island in 1953

This site includes the history of all [Royal Australian Navy Armament Depots](#), Colonial period storage arrangements and [General Armament Supply matters](#).

[Link](#)

Decommissioning of HMAS *Derwent*

The following is the text of the Chief of Naval Staff's 'All ship / All shore' message sent 7 August 1994.

DTG: 072203Z AUG 94

FM CNS Canberra

1. TODAY, 8 AUGUST 1994, HMAS DERWENT DECOMMISSIONS AFTER MORE THAN 30 YEARS DISTINGUISHED SERVICE WITH THE RAN.
2. LIKE HER SUCCESSORS, THE ANZAC FRIGATES, HMAS DERWENT WAS BUILT AT WILLIAMSTOWN DOCKYARD IN VICTORIA. THE SHIP WAS COMMISSIONED INTO RAN SERVICE ON 20 APRIL 1964. YOUNGEST OF THE FIRST BATCH OF FOUR RIVER CLASS DESTROYER ESCORTS BUILT IN AUSTRALIA, DERWENT HAS THE DISTINCTION OF BECOMING THE FIRST GUIDED MISSILE FRIGATE IN THE RAN WHEN SHE SUCCESSFULLY LAUNCHED THE NAVY'S FIRST SEACAT MISSILE ON 25 MAY 1964.
3. DURING HER LIFE DERWENT SAW SERVICE THROUGHOUT SOUTH EAST ASIA, THE INDIAN OCEAN, THE SOUTH WEST PACIFIC AND HAWAIIAN WATERS. IN OCTOBER 1972 DERWENT, IN COMPANY WITH HMAS BRISBANE, TOOK PART IN THE FIRST BILATERAL NAVAL EXERCISES WITH INDONESIA. FITTINGLY, DERWENT'S FINAL DEPLOYMENT THIS YEAR INCLUDED JOINT EXERCISES WITH THE INDONESIAN, MALAYSIAN AND SINGAPOREAN NAVIES. THROUGHOUT ALL THESE DEPLOYMENTS DERWENT AND HER SHIPS COMPANY HAVE DONE MUCH TO FOSTER AND MAINTAIN CLOSE MILITARY AND DIPLOMATIC TIES IN THE REGION.
4. CONSISTENT WITH AUSTRALIA'S TWO OCEAN BASING POLICY, HMAS DERWENT WAS HOMEPORTED AT HMAS STIRLING IN WESTERN AUSTRALIA IN 1987. DERWENT AND HER SISTER SHIPS HAVE FURTHERED AUSTRALIA'S SELF-RELIANCE BY HELPING TO ESTABLISH THE NECESSARY INDUSTRIAL BASE FOR SHIP REFIT AND MAINTENANCE IN WESTERN AUSTRALIA.
5. DESPITE THE REMOVAL OF SOME OF HER WEAPON SYSTEMS IN THE TWILIGHT OF HER CAREER, DERWENT HAS CONTINUED TO SERVE THE NATION OVER THE PAST YEAR IN A TRAINING ROLE.
6. BY REPUTATION DERWENT HAS ALWAYS BEEN A HAPPY SHIP, AND ONE OF WHICH ALL WHO HAVE SERVED IN HER ARE JUSTIFIABLY PROUD.
7. FAREWELL DERWENT.

Editor's Note:

During its 30-year career *Derwent* steamed in excess of 800,000 miles and conducted 21 South East Asian deployments. *Derwent* sailed for her last deployment on 23 March 1994, visiting Surabaya, Singapore, Port Blair, Lumut, Kuching and Muara. Visits to coastal Australian capital cities followed, allowing the public to inspect *Derwent* for a last time. The last of her twenty two commanding officers was Commander RH Crane, RAN



Further Reading.

Sea Power Centre-Australia, HMAS *Derwent*, available at <https://www.navy.gov.au/hmas-derwent>

HMAS *Derwent* at sea, circa 1990. RAN image

Photo of the Month



Marching contingent from HMAS *Australia* (II), 10 April 1935, Mathieson Imagery. (**Photo 1**)

This photo depicts a contingent from HMAS *Australia* marching through London en-route to a Lord Mayor's Luncheon at the Guildhall on 10 April 1935. The event was reported in *The Sydney Morning Herald* on 12 April 1935.

Background

On 10 December 1934 the heavy cruiser HMAS *Australia* departed on an exchange deployment to England, carrying the Duke of Gloucester who was returning to the UK after visiting Victoria for that state's foundation centenary. The ship transited through the Panama Canal, and arrived at Portsmouth on 28 March 1935. Shortly thereafter, *Australia* was placed on station with the Mediterranean Fleet. She returned from the Mediterranean to Britain and remained there from 21 June to 12 September, participating in the Silver Jubilee Navy Review for King George V. The ship then returned to the Mediterranean and prepared for a possible outbreak of hostilities with Italy over the Abyssinian Crisis. In mid-July 1936 *Australia* in company with HMAS *Sydney* departed the Mediterranean after a short visit to Gallipoli, both ships arriving at Sydney on 11 August 1936.

Research and Photograph Identification Process

After a request for information on these images the challenge for volunteer researchers was to identify exactly what they were, where and when. The following notes explain the result.

Photo 2



HMAS Australia (II) Ships Company at Lord Mayor's Luncheon, Guildhall, London on 10 April 1935

Photo 3



HMAS Australia (II) 44 Mess Members taken at Alexandria, Egypt, January 1936

Primary Source Information

It should be noted with regard the photographs that no Record of Proceedings (ROP) for HMAS *Australia* prior to the Second World War can be accessed. As such, research of news items in *The Sydney Morning Herald* and other newspapers from 1935 and 1936 within the National Library of Australia 'Trove' online site was been employed to ascertain the location of *Australia* at various stages during her overseas deployment.

Photos 1 & 2 Identification

These photos depict a contingent from HMAS *Australia* marching through London en-route to a Lord Mayor's Luncheon at the Guildhall on 10 April 1935. The event was reported in *The Sydney Morning Herald* on 12 April 1935.

SMH: Trove ref [12 Apr 1935 - H.M.A.S. AUSTRALIA. - Trove \(nla.gov.au\)](https://trove.nla.gov.au/nla:12Apr1935-H.M.A.S.AUSTRALIA)

Photos 3 & 4 Identification

The rear of photo 3 (photo 4) indicates that the picture was taken in Alexandria in January 1936. From examining reports of *Australia's* Mediterranean in news reports dating from October 1935 to August 1936, it appears that the cruiser was primarily based in Alexandria, but did visit both Malta and Gibraltar at various times in this period. Within the Australian press the movements of the ship were largely concealed by the government due to the tensions with Italy over the invasion of Abyssinia. With regards the details within the photograph portrait itself, the visible background details would be largely indistinct to anyone who did not possess an intimate knowledge of the harbours at Alexandria and Malta. Beyond the rear identification provided, there appears to be no other information to either confirm or disprove the stated locality.

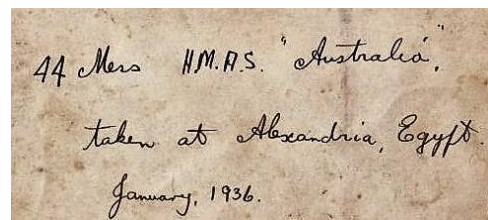


Photo 4

Researcher: Angus Britts

*All photographs published with the consent of the copyright holder, Mathieson Imagery.

News in Brief

Fleet Air Arm Marks 75-year milestone

In early July the Navy Fleet Air Arm (FAA) hosted a black-tie reception at the FAA Museum in Nowra to celebrate its 75th anniversary. Formed in 1947 the current Commander of the Fleet Air Arm, Commodore David Frost said the FAA has contributed to Australian Defence Force operations in war and peacetime, including the conflicts in Korea, Vietnam and the Middle East. In recent years it has also contributed to humanitarian and disaster relief operations in Fiji and Tonga, and also bushfire and flood relief in eastern Australia.



Sea Venoms from 808 Squadron of HMAS *Melbourne* [II] fly in formation over southern NSW, Circa 1956.

HMAS Brisbane Conducts Rescue in Extreme Conditions

On 2 July 2022 two sailors from a capsized yacht were rescued in extreme sea conditions by the crew of HMAS Brisbane 15 nautical miles off Wollongong on the NSW south coast. Responding to a Joint Rescue Coordination Centre appeal *Brisbane* responded and initiated reached the 60-square-nautical-mile about 1pm. With good information on the yachts position provided by a passing merchant vessel, MV *Arietta Lily Brisbane's* rigid-hulled inflatable boat crew were able to effect the rescue in 56km/h winds and two-metre swells.



HMAS *Brisbane's* rigid-hulled inflatable boat crew rescues crew of upturned yacht off Wollongong

HMAS Ararat Decommissioned

HMAS Ararat (II) completed her service to the Navy and the nation after 16 years on 2 July 2022 at her home port of Darwin. Named after the southwest Victorian town of Ararat, she is the third RAN Armidale-class Patrol Boat to be decommissioned. Operating alongside Border Force, Australian Fisheries and the Australian Federal Police, *Ararat* has protected Australia against unauthorised entry, breaches of customs, upholding immigration and drugs legislation and other illegal activity.



COMAUSFLT RADM Jonathan Earley, far left, and Captain Patrol Boat Group, CAPT Melanie Verho, far right, flank the ship's company of HMAS *Ararat*. RAN image

Chief of Navy Handover

On 6 July 2022 the "weight" of command of the Royal Australian Navy was officially handed over by the outgoing Chief of Navy, Vice Admiral Michael Noonan, to the incoming Chief, Vice Admiral Mark Hammond, in a ceremony at Defence Headquarters in Canberra. Vice Admiral Hammond served as Commander Australian Fleet from 2020 and as Deputy Chief of Navy from 2018 to 2020. He joined Navy in 1986 to become an electronics technician and commissioned as an officer in 1988.



Vice Admiral Michael Noonan presents the "weight" to Vice Admiral Mark Hammond

Website Additions

The Society is continuously looking to add content and improve its website features. Two recent enhancements by long term volunteer and editor of this newsletter, David Stratton add great value for website users. David is also developed the Society's original websites and is the social media manager.

[Australian Military Ship Losses](#)

Available via this link is list of all RAN and HMA Transport ships lost since 1914.

<https://www.navyhistory.org.au/research/australian-military-ship-losses/>

[Link](#)

[Google Earth map with RAN Events](#)

This feature, associated with the 'On this Day' tool located on website home page is a new addition. In addition to details of ship losses other historic events are featured.

[Link](#)



[On This Day](#)

The primary source material for the "On This Day" website feature is the book *Navy Day by Day: Historic Naval Events in Australia and Abroad* written by the late Lew Lind and published in 1997. To every extent possible, the Society continues to update this material but your contribution will help if an oversight is observed.

As an example, Jeff Booker recently suggested inclusion of the 22 January 1922 dramatic rescue by HMAS *Melbourne* (I) of the 18 passengers and crew from the schooner *Helen B. Stirling* when the vessel foundered in a storm north of New Zealand. Jeff noted this event had been highlighted in the March 2013 Naval Historical Review story about [Supply Commander Eric Kingsford-Smith](#) but had not made 'On this Day'.

The *Helen B Sterling* had departed Newcastle in early January bound for San Francisco with a cargo of coal. During a storm north of New Zealand the schooner began to sink. Fortunately, the *Helen B Sterling* had a wireless on board and sent out a distress call which was received by *Melbourne*, then on a deployment to New Zealand waters. More details are available on the Sea Power Centre-Australia's website; [HMAS Melbourne \(I\)](#).



Lithograph, by A M Duffield Nov 19th 1924, Cruiser *Melbourne* Rescuing crew from the "*Helen B Stirling*" off Three Kings Islands New Zealand. [Flagstaff Hill Maritime Museum and Village Collection](#).

This Month in History

August 1864	The British Government allocated the White Ensign to the RN, the Blue Ensign to the RNR, and the Red Ensign to the MN. Squadron colours were abolished in the RN. Admirals of the Red, White, and Blue, were replaced by Rear Admiral, Vice Admiral, and Admiral ranks.
August 1900	Transport 105, (the vessel SS SALAMIS), sailed from Sydney with men from the NSW Naval Brigade, (146 men), Victorian Naval Brigade, (170 men), and a platoon of Marine Light Infantry, (31 men), for service in China to suppress the Boxer Rebellion. The Marine Light Infantry, (MLI), were Australian soldiers destined for service in South Africa, but who were diverted to augment the two Naval Brigades. They were named the MLI as they wished to remain separate to the Naval Brigade members.
August 1914	VADM Sir George Patey, RN, wrote the first wartime order for the RAN, and for that matter the Commonwealth of Australia, whilst onboard his flagship, HMAS AUSTRALIA, (battle-cruiser). It was Operational Order No. 1, headed 'Intention'.
August 1915	The British Government requested that all Australian prize vessels 'be turned over' to the Admiralty. The 43 ex-enemy vessels in question, were accordingly registered in the King's name in London.
August 1926	Sir Neville Howse, Minister for Defence, enunciated the policy that all officers of the RAN should be Australians.
August 1937	HMAS SYDNEY, (cruiser), arrived in her name port on her maiden voyage.
August 1939	New York newspapers carried headlines; 'Aussies Mutiny-British Officers Too British'. The story concerned an incident in HMAS PERTH, (cruiser), when ratings objected to the wearing of whites ashore. The matter was settled within the ship.
August 1940	HMAS HOBART'S, (cruiser), amphibian aircraft, made a solo bombing raid on the Italian airfield at Zeila, Somaliland. Italian bombers retaliated by straddling HOBART with bombs.
August 1942	The Brisbane-based submarine USS S44, (LCDR J. R. Moore, USN), sank the Japanese cruiser KAKO, off Kavieng.
August 1943	Coastwatcher LEUT Evans, RANVR, rescued the Captain of the US vessel, PT109, (torpedo boat), LEUT John F. Kennedy, and his crew, on Wana Wana Island. The future President of the USA's command, had been rammed and sunk by the Japanese destroyer AMAGIRI.
August 1951	HMAS SYDNEY, (aircraft carrier), arrived in Korean waters to commence offensive air operations against North Korea.
August 1963	The Minister for Defence, Senator J. Gorton, announced that the Australian Minesweeping Squadron would sweep mines in Bougainville waters.
August 1974	Iroquois helicopters of the RAN Fleet Air Arm rescued 112 people when the Shoalhaven River broke its banks. Another 240 people were rescued by Navy personnel in ground operations.
August 1976	First Officer J. Baker, WRANS, became the first officer of the WRANS to be selected for the Royal Naval Staff College course at Greenwich, England.
August 1979	The Australian designed and manufactured Muloaka Sonar System, was accepted for service in the RAN.
August 1980	HMAS FREMANTLE, the first of 14 Fremantle Class patrol boats ordered for the RAN, arrived in Sydney at the end of her 14,509 mile maiden voyage from England.
August 2000	The Huon class mine hunter coastal HMAS NORMAN, was commissioned. NORMAN was laid down in the ADI Yard, Newcastle, NSW, and launched on 3 May 1999.
August 2001	The master of the MV TAMPA declared a 'state of emergency', due to the health of some refugees, and the potential for violence amongst others, and took the vessel into Australian waters off Christmas Island.
August 2004	The frigate HMAS ANZAC, (CAPT Richard Menhinick, CSC, RAN), rescued 15 Indonesians from a sinking vessel south of Batam Island. The crew of the vessel lit a fire to attract attention when their over-laden vessel began to take on water. This was spotted from ANZAC, who sent her RHIB to investigate. Moments after the RHIB arrived alongside, the vessel rolled over and sank. ANZAC proceeded on her way to Singapore, where the 15 Indonesians were handed over to Singaporean Authorities for repatriation to Indonesia.

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/>

Society Matters

Membership Renewal 2022-23

The timely response by members to their membership renewal which fell due on 30 June 2022 has been most pleasing. More than fifty percent of members have so far opted for the three-year renewal option which is advantageous for both members and volunteers in terms of work the processing load. We are also extremely grateful for the many generous donations included with renewal orders. Membership revenue generally covers the cost of production and distribution of our regular publications and to some extent our IT and website service contracts. The expected cost increases for these services over three years was necessarily included in the three-year renewal option. Hence the \$100 amount rather than a discounted amount which some members may have expected.

As at 31 July 45% of members had renewed. Thank you. For the others, you have until 15 August 2023 to renew. We will be happy to receive your payment via any means; post, phone, e-mail or through the shop. Please contact us if you have any concerns (Tuesday or Thursday Phone: 0451 218 336). The membership form can be downloaded via this [link](#).

ADV Reliant: Ship Visit

After experiencing gale force conditions during the final days of passage ADV *Reliant* arrived in Sydney on 15 July 2022. Curious to know more about this vessel, arrangements were made for a small group of members to visit the ship during its stay at Fleet Base East. There has been a crew handover before it relocates to Brisbane where she will be permanently based. *Reliant* is a key part of Australia's enhanced regional engagement policy in the Pacific. The ship is expected to be available in the South West Pacific for 300 days per year.

Members will read more about this versatile ship in the September edition of the *Buzz* and *Naval Historical Review*.



ADV Reliant at Fleet Base East, Sydney 16 July 2022, Image by John Jeremy.