



Call the Hands



Issue No. 67

September 2022

From the President

Welcome to this 67th edition of *Call the Hands* now in its seventh year of publication. *Call the Hands* and the accompanying occasional papers were introduced as a service to the community and to attract new members to the Society. During this period, we have been pleased to welcome many new members while other community organizations struggle to grow. However, there is no room for complacency as the Society faces other challenges. As an 'all-volunteer' 'not for profit' organization we must continuously attract new volunteers particularly those willing to attend the Boatshed in Sydney to assist with a broad range of management and administrative functions. There are other challenging tasks such as writing grant submissions, research and managing website content. If you are yet to join as a member it is easily done through the [website](#). Similarly, information about [volunteering](#) can be accessed through the website home page. Please consider.

Two of the occasional papers (OP) this month relate to the N Class destroyers, HMAS *Nizam* and HMAS *Norman* which served with distinction in the Mediterranean and Indo Pacific regions during World War 2. In OP144 the commanding officer of *Nizam* describes a harrowing night in September 1945 riding out a typhoon after participating in the Japanese surrender ceremony. OP145 by Lorraine Fildes provides an overview of the little known but lengthy Burma campaign of the war in which *Norman* participated. OP143 by Society Vice President John Jeremy originated from research into a rare image of HMAS *Adelaide* (I).

After six months in temporary accommodation the Society's office is now back in the Boatshed and fully functional. Our land lines have been restored with the key numbers as follows;

Membership, General Enquiries and Administration:	(02) 9537 0053
Research, Archives and Naval Historical Review:	(02) 9537 0047
Secretary and Treasurer:	(02) 9537 0035

Please do not hesitate to contact us if you are seeking information on any matter or better still, have a story to share. Similarly, feedback on our publications is always welcomed.

For members, you will soon receive a notice for the Annual General Meeting and a special resolution. The meeting will be a combined Zoom and attendance event scheduled for Tuesday 8 November. We hope you can join us.

Kind regards,

David Michael



Naval Historical Society
of Australia

Naval Historical Society
Garden Island Defence Precinct
Building 25
Locked Bag 7005
Liverpool NSW 1871

Web	navyhistory.org.au
Email	secretary@navyhistory.org.au
Phone	+61 2 9537 0034
ABN	71 094 118 434
Patron	Chief of Navy

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Goldrick Conference 2022

21-22 September 2022
Registrations are open.



This major maritime defence conference with distinguished international and Australian speakers is conducted annually by the Australian Naval Institute.

This two-day event held in Canberra will focus on Indo-Pacific Maritime Strategy in the 21st Century.

Location: Adams Auditorium at the Australian Defence Force Academy, Canberra

Bookings at: <https://www.trybooking.com/CBNKD>

More information at: <https://navalinstitute.com.au/events/major-events/>

Attendance fee: ANI Members/Academics: \$260. Non-Members: \$320

HMAS Labuan Bell Presented to the Nation

In a ceremony in Hobart on 26 August 2022, the ships bell of HMAS Labuan, (formerly HMA LST 3501) was presented to the nation by the Australian National Antarctic Research Expeditions (ANARE) Club. The ceremony conducted in conjunction with the [Australian Antarctic Festival](#), marked the 75th anniversary of HMA LST 3501's first Antarctic voyage to the Southern Ocean where it provided logistic support to ANARE for the establishment of research stations on Heard Island and Macquarie Island. Readers may recall extensive coverage of Antarctic exploration and RAN Southern Ocean operations in the [57th edition of Call the Hands](#) published in October 2021.

Captain Philippa Hay RAN, Commander Australian Amphibious Task Group, accepted the bell on behalf of the Nation and safe keeping in the Maritime Museum of Tasmania where it is displayed as part of a permanent exhibition.

During early expeditions, ANARE had struggled to charter a suitable ship to resupply its stations. Although not particularly suited to sub-Antarctic conditions, the HMA LST 3501's first voyage with ANARE was to Heard Island in 1947.



Mr David Dodd with Captain Phillipa Hay RAN accepting the HMA LST 3501 Bell for the Nation 26 August 2022. ANARE Club image.



LST 3501 in the Southern Ocean 1950

Further Reading:

Australian Antarctic Program, HMA LST 3501/HMAS LABUAN 1947–1951, available at, <https://www.antarctica.gov.au/about-antarctica/history/transportation/shipping/labuan/>

Sea Power Centre-Australia, Semaphore: RAN Activities in the Southern Ocean, available at, <https://www.navy.gov.au/media-room/publications/semaphore-18-06>

Navy News, 'Relic Rings a bell after 70 years', 18 August 2022.

Record of proceedings - HMAS Nizam – September 1945

HMAS *Nizam* was in Tokyo Bay for the Japanese Surrender and the Record of proceedings for September 1945 reflects that period. The commanding officer was Lieutenant Commander William F Cook RAN.

H.M.A.S. "NIZAM".

FOR MONTH OF SEPTEMBER. 1945.

In company with units of the B.P.F., R.A.N. Squadron and U.S. Third Fleet, "NIZAM" was anchored in Tokio Bay at the beginning of the month.

Lieutenant (E) P. Berry-Smith R.A.N. joined the ship.

2. On September 2nd, in U.S.S. "MISSOURI" in Tokio Bay, before a representative assembly of Allied Senior Officers, Japanese delegates authorised by Emperor Hirohito signed the instrument of Surrender which officially ended the war against Japan.

"NIZAM" was Duty Destroyer, and as such, did three trips between the fleet anchorage and ships anchored off Tokio. Several Recovered Allied Military Personnel were carried, and stories of their experiences were eagerly listened to by the ship's company.

3. At 1445 on September 3rd, H.M.S. "SPEAKER" proceeded to sea with the first of the R.A.M.P. to be evacuated. All units manned and cheered ship as she passed.

4. The Officers and ratings who formed part of the British Landing Force at Yokosuka returned onboard on 5th September.

5. "NIZAM" as Duty Destroyer on 6th September, made three trips into Yokohama Harbour and landed a Royal Marine Guard for the British Consulate.

6. At 1100 on 7th September, "NIZAM" oiled from "DINGLEDALE". An inspection of the remaining main feed pump disclosed that it was out of action until dockyard assistance could be enlisted.

7. Lieutenant (E) B.W. Muscard R.A.N. and 15 ratings joined "NAPIER" for passage to Sydney. "NAPIER" sailed during the forenoon of Monday 10th.

8. Provisions from "CITY OF DIEPPE" were embarked on 11th, and ship topped-off from "CARELIA".

9. At 1100 on 12th, in company with H.M.N.Z.S. "GAMBIA", "NIZAM" sailed from Tokio Bay for detached duty with the U.S. 5th Fleet at Wakayama.

The passage was uneventful, except for a strong set experienced off Kashino Saki and both ships anchored in Wakancura Wan at 1330 September 13th.

Rear Admiral Biggs U.S.N., in U.S.S. "MONTPELIER" was S.O.P.A.

10. Early on the 14th, a reception party of 2 Officers and 2 ratings was sent ashore to assist in welcoming large numbers of R.A.M.P. who were due to arrive at Wakayama. When it was found that the percentage of Australians was greater than at first expected, "NIZAM's" reception party was greatly increased. The U.S.N. had a fine organisation on track and as the R.A.M.P. arrived, they were bathed, medically examined, clothed and fed, particulars were noted and they were enabled to send messages to next of kin. The Australian R.A.M.P. were overjoyed to see "H.M.A.S." on the cap tallies of "NIZAM's" ratings who welcomed them at the station at Wakayama, and some never to be forgotten scenes were witnessed. Amongst the Australians were four ratings, survivors from H.M.A.S. "PERTH", with whom I had been shipmates during the early days of the war. It was good to see them.

Endurance: Shackleton's lost ship is found in Antarctic

In early 2022 scientists found and filmed one of the greatest ever undiscovered shipwrecks, 107 years after it sank. The *Endurance*, the lost vessel of Antarctic explorer Sir Ernest Shackleton, was found at the bottom of the Weddell Sea. The ship was crushed by sea-ice and sank in 1915, forcing Shackleton and his men to make an astonishing escape on foot and in small boats.

Video of the remains show *Endurance* to be in remarkable condition. Even though it has been sitting in 3km (10,000ft) of water for over a century, it looks just like it did on the November day it went down. Its timbers, although disrupted, are still very much together, and the name - *Endurance* - is clearly visible on the stern. "Without any exaggeration this is the finest wooden shipwreck I have ever seen - by far," said marine archaeologist Mensun Bound, who was on the discovery expedition and had then fulfilled the dream ambition of his near 50-year career.

"It is upright, well proud of the seabed, intact, and in a brilliant state of preservation," he told BBC News.



The *Endurance* was trapped in sea-ice for months before sinking to the deep in 1915.

The project to find the lost ship was mounted by the Falklands Maritime Heritage Trust, using a South African icebreaker, *Agulhas II*, and equipped with remotely operated submersibles. The mission's leader, the veteran polar geographer Dr John Shears, described the moment cameras landed on the ship's name as "jaw-dropping". "The discovery of the wreck is an incredible achievement," he added. "We have successfully completed the world's most difficult shipwreck search, battling constantly shifting sea-ice, blizzards, and temperatures dropping down to -18C. We have achieved what many people said was impossible."

The full story can be read here: [Endurance: Shackleton's lost ship is found in Antarctic - BBC News](#)

New Book – The Scrap Iron Flotilla by Mike Carlton

When the Second World War broke out in September 1939, the British asked Australia for help. With some misgivings, the Australian government sent five destroyers to beef up the British Royal Navy in the Mediterranean.

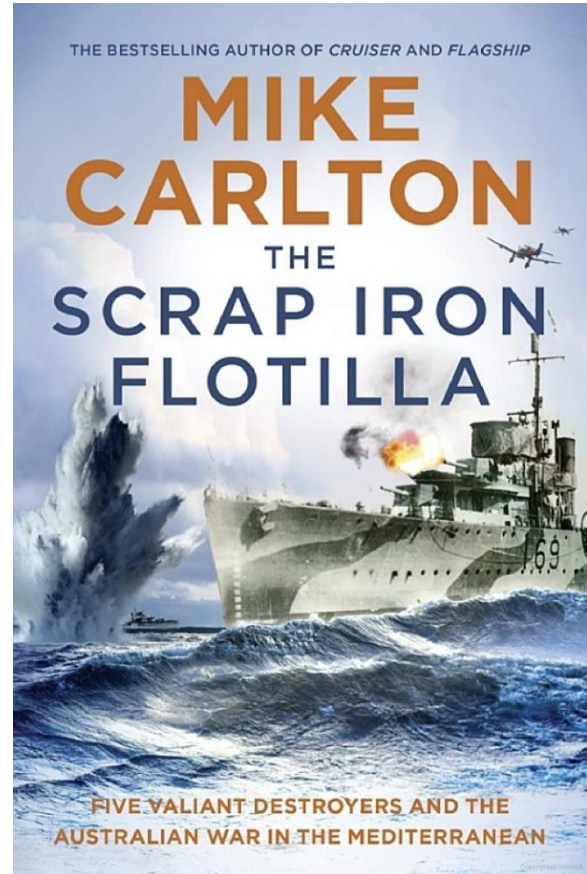
HMAS *Vendetta*, *Vampire*, *Voyager*, *Stuart* and *Waterhen* were old ships, small and with worn-out engines. Their crews used to joke they were held together by string and chewing gum; when the Nazi propaganda minister Joseph Goebbels heard of them, he sneered that they were a load of scrap iron.

Yet by the middle of 1940, these destroyers were valiantly escorting troop and supply convoys, successfully hunting for submarines and indefatigably bombarding enemy coasts. Sometimes the weather could be their worst enemy – from filthy sandstorms blowing off Africa to icy gales from Europe that whipped up mountainous seas and froze the guns. Conditions on board were terrible – no showers or proper washing facilities; cramped and stinking sleeping quarters; unpleasant meals of spam and tinned sausages, often served cold in a howling squall. And always the bombing, the bombing. And the fear of submarines.

When Nazi Germany invaded Greece, the Allied armies – including Australian Divisions – reeled in retreat. The Australian ships were among those who had to rescue thousands of soldiers. Then came the Siege of Tobruk – Australian troops holding out in that small Libyan port city. The Australian destroyers ran ‘the Tobruk Ferry’ – bringing supplies of food, medicine and ammunition into the shattered port by night, and taking off wounded soldiers.



But the four destroyers now left were struggling, suffering from constant engine breakdowns, with crews beleaguered by two years of bombings, wild seas and the endless fear of being sunk. In late 1941 the ships were finally sent home, staggering back to Australia, proudly calling themselves the Scrap Iron Flotilla in defiance of the Goebbels' sneer. That flotilla is now an immortal part of Australian naval legend, and the book tells its story.

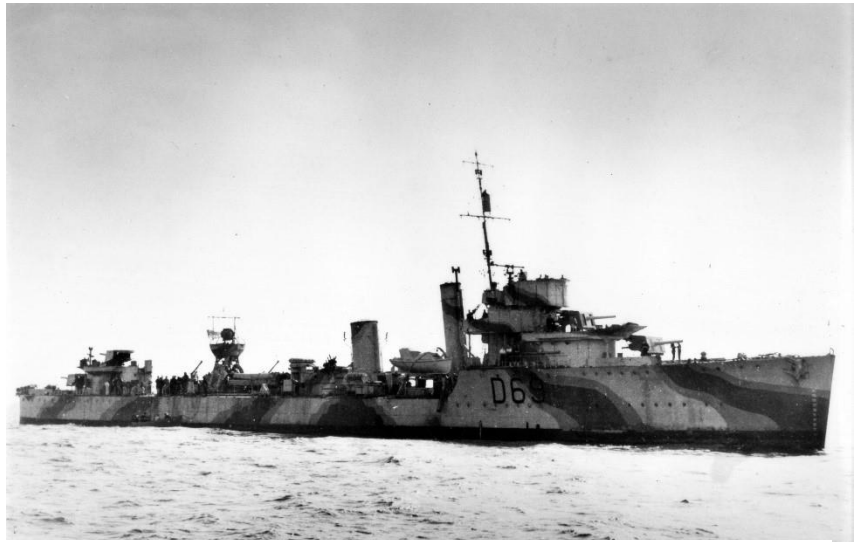


The Tobruk Run

By Commodore Rodney Rhoades DSC RAN Retired

First published in the December 1979 edition of the Naval Historical Review.

While I was in command of HMAS *Vendetta* in 1940-41, she ran a record number of trips to Tobruk. If my memory serves me right we went into that port no less than thirty-nine times during the period of its investment. The main purpose of these trips was to take in badly needed stores such as ammunition, spare gun-barrels, medical supplies and mail, and bring out the wounded.



HMS *Vendetta*

For a long period, the ships of the 10th Destroyer Flotilla of which we were a unit did the run "solo". The pattern was to leave Alexandria early in the morning after loading the night before and steam the 350 miles at high speed so as to arrive at Tobruk about midnight, unload stores and embark the wounded and depart a couple of hours later.

We then sped back at full speed to Mersa Matruh halfway along the coast towards Alexandria, put the wounded ashore there and sailed again in the afternoon with fresh stores for Tobruk, where we unloaded, embarked wounded and then sailed for Alexandria about 0200. It was no picnic as you could imagine, as we were the target for bombers and submarines, to say nothing of mines and we had many a narrow escape. After a number of these "solo" runs, it appeared to me that it was time we did the run in pairs, so as to be able to give one another support when attacked and in the event of one ship being hit, her consort could pick up survivors.

I pondered this idea for a while and one morning I went to see the Chief Staff Officer to the Rear-Admiral (Alexandria), who ran the port and gave us our sailing orders for work on the coast. I explained the situation to him and then heard a voice from over a partition say, "*When you have finished tearing up my Chief of Staff, come in and see me.*" "*Who is that?*" I said sotto voce. "*The Admiral,*" the Chief of Staff replied.

Well, in I went and he asked me who I was. I told him and repeated my plea to work the run in pairs. He said, "*Are you frightened?*" and I said, "*My bloody oath I am at times, sir.*" He laughed heartily, shook hands and said, "*I will go and see the Commander-in-Chief.*" This he did forthwith and from that day on we worked in pairs. That C-in-C was no fool.

Almost at once the scheme paid off. HMS *Defender*, commanded by Lieutenant Commander Gilbert Farnfield, RN and one of four RN destroyers in our 10th Flotilla sailed from Tobruk about 1 am on the 11 July 1941. At about 0500 on the way back to Alexandria, somewhere off the coast north-east of Bardia, we were bombed. *Defender's* back was broken and she lay helpless with her engine-room completely flooded. I closed her, picking up one of her ship's company, who had been blown overboard. He was very grateful. When I ranged up close alongside *Defender* and asked her Captain by megaphone how things were, he replied cheerfully, "*Mustn't grumble. Can you take me in tow?*"

I got on with the job, but hardly had I got her moving slowly towards Alexandria when we were attacked again. I had to slip the tow and engage the bomber. This went on all the forenoon. Tows parted and were replaced until we were down to towing her with just *Defender's* cable directly on to our towing clench. This feat was achieved by backing the ship down stern first till *Defender's* razor like bows were only a foot away, when my First Lieutenant, Lieutenant John Smallwood, RN (an Australian officer who had joined the RN and was on loan to the RAN), personally put the towing shackle on to our clench. A remarkable feat of strength.



HMS Defender sinking

On we went dead slow and at last got her moving through the water at five knots. The *Defender* started to break up amidships. When I stopped, I was dragged back by the heavy cable and had to go full speed ahead and part the cable otherwise I would have damaged my propellers on her sunken midships section, now well under water. It was the only cable I was to see part in my long naval career and it made a noise like a gun.

All that remained was to take off her passengers and crew, some of whom I had already embarked. We got the lot including the ship's cat, so there we were with 650 men on board (many wounded), very little fuel and two halves of a ship to sink.

One torpedo and a few well placed rounds and down she went. We turned away and steamed for Alexandria.

Shortly after we got going, I was intrigued to hear a sing-song had started up down aft, so I rang the Quarter deck and asked the First Lieutenant what all the merriment was about. He rang back and said the *Defender* had brought over four barrels of rum and had broached one. I told him to impound the lot and tell everyone we were far from out of the wood. I am glad to say my own ship's company did not get involved. We kept it under lock and key till we had a short self-refit in Haifa when I had it issued to our chaps. Phew. It was strong stuff. My own tot, broken into three with ginger ale, put me to sleep for the afternoon. With all of *Defender's* ship's company on board, we were very top-heavy and I had to put all hands below decks. We arrived in Alexandria with only ten tons of fuel left.

The Commander-in-Chief Admiral Sir Andrew Cunningham (later Admiral of the Fleet Lord Cunningham of Hyndhope) sent me the following signal, "*Congratulations, well tried. Bad luck.*" This incident confirmed the wisdom of working in pairs and many lives would have been lost if it had not been adopted.

In the official history of the Royal Australian Navy reference is made to the *Vendetta* and the Tobruk Run:

"In all, the Australian destroyers made a total of 139 runs in and out of Tobruk during the period of the regular 'Ferry'. Vendetta held the record with 39 individual passages into Tobruk, 11 from Alexandria and 9 from Mersa Matruh; and from Tobruk 8 to Alexandria and 11 to Mersa Matruh. From the end of May until the first week in August she was without intermission on the Tobruk shuttle service, and carried 1,532 troops to Tobruk; brought 2,951 away, including wounded and prisoners of war; and transported 616 tons of supplies into the port."

Photo of the Month



HMAS Oxley transiting the Corinth Canal in May 1990, RAN Image.

HMAS Oxley Deployment to Gallipoli, 1990

On 16 March 1990, HMAS Oxley departed Fleet Base West for a four-and-a-half-month deployment to participate in the 75th Anniversary Anzac Day dawn service at Ari Burnu, Gallipoli. After anchoring off Anzac Cove early on 24 April she was joined by nine Turkish ships, two French ships, plus HMA Ships *Tobruk* and *Sydney* by evening. On completion of the Anzac Day dawn service the following morning, *Oxley* led the warships out of Anzac Cove, through the Dardanelles and into the Sea of Marmora for a remembrance service held above the last known position of HMA Submarine AE2.

She then proceeded to the Italian Naval Base at Taranto for a self-maintenance period. Following her arrival, an invitation was extended to the crew for a private audience with His Holiness, Pope John Paul II. Crew members, including the Commanding Officer, Lieutenant Commander Peter Earlam, met with the Pope on 5 May during which the Pontiff expressed his desire for Australians to remember the fallen at Gallipoli and for the crew of *Oxley* to strive for world peace. He then presented each of the visitors with a gift and in return was presented with a bronze figure of a platypus.



HMAS Oxley's crew meeting the Pope on 5 May 1990, RAN image.

News

Three World War 2 Navy veterans instrumental in supporting General Douglas MacArthur's return to the Philippines, cracking enemy codes, and facing down enemy fire, were honoured for their service at an emotional ceremony on 9 August 2022.

Two of the veterans, Harrold "Hiram" Ristrom and Margaret Hattersley (nee Hartley), were able to attend the ceremony at Bentleigh RSL in Victoria and were presented with a Quilt of Valour and a recognition of service certificate by Commodore Greg Yorke, Senior Naval Officer - Victoria.

"There's only a handful of World War 2 veterans left – I'm honoured to know them and acknowledge what they did for us during the war, which has led to the freedom we share today," Commodore Yorke said.

Mr Ristrom, 98, who was a landing craft coxswain in HMAS *Kanimbla* I, recalled a busy but peaceful day on October 20, 1944, when his ship landed about 1000 United States 21st Infantry Regiment combat soldiers and their equipment onto Panaon Island in the campaign to retake the Philippines from the Japanese.

Mr Ristrom said the locals were overjoyed to see the Australian ships *Kanimbla*, *Manora* and *Westralia* arrive, immediately bartering for food and clothing.

"Some of our fellows got straw hats and fighting cocks in exchange for clothing," Mr Ristrom said. The calm landing was a welcome break as Mr Ristrom recalled a night under direct fire in Balikpapan in Borneo. "I thought I could hear the birds chirping in my ears, but they were bullets whizzing past, and there was the odd mortar shell dropping nearby," he said.

When asked if he was scared, he laughed and said, "Well, you just got on with it." He said the skies during the war were like a "Christmas cake." "If you held the cake above your head and looked up, you'd see all these black currents – well that's what the sky looked like, absolutely filled at times with black shell bursts. Amazing to think a Japanese plane could get through that," he said.

His action stations were below deck and he listened as the officer of the watch broadcast enemy planes flying over. "I would hear the guns muffled. When the 4-inch went off it would shake all the dust off the rafters and the asbestos off the pipes," Mr Ristrom said.

The certificate awarded to Mr Ristrom at the ceremony acknowledged his service from 1942 to 1946, crediting the many landings and the battles his ship had engaged in.

"One memory that's not to do with a battle or action, although there's plenty of those, is bringing long-serving members from the 7th and 9th Division, Australian Imperial Forces, home to New Farm wharf in Brisbane in 1945," Mr Ristrom said.

"We were extremely proud to be given that honour."

President of Quilts of Valour, Victoria, Wyn Roper, was instrumental in bringing the quilts to life, and her husband, Bill, presented them alongside Commodore Yorke.

"The people volunteered their own time to put these together, and they take hours to make; it's quite significant," Commodore Yorke said.

"You could see both Hiram and Margaret were emotional about being recognised and were thrilled to receive the quilts."

Made "with love, care, and at times some tears", the quilt now takes pride of place on Mr Ristrom's bed.

"I'm amazed; I slept for eight hours solid with this quilt, which I normally never do," he said.

Mr Ristrom is the last of the 25 landing craft coxswains who served in *Kanimbla* I.

Commodore Yorke also awarded Mr Ristrom the Philippine Presidential Unit Citation to *Kanimbla* I for the ship's participation in the war against Japan.

Margaret Hattersley's admiration of a neighbour's Women's Royal Australian Naval (WRAN) Service uniform prompted her to enlist. She became a WRAN Signaller and cypher clerk and worked at the top-secret codebreaking unit, Fleet Radio Unit Melbourne, which was known as 'Monterey'.

A collaboration between Australian, US and UK naval forces, it was in effect Australia's version of Bletchley Park. She was later drafted to Canberra, where she read Morse code from tapes sent at high speed, and interpreted the messages onto a typewriter.

The certificate awarded to Mrs Hattersley, now 95, acknowledged her dedication to service from 1945 to 1946 and her code-breaking skills. When presented with the quilt, Mrs Hattersley ensured the Bletchley Park Medallion she had received in 2009 for her work with the British codebreaking establishment was displayed.

Later that day, the third veteran to be honoured, 98-year-old Frank Barrile, was awarded the ship citation, certificate and a quilt at his aged-care home with his 100-year-old wife Agnes by his side.

Mr Barrile served from 1942 to 1946 in *Assault* and *Kanimbla* I alongside Mr Ristrom.

He was a gunner during action stations and manned a 20mm Oerlikon anti-aircraft gun in *Kanimbla*. "It wasn't a very pleasant spot to be in, I can tell you that," Mr Ristrom said.

Sadly, Mr Barrile, who suffered from dementia, has since died at his aged-care home in Melbourne.

[WW2 veterans honoured for valour | Defence News](#)



Video of the Month

AWM Collection - WWII Video recorded by John Reid Sub Lt RANVR in 1944/45.

[The 7th Submarine \(Training\) Flotilla - YouTube](#)

Duration: 10 minutes.



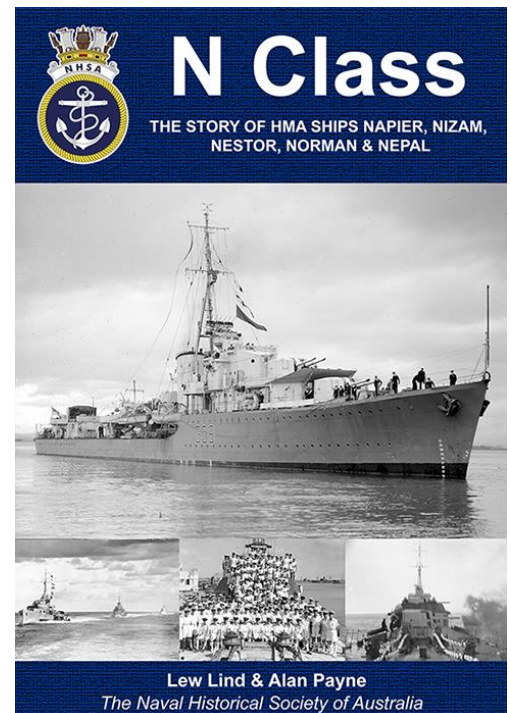
Occasional Papers

- Occasional Paper 143 - HMAS Adelaide - the final years
- Occasional Paper 144 - HMAS Nizam and the 1945 Typhoon
- Occasional Paper 145 - RAN Involvement in the Burma Campaign and part played by HMAS NORMAN (1)

N Class – The Story of HMA Ships Napier, Nizam, Nestor, Norman and Nepal

This ever popular book available through the Society's [website shop](#) narrates the story of each ship from commissioning, through extensive service during World War II, until end of service with the Royal Australian Navy in late 1945. The missions these vessels undertook cover the whole spectrum of destroyer operations in the period, including:

- the evacuation of Crete
- a trade union mission to the Soviet Union
- anti-submarine warfare off the coast of South Africa
- the sinking of U-127 near Gibraltar
- the Tobruk Ferry
- supporting amphibious operations in Burma
- forming part of the Allied fleet that sailed into Tokyo Harbour to accept the surrender of Japan



Even Winston Churchill makes a cameo appearance, as do two tales of creative beer acquisition! The account draws on both official records and the recollections of the crew members of these five vessels. It is a compelling and entertaining read – a valuable contribution to Australia's naval history.

This book is available in [four different formats](#) from \$10 for a digital download to \$34 posted to an Australian address. The printed version is produced 'in house' on demand by Society volunteers. Premium quality 100gsm paper is used as well as a heat glued binder with a clear plastic front.

This Month in History

September 1800	A battery of two guns was established on Garden Island, to protect Sydney from a French attack. The garrison of 12 Marines was commanded by Henry Hacking.
September 1862	HMS BEATRICE, (99 ton topsail schooner), was commissioned. The vessel was jointly owned by the Admiralty and the South Australian Government, and was that State's first man-o-war.
September 1908	The 'Great White Fleet' arrived in Albany, WA, and remained until 18 September. Albany was an important coaling stop for the Fleet.
September 1910	HMAS PARRAMATTA and HMAS YARRA having been commissioned into the Australian Navy's Commonwealth Naval Forces left Portsmouth, England, for Australia, escorted by HMS GIBRALTAR
September 1916	HMAS MELBOURNE joined the Second Light Cruiser Squadron for operations in the North Sea. The squadron was based at Rosyth, Scotland.
September 1920	Flinders Naval Depot was commissioned as a training establishment for the RAN. It was officially renamed HMAS CERBERUS in December 1962.
September 1932	HMAS ALBATROSS carried out the first naval surface and air exercises off Darwin, NT. ALBATROSS used her guns in the exercise to sink the old Navy collier, HANKOW.
September 1939	HMAS AUSTRALIA caught fire alongside the dock, at Garden Island Sydney. A brazier of burning pitch was overturned, setting alight the deck and destroying a 27 foot whaler.
September 1942	Australian Coastwatchers LEUT A. F. Kyle, DSC, RANVR, and SBLT G. M. W. Benham, DSC, RANVR, were believed executed by the Japanese in New Ireland. The two officers had radioed shipping and aircraft movements, and arranged the evacuation of civilians from the enemy-occupied territory.
September 1945	The sloop HMAS Moresby (I), accompanied by ten other Australian warships (including <i>Parkes</i>) and two Dutch vessels, sailed from Darwin to conduct the ceremony of surrender of all Japanese forces in Timor.
September 1951	HMAS ANZAC fired her guns in war for the first time when she engaged enemy targets at Haelu, in western Korea.
September 1956	In the first of the only two offensive actions undertaken by Royal Australian Navy ships during the Malayan Emergency (1948-60), HMAS ANZAC (II) and HMAS TOBRUK (I) bombarded terrorist positions south of Jason Bay in Johore State
September 1969	HMAS BRISBANE, (CAPT A. A. Willis, RAN), completed 143 gunfire missions, in which 389 enemy defences were either destroyed or damaged, 313 bunkers hit, 14 supply sampans sunk, and 900 metres of tunnels and trenches were destroyed. BRISBANE also took 11 prisoners during her tour of duty in Vietnam, which extended over the period 31 March to 14 October, 1969.
September 1975	HMS ODIN, the last Royal Navy submarine to serve with the Australian Submarine Flotilla, sailed from Sydney.
September 1985	The first official rum issue made in a ship of the RAN in 30 years, was made to the crew of HMAS HOBART at Victoria, British Columbia. HOBART was representing Australia at the 75th Anniversary of the Royal Canadian Navy.
September 1991	HMAS SYDNEY sailed from Sydney for the Red Sea, to maintain sanctions placed on Iraq by the United Nations.
September 1999	An international task force arrived off Dili, (East Timor), to commence service in support of Operation Warden. INTERFET, (International Force), troops under Australian leadership landed in East Timor to commence UN mandated peace enforcement activities. It included HMA Ships TOBRUK, BALIKPAPAN, BRUNEI and LABUAN, SUCCESS, ADELAIDE, and HMNZS TE KAHAKA and HMS GLASGOW.
September 2004	Exercise <i>Bersama Lima</i> 2004 commenced in Singaporean and Malaysian waters. This major Five-Power Defence Arrangement Exercise involved over 30 ships, 80 aircraft, and some 3,000 personnel. The RAN was represented by HMA Ships ANZAC, ARUNTA, WESTRALIA, SHEEAN, HAWKESBURY, YARRA, DUBBO, and GERALDTON, as well as CDT 1.
September 2021	The Australian Government announced the cancellation of the program to acquire 12 French submarines and indicated that the RAN would instead build nuclear submarines.

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

Chief of Navy: Society Patron

The long tradition of the Chief of Navy (formerly Chief of Naval Staff) continues with the recently appointed Vice Admiral Mark Hammond AM RAN invited to act as Society patron. Admiral Hammond replaced Vice Admiral Michael Noonan, AO, RAN in July 2022 as the seventeenth head of the Royal Australian Navy since the Society was established in May 1970. Vice Admiral Sir Richard Peek (CNS from 1970 to 1973) was the Society's inaugural patron. A full list of all Navy Chiefs is available at <https://www.navy.gov.au/about/organisation/cn>.

History Cruises on Sydney Harbour

A major achievement this year has been the successful introduction of history cruises on Sydney Harbour to visit sites which have played a significant role in the RAN's history. With scheduled monthly cruises west of the Bridge fully booked for the remainder of 2022 additional cruises are being considered. Similarly, an additional cruise to sites east of the Bridge has been developed for implementation in 2023. Visit our [tours and cruises](#) website page to learn more.



Positions Vacant

There are many interesting positions for which new, motivated, volunteers are sought. These include the following essential positions.

Administrative Assistant / Secretary

Sales & Book Keeping Assistant

Assistant editor, *Call the Hands*

Corporate Sponsorship Program and Grant Application Writer

Tour Guides

Cruise commentators.

For more details, please visit our website [volunteers page](#) and contact us if you can assist.

Facebook



In addition to the many interesting stories published in Society publications our [FaceBook page](#) is another rich source of information. We currently have over 4,400 followers with the number growing daily.

YouTube Channel

Regular additions to the Society's YouTube channel are the monthly presentations delivered by Zoom to members. These presentations on a broad range of subjects delivered by experts in their field are not to be missed. Follow this [link](#).

