



Call the Hands



Issue No. 71

February 2023

From the President

Welcome to Issue 71 of *Call the Hands*, our first edition for 2023. Accompanying this newsletter are two occasional papers available to members via the members website page.

Occasional Paper 154 provides a personal account of the 1927 HMAS *Adelaide* punitive expedition to Malaita in the Solomon Islands. Another paper based on official records of this expedition was published in the *Naval Historical Review* of June 1994. Such punitive expeditions had been conducted by European colonial powers against 'rebellious' indigenous populations across the Solomon Islands and New Hebrides (now Vanuatu) and Samoa dating from the earliest contacts in the 1840s. Over time such clashes became more frequent and more lethal as European empires encroached on the islands and their citizens settled there in increasing numbers. Naval enforcement, retribution and summary "justice" constituted standard imperial procedures in the South West Pacific into the early twentieth century. Fortunately, the HMAS *Adelaide* expedition was one of the last of its type.

Occasional Paper 155 by Society Vice President John Jeremy AM focuses on the little-known WW2 patrol vessel HMAS *Vigilant*. Built at Cockatoo Dockyard for the Department of Trade and Customs, *Vigilant* was notable in that she was the first ship built in Australia in which aluminium was used as a structural material. Her deckhouse forward of the funnel was made of riveted aluminium alloy. Launched in 1938 *Vigilant* was requisitioned by the RAN in October 1940, armed, commissioned and based in Darwin. After distinguished war service in northern waters she was returned to the Department of Trade and Customs in September 1945.

Much volunteer time and effort during January has been devoted to the inaugural history cruise to Naval sites in Port Jackson, East of the Harbour Bridge. More than 15 sites of naval significance are featured in this three-hour [cruise](#). As with our other two cruises, 'Cruise East' is already in demand with good bookings through to mid-year. If you are in a Probus Club or other organisation which arranges member outings in the Sydney basin please tell your outings coordinator about the Society's tour and cruises. Full details are available on the [website](#).

As with any project undertaken by the Society, our tours and cruises can only operate with support from a team of cruise commentators and tour guides. We need more of both as demand for both tours and cruises increase. In addition to meeting new people and telling Navy's rich story, our guides enjoy continuous learning as new aspects of our history come to light. Guides do not need to be instant subject matter experts or have a naval background. Through reading and understudying others they gain confidence before going solo. Please contact us if you are interested in becoming a tour guide or cruise commentator. We would like to hear from you. Details are on the [website](#).

Kind regards,
David Michael



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The Remarkably Long Career of a Dive Support Ship, Ex HMNZS *Manawanui*

The *Manawanui* was sold by the New Zealand Navy in 2018. She had been in RNZN service for 30 years but before that had seen nearly 10 years' service as a North Sea Oil Rig Diving support ship. After 40 years of service one could expect her to be sold for scrap and that would be her end. Not so, she sails on in her original role but as a civilian ship.

Manawanui was purchased by an Australian couple and is based at Carrington, in Newcastle and renamed RV *Ocean Recovery*. *Ocean Recovery* is now the support ship for the [Major Projects Foundation](#) which was established to control pollution from shipwrecks, mainly Second World War wrecks in the Pacific as they continue to pose a major problem for our Pacific friends. Many still contain oil and unexploded ordnance. These wrecks are now in danger of rusting through completely or breaking down and releasing their oil fuel.

As an example of the dangers posed, the ex-German Heavy Cruiser *Prinz Euan* with 2767 metric tonnes of oil fuel on board was sunk in 1946 in Kwajalein Lagoon, Marshall Islands, during American atomic tests, code named Operation *Crossroads*. In 2018 the US Navy managed to drain 229,000 gallons (8530 metric tonnes) of oil from 173 tanks on the wreck. This one operation required two years of planning, a tanker to load the fuel onto, a dive support ship, divers and tons of equipment. This is just one Pacific wreck of an estimated 3000 wrecks, 300 of which are tankers, some with even more oil than the *Prinz Euan*.

The *Manawanui* was built in the UK by Cochrane Shipbuilders at Shelby as the *Star Perseus*. From 1979 to 1988 it operated in the North Sea as an Oil Rig Dive support ship. In 1988 she was purchased by the New Zealand Navy and renamed *Manawanui* and spent the next 30 years as a dive support ship. Duties included underwater demolition and unexploded ordnance disposal. The ship is equipped with a decompression chamber, wet diving bell, 13-ton crane and side scan sonar. In 2009 she assisted with the salvage of the MV *Princess Ashika*, an inter-island ferry, which sank at Ha'apai, Tonga, with the loss of 74 lives.



HMNZS *Manawanui* (I) in 2010

After decommissioning and sale in 2018 her new name *RV Ocean Recovery*, was selected to describe her new role of recovering or making safe Pacific wrecks.

[Manuwanui \(I\)](#) and the hydrographic survey ship HMNZS *Resolution* were replaced in service by [Manuwanui \(II\)](#). The new ship is much bigger and more capable than either of the ships it replaces. But one ship can only be in one place at a time, not two. The new *Manuwanui* is very close in size, role and specifications to the ADV *Reliant*, the Australian Pacific Support Ship with a displacement of 5741 tonnes full load, length of 84.7 metres and beam 18.0 metres and core crew of 39. Built in Norway as MV Edda Fonn and launched in 2003 *Manuwanui*, with a range of 13,000 km is well suited to littoral operations, hydrographic and diving support roles. She is equipped with a containerised decompression chamber, wet bell and suitable handling systems.



HMNZS Manuwanui (II) underway during RIMPAC 18 August 2020

Naval Anniversaries 2023

The History & Heritage section of the Sea Power Centre Australia has published a Semaphore News sheet listing significant naval anniversaries which will occur in 2023. Importantly, the list covers a broad spectrum of activities including; military, diplomatic or constabulary; social, technological and political.



The author Rob Garratt, notes that it is right to pause and pay respect to those who have come before and paved the way for the Royal Australian Navy of today.

Semaphore, Issue 8, 2022: *Australian Naval Anniversaries 2023* is available at <https://www.navy.gov.au/media-room/publications/semaphore-australian-naval-anniversaries-2023>

Science and Resupply Ice Breaker RSV *Nuyina* still Under Repair

After her much anticipated delivery in October 2021 the Australian Antarctic Division icebreaker *Nuyina*, conducted two successful resupply missions, to Antarctica in early 2022. Subsequently, it has been unavailable for operations throughout the 2022-23 Antarctica season.

The ship remains in Singapore for repairs having arrived there in April 2022, for routine maintenance. Originally due to be back in Hobart in October, problems were found in the hydraulic couplings that transmit power from the main engines to the prop shafts. Not being an 'off the shelf' item the new couplings have to be built. This was just one of several problems the ship experienced during its trials and warranty period. While disappointing, all faults are being addressed under the warranty conditions by the builder, Damen and the equipment suppliers. The ship has a two-year warranty period.

The Antarctic Division has ensured resupply of Australian bases by chartering two other ships, the icebreaker *Aiviq* (means Walrus in the Alaskan Inuit language) and the ice capable supply ship *Happy Dynamic*. The *Aiviq* was also used for resupply missions during the 2021-22. The *Happy Dynamic* is owned and operated by the Dutch company, [Big Lift](#). *Happy Dynamic* is one of five ships of the Happy D Type. A sister ship the *Happy Dragon* also resupplied Casey and Davis research stations in 2021-22.

Aiviq is an American owned and built icebreaking anchor tug supply vessel. She is a most useful ship with a most useless history, largely not a fault of the design, more bad luck and bad timing. In 2012 *Aiviq* was involved in the loss of the drilling platform, *Kulluk*. The platform was being towed by *Aiviq*, off Alaska, when she broke loose and was eventually grounded and lost in 6-meter seas. A major salvage operation was launched at the time. Although the *Kulluk* was eventually salvaged, it was classed as 'not worth repairing' and was sent for scrap to China. One of the causes of the loss was seawater entry into *Aiviq*'s fuel tanks. This caused a loss of power on the main engines. The seawater entered via waves, breaking on the stern, in a following sea. The water found its way into the fuel tanks through overflow vents. Remarkably, the crew did manage to restore power even in the high seas and freezing conditions. Before charter to Australia *Aiviq* was laid up for almost ten years in the USA as a consequence of a Shell Company decision to halt the oil and gas projects that *Aiviq* and proposed larger similar ships were designed for.

It is possible that the U.S. Coast Guard may purchase *Aiviq* as an interim measure because its single active heavy polar icebreaker, *Polar Star* is nearing the end of its useful service life and new Polar Security cutters have not yet entered service.



MV *Aiviq* off Alaska in 2012. USCG image



MV *Happy Dynamic*

Ex-Huon-Class RAN Mine Hunters: Value Adding

Ever wondered what happens to decommissioned warships?

In recent years the contract to dispose of out of service Defence equipment has been held by Grays.com, an online selling platform which specialises in industrial, auto, and commercial goods.

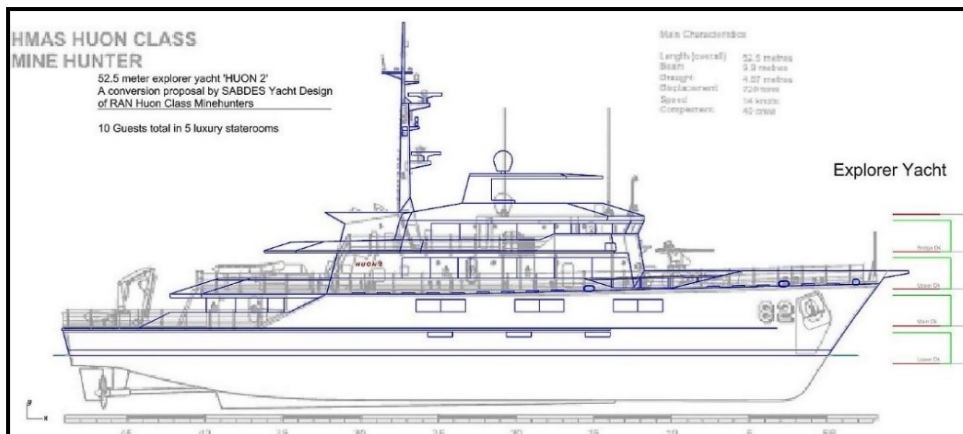
In 2018 they had two Huon Class mine hunters for sale by online auction. These were the former HMA Ships *Hawkesbury* and *Norman*.

Rather than simply sell the ships on an “as is where is” basis, Grays obtained conversion plans, for the ships. These plans were from [Sabdes Yacht Design](#). The plans were to convert the ships into luxury Explorer Superyachts or Charter Vessels. They would have been converted to carry 10 guests in 5 luxury cabins. This would have had the potential to increase the sale price considerably with both Grays and the Commonwealth standing to gain from this. In this case the “value adding” did not work for Sabdes Yachts. The ships were sold but Sabdes did not receive a contract to convert them. Since their sale *Hawkesbury* and *Norman* have been laid up in Newcastle Harbour with no evidence of any work being carried out on them.

The problem of disposing of fibreglass hulls has been known for many years. Similarly, with specialised systems such as low magnetic signature engines in the Huon Class it does make it difficult for their reuse elsewhere. Thus, the concept of “value adding” is common for Grays and their partner for military vehicle sales, Frontline Machinery. In the sales of ex-military land Rovers, for example, they were often sold with new tyres, canvas soft tops, fresh disruptive paint scheme and with paperwork to allow them to be road registered easily.



HMAS Norman departing Darwin 25 September 2008, RAN image



Profile of proposed design for Huon Charter, Cruise Vessel overlay and original. Sabdes image

Women's Emergency Signalling Corps: Forerunner of the Women's Royal Australian Naval Service

The Women's Emergency Signalling Corps (WESC) was formed by Mrs. Florence Violet McKenzie in March 1939 at 9 Clarence Street, Sydney, months before WWII was declared. They later moved to bigger premises in an old wool store at 10 Clarence Street. Fees were not charged but the trainees contributed a shilling a week towards the rent.

Mrs. McKenzie (28 September 1890 – 23 May 1982) was an electrical engineer who for more than a decade, from 1921 until about 1934, had operated a wireless sales and repair shop in the Royal Arcade, Sydney assisted from 1925 by her husband, also an electrical engineer. She was the first woman in Australia to obtain an Amateur Radio Operator's Licence, an ardent advocate for women and Director of the Women's Electrical Association.

Mrs. McKenzie had great difficulty in convincing the authorities to accept WESC graduates, although the need was obvious. For instance, post offices employed hundreds of female telegraphers to operate Morse Code units. Eventually, after prolonged discussion, the Royal Australian Navy accepted women telegraphers and on 28 April 1941 Mrs. McKenzie accompanied 14 women (12 telegraphers and 2 domestic helpers) to the RAN Wireless Telegraph Station at Canberra where they became civilian employees. These were shortly joined by 9 others and by August the amazing figure of 1000 female telegraphers were in the workplace.

The RAN Wireless Telegraph Station Canberra commenced operations on 20 April 1939. It comprised the Belconnen Transmitting Station and the Harman Receiving Station. It was not until 01 July 1943 that HMAS Harman became a commissioned establishment.

The uniform of the WESC was designed by Mrs. McKenzie and consisted of a forest green jacket, skirt and cap, brown leather belt, brown flannel tie, brown gloves, brown shoes, light stockings and a white shirt or blouse with a collar. The WESC women paid approximately £2/5/0 (\$5.00) for their winter uniform and most made their own summer uniform for around five shillings (50c).

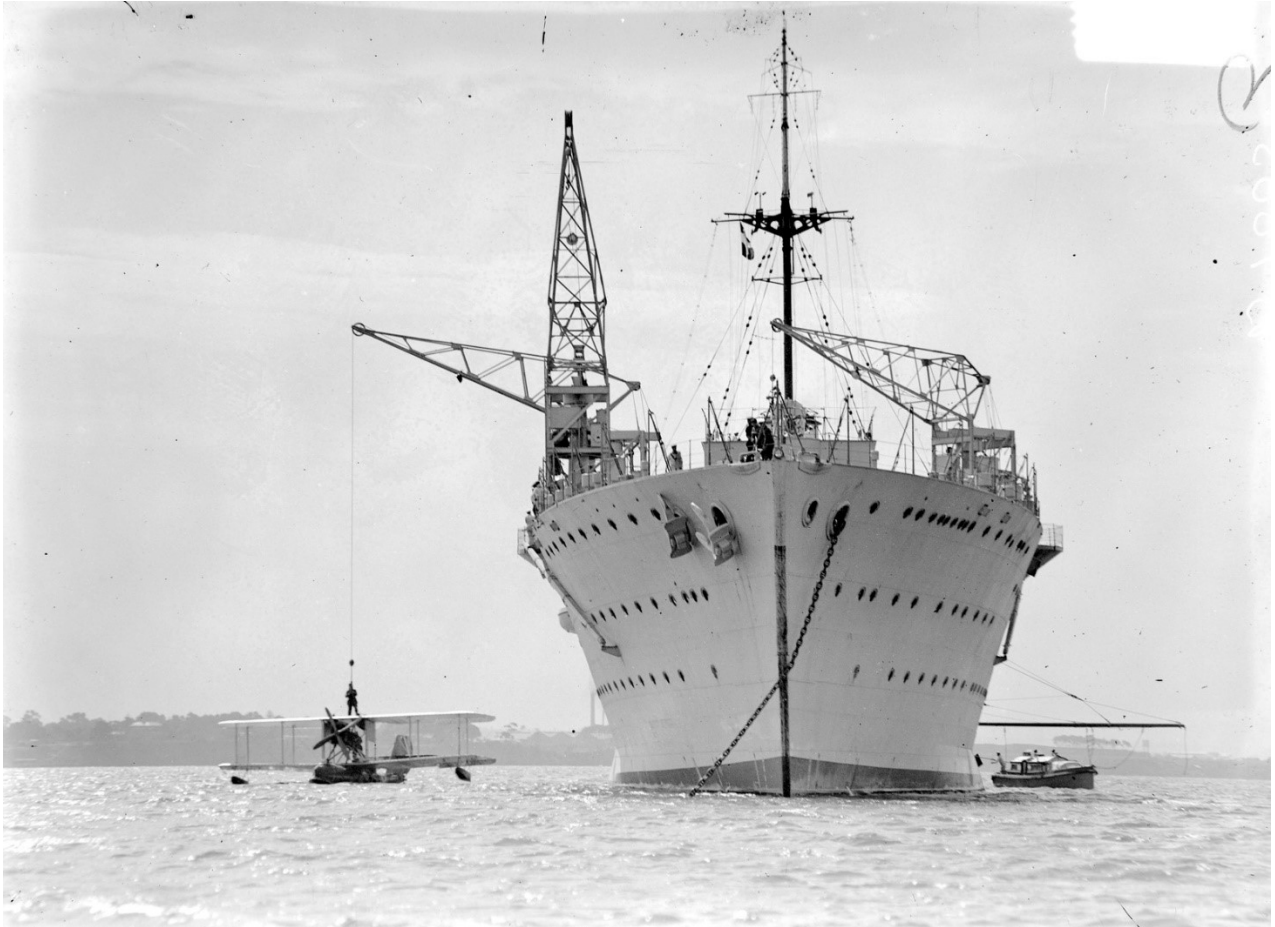


Women's Emergency Signalling Corps members in Sydney, 1941

A Women's Naval Service finally eventuated and the Women's Royal Australian Naval Service (WRANS) was formed on 24 July 1942. The members of the WESC employed by the RAN became the first enlistees of the WRANS. As it took many months to design and manufacture a female naval uniform the forest green uniform of the WESC continued to be worn during 1942

While the WRANS was disbanded in 1948 after WWII and subsequently re-formed on 1 January 1951, the WESC continued operation in the post war years. At the end of the war, the WESC School had trained twelve thousand persons as Morse Code Operatives.

Photo of the Month



HMAS Albatross

HMAS Albatross (later HMS Albatross) was a seaplane tender of the Royal Australian Navy (RAN), which was later transferred to the Royal Navy and used as a repair ship. Albatross was built by Cockatoo Island Dockyard during the mid-1920s and entered service at the start of 1929. The ship experienced problems with the aircraft assigned to her during her career: the amphibious aircraft she had been designed for were retired just before the ship entered service, the replacement aircraft could not be catapult-launched from the ship, and a new plane designed specifically to work with the ship began operations after Albatross was demoted from seagoing status in 1933.

After five years in reserve, Albatross was transferred to the Royal Navy to offset the Australian purchase of the light cruiser Hobart. Although the British had little use for a seaplane carrier, the ship found a niche after two aircraft carriers were sunk by the Germans early in World War II. Albatross was initially based in Freetown, Sierra Leone for patrol and convoy escort duties in the southern Atlantic, then was relocated to the Indian Ocean in mid-1942. From late 1943 to early 1944, the vessel underwent conversion into a "Landing Ship (Engineering)" to support the Normandy landings, and was used to repair landing craft and other support vessels off Sword and Juno Beaches. Albatross was torpedoed in October, but survived to be towed back to England and repaired. After repairs completed at the start of 1945, she served as a minesweeper depot ship, but was decommissioned after the war's end.

Albatross was sold into civilian service in August 1946, and after several changes of hands was renamed Hellenic Prince in 1948 and converted into a passenger liner. The vessel was chartered by the International Refugee Organisation to transport refugees from Europe to Australia. Hellenic Prince saw service as a troopship during the 1953 [Mau Mau uprising](#) in Kenya, but was broken up for scrap a year later.

News

Australia names its first unmanned submarine Ghost Shark

The autonomous robotic undersea warfare vehicle defense technology company Anduril Industries is building for the Royal Australian Navy will be named Ghost Shark.

The name was revealed on December 12 during an event at Anduril Australia, which is collaborating with the Australian Navy and Defence Science and Technology Group on the project. By naming its high-profile unmanned system Ghost Shark, the Navy is following the Royal Australian Air Force, which earlier named its loyal wingman drone as the Ghost Bat.



Anduril will complete its testing on the submarines over the coming three years in Sydney with continued support from the Australian Department of Defense.

Australia inks naval strike missile deal with Kongsberg Defence & Aerospace

Australia has signed a contract with Kongsberg to deliver the Naval Strike Missile (NSM), which will be employed on the Hobart Class destroyers and Anzac Class frigates, replacing the ageing Harpoon anti-ship missile on those ships from 2024. Developed in Norway, KONGSBERG's NSM is a fifth-generation, highly capable, long-range, precision strike weapon designed to defeat heavily protected maritime targets in contested environments, with a secondary role for land attack. It is in service or has been selected by 11 countries, including the US, UK, Canada, Germany, and Norway.



Like its Penguin predecessor, NSM is able to fly over and around landmasses, travel in sea skim mode, and then make random manoeuvres in the terminal phase, making it harder to stop by enemy countermeasures. The target selection technology provides NSM with a capacity for independent detection, recognition, and discrimination of targets at sea or on the coast. This is possible by the combination of an imaging infrared (IIR) seeker and an onboard target database. NSM is able to navigate by GPS, inertial and terrain reference systems.

After being launched into the air by a solid rocket booster which is jettisoned upon burning out, the missile is propelled to its target at high subsonic speed by a turbojet sustainer engine—leaving the 125 kg multi-purpose blast/fragmentation warhead to do its work, which in case of a ship target means impacting the ship at or near the water line.

Video of the Month

Australia's largest museum ship ex HMAS *Vampire* was cold moved from the Australian National Maritime Museum through Sydney Harbour to Garden Island for conservation work on Tuesday 17 January. Laid down in 1952 and in commission from 1959 to 1986 she provided a wonderful spectacle moving up the Harbour. *Vampire* will return to the Museum in mid-February. The move was well covered by the media with video available via the following link.



Vampire passing under Sydney Harbour Bridge, 17 January 2023.
ABC Television image.

Video Link: 7 NEWS, [HMAS Vampire has a new home at Garden Island](#)

Vampire's Significance as a Museum Ship

From a heritage perspective *Vampire* is significant for several reasons;

Along with her older sisters HMAS *Voyager* and *Vendetta*, *Vampire* was built in Australia on Sydney's Cockatoo Island in the 1950s,

The Daring Class were the first all-welded hulls to be constructed in Australia,

Extensive use of aluminium as a structural material was used for the first time in Australia, and

Vampire was the last RAN destroyer in which guns provided all the main armament.

Vampire being launched 27 October 1956 at Cockatoo Island.



This Month in History

January 1878	The NSW Torpedo Corps was formed under Major Cracknell. In March 1879 the name was changed to the NSW Torpedo and Signalling Corps. Its initial strength was 6 officers and 88 men.
January 1909	15 sailors from HMS ENCOUNTER were drowned when the ship's pinnace was rammed by SS DUNSMORE off Garden Island, Sydney. The men were on their way ashore to conduct a range shoot at Malabar when the incident occurred. All those killed were later buried in a communal grave in the Naval Section of Rookwood Cemetery.
January 1916	Acting CMDR W. H. F. Warren, RAN, assumed command of the Australian Torpedo Boat Destroyer Flotilla from CAPT C L Cumberlege, RN. CMDR Warren was the first RAN officer to command a flotilla.
January 1918	PO P. J. Kempster, DSM, died when HM Submarine G8 was lost in the North Sea. Kempster was an RAN rating on loan to the RN and had been awarded the DSM in 1917 for his bravery and devotion to duty while serving in G8.
January 1925	The Australian Government approved the establishment of a Fleet Air Arm in the RAN. The Commonwealth Naval Order (137/25), signed 8 days later declared "The Naval Board has decided to establish a Fleet Air Arm of the Royal Australian Navy, based as far as practicable on the scheme adopted in the Royal Navy".
January 1929	The seaplane carrier HMAS ALBATROSS, (CAPT D. M. T. Bedford, RN), was commissioned at Sydney. Lady Stonehaven, (Wife of the Governor General), performed the commissioning ceremony. ALBATROSS was laid down in Cockatoo Dockyard, Sydney, and launched on 23 February 1928.
January 1936	HMAS AUSTRALIA became Cock of the Mediterranean when she won the Cruiser Regatta from HMS LONDON. She also won this regatta. in 1935.
January 1940	A rating in HMAS STUART wrote: "I always count those early months in the Mediterranean before Italy came in as the worst period of the war. The Australian destroyers operated in exceptionally cold weather and high seas. Lifelines were rigged and the decks were buried in green water. Below decks was a chaos of floating clothes and gear".
January 1942	HMA Ships NIZAM, NAPIER, and NESTOR escorted HMS INDOMITABLE which was carrying 48 pilots and their Hurricane fighter aircraft, bound for Malaya. The aircraft were flown off the INDOMITABLE south of Java.
January 1943	First training course for WRAN officers began at Flinders Naval Depot.
January 1950	HMAS TARAKAN was berthed alongside Garden Island, Sydney, making good defects prior to departure for New Guinea, when an explosion occurred aft under the mess decks, resulting in the deaths of seven sailors and one dockyard tradesman. A further 12 sailors and one dockyard tradesman were injured. The ship was extensively damaged. Tarakan did not return to seagoing service and on 12 March 1954 she was sold on behalf of the United Kingdom Ministry of Transport to EA Marr & Sons Pty Ltd, of Mascot, Sydney, for breaking up.
January 1958	725 Squadron commissioned into the RAN at NAS Nowra as a fleet requirements and communications unit flying a range of aircraft. (Previously a RN SQDN number). 724 Squadron became an all-jet squadron flying Sea Vampires and Sea Venoms. With the decision to operate just one carrier instead of two as originally planned, the need for 851 Squadron declined and the unit was decommissioned at NAS Nowra
January 1968	Naval aircrewmen, K. R. Wardle and K. J. French were rescued by helicopters of No. 9 Squadron, RAAF, when their helicopter gunship crashed in jungle north of Baria, Phuoc Tuy Province, Vietnam. Both airmen were injured in the crash.
January 1973	HMAS KARA KARA, (boom defence vessel), and a former Sydney vehicle ferry, was sunk as a combined surface gunnery and aerial missile target off Sydney Heads.
January 1979	The RAN Staff College was officially opened at HMAS PENGUIN, Sydney, under the command of CAPT N. Ralph, AM, DSC, RAN. Prior to this all RAN officers undergoing staff training had undertaken the RN course in the United Kingdom, or other overseas courses. When the college was closed in 2000, (following creation of the Tri-Service Australian Command and Staff College in Canberra), it had trained over 1000 officers for staff duties, (including Army and RAAF officers, as well as 162 foreign students).
January 1982	HMAS SYDNEY (FFG) was severely damaged in a \$4 million fire while fitting out at Seattle, USA.
January 1988	HMAS STUART led a diamond-shaped Fleet Entry into Sydney Harbour to celebrate the bi-centenary of Australia Day. STUART (the second ship of this name in the RAN), berthed at the new Fleet Base East wharf, the first ship to do so.

January 1991	HMAS WESTRALIA II departed HMAS Stirling for the Arabian Gulf, arriving in the Middle East Area of Operations on Australia Day 1991, nine days after the commencement of military action by multi-national forces against Iraq. Seven women were included in her ship's company and in an operational first for the RAN, females were deployed overseas on frontline service.
January 1997	HMAS ADELAIDE's Sea King helicopter was launched to conduct the rescue of round-the-world yachtsman Thierry Dubois. Dubois was winched onboard the helicopter later that morning and was described as "being in remarkably good condition for a man who had spent four days floating in a life raft in the freezing Southern Ocean. ADELAIDE then turned towards the upturned EXIDE CHALLENGER to rescue yachtsman Tony Bullimore. The frigate deployed her rigid hull inflatable boat, (RHIB), which came alongside the yacht. Bullimore, who had been living inside the upturned hull swam out and was rescued by the crew of the RHIB. Queen Elizabeth II later sent the following message of congratulations: - "I would be grateful if you would pass on both my congratulations to all members of the Australian Defence Force who have made possible the two dramatic rescues in the Southern Ocean over these recent days and, through HMAS ADELAIDE my warm good wishes to Tony Bullimore on his extraordinary feat of survival".
January 2005	The Anzac class frigate, HMAS BALLARAT, (CMDR S. Hunter, CSC, RAN), ran aground at Flying Fish Cove, Christmas Island, while conducting Operation Reflex border protection patrols. BALLARAT was able to return to HMAS STIRLING, under her own steam for repairs to her propellers and rudder.
January 2021	Navy's Fleet Air Arm was recognised for its contribution to Operation BURSA with the awarding of the Australian Service Medal with the Counter Terrorism/Special Recovery clasp. Operation BURSA ran from 1980 to 1990 with elements of 723, 816 and 817 Squadrons providing air support to Special Forces protecting offshore oil rigs against potential terrorist attack.

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

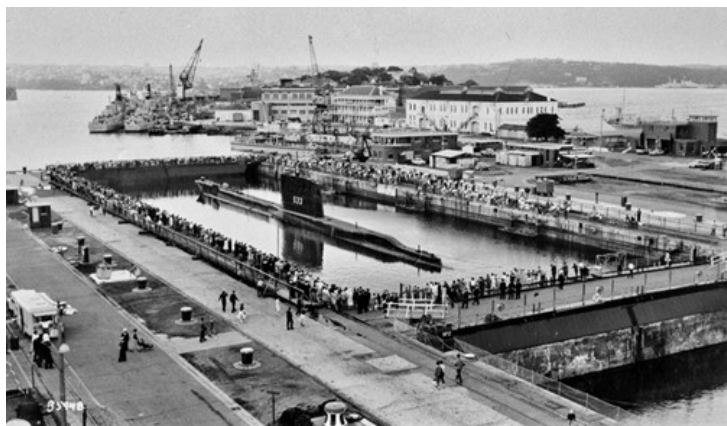
- Occasional Paper 154 - HMAS Adelaide's 1927 expedition to Malaita.
- Occasional Paper 155 - Patrolling Northern Australia.

Navy Open Days: for the Diary

26 February: Fleet Base East, Sydney Open Day, 1000 to 1400.

Three ships (LHD, FFH and DDG) are expected to be open to the public as well as displays by the Navy Band and other units. More details will be provided when known.

Open day at Garden Island, in the 1960s



19 March: HMAS Cerberus

Sunday Open Day. Tickets are now available

For details and on obtaining a ticket through Eventbrite visit the latest "BROADSIDE" Newsletter on the Navy Victoria website, which contains authoritative advice.

The link is <https://navyvic.net/broadside/january2023broadside.html>

Readers Forum

Occasional Paper 153: County Class ships of the Royal Navy: A photographic review

Our thanks to Rear Admiral David Campbell AM for his feedback on this paper. He advised that the “1945 view of Sussex” is actually of HMAS Australia in Sydney. Otherwise, a fascinating article, thank you.
Best, David



Above: HMAS *Australia* (II) in Sydney



Right: HMS *Sussex* at anchor in the Clyde.
Courtesy of Imperial War Museum.

HMS *Sussex* was a London class heavy cruiser of 9,830 tons fitted with eight 8 inch guns and carried an amphibian spotting aircraft. She was sent to the Australian Station in 1934 while HMAS *Australia* operated with the Mediterranean Fleet. The exchange concluded in 1936 when *Sussex* resumed her presence in the Mediterranean. *Sussex* was a sister ship of HMS *Shropshire* which came to our shores in 1943 as HMAS *Shropshire*, a replacement for HMS *Canberra*, which had been lost in the Battle of Savo Island.

Society Matters

Zoom Presentation Recordings on YouTube Channel

For members unable to participate in the Society's monthly Zoom presentations please remember that they are recorded and can be watched at a later date on the Society's [YouTube Channel](#).

They can be accessed either through the Society's [Research/videos page](#) or search in YouTube.

The recordings are generally posted two weeks after the live presentation. However, as publication is at the discretion of the presenter, not every recording will be published.



Time for Naval Heroes to be Rewarded. Robert Rankin and Ron Taylor



The December presentation by Dr Tom Lewis OAM RAN (Rtd) is now available on line via this [link](#).

Lieutenant Commander Robert Rankin

Leading Seaman Ron Taylor

