



Call the Hands



Issue No. 72

March 2023

From the President

Welcome to Issue 72 of *Call the Hands*. Accompanying this newsletter are two occasional papers, 156 and 157. Both papers are personal accounts of significant incidents which occurred during World War 2. These stories demonstrate the absolute professionalism, courage and tenacity of RAN officers and sailors to save others and their ship during the dark days of World War 2. Both papers, previously published in the Naval Historical Review demonstrate the quality of this our flagship magazine which is distributed to members quarterly. Subscribers to *Call the Hands* who join as members for the very reasonable subscription of \$30 per year can enjoy ten stories a quarter plus many other benefits. Please join us.

On 1 March 2023 the Royal Australian Navy marked the 122nd anniversary of its creation in 1901 when the States transferred their naval and military assets, their sailors, officers and public servants to the Federal Government. However, for many years the date of the RAN's birthday remained a source of some confusion. The previously accepted date was 10 July 1911 when the Sovereign, King George V granted the title 'Royal Australian Navy'.

During the months of February and March this year the RAN is for the first time in more than a decade opening ships and bases for public inspection as a celebration of the RAN's birthday. In Sydney HMAS *Penguin* and three ships at Fleet Base East opened over the weekend of 25-26 February. HMAS *Cerberus* will open its gates on 19 March 2023. In keeping with the Society's charter to promote Australian naval history and to support the RAN, an information stand manned by volunteers was provided at Fleet Base East on Sunday 26 February. Victorian Chapter members will do the same at *Cerberus* this month.

Another significant birthday anniversary occurred on 1 March 2023. Celebrating his 100th birthday was Rear Admiral Guy Griffiths a long-term Society member and past President. His distinguished 43 years of service included command of three HMA Ships, *Parramatta* [III], *Hobart* [II] and *Melbourne* [II]. He also served in HMAS Shropshire in the South West Pacific during WW2 and in the aircraft carrier HMAS Sydney during the Korean War. As the commanding officer of HMAS *Hobart* during the Vietnam War in 1967 he was awarded the Distinguished Service Order (DSO) 'For devotion to duty in the presence of the enemy'. We salute you Sir and send our best wishes.

Finally, in order to further protect Society IT systems and member information our IT security is regularly reviewed. The most recent change is to the Society's domain name. We have dropped the '.org' from both the domain and e-mail addresses. These changes are now in place. Although the old e-mail addresses will run in parallel for a short period, please update your contact list as soon as possible. Full details are on page 14.

Kind regards,
David Michael



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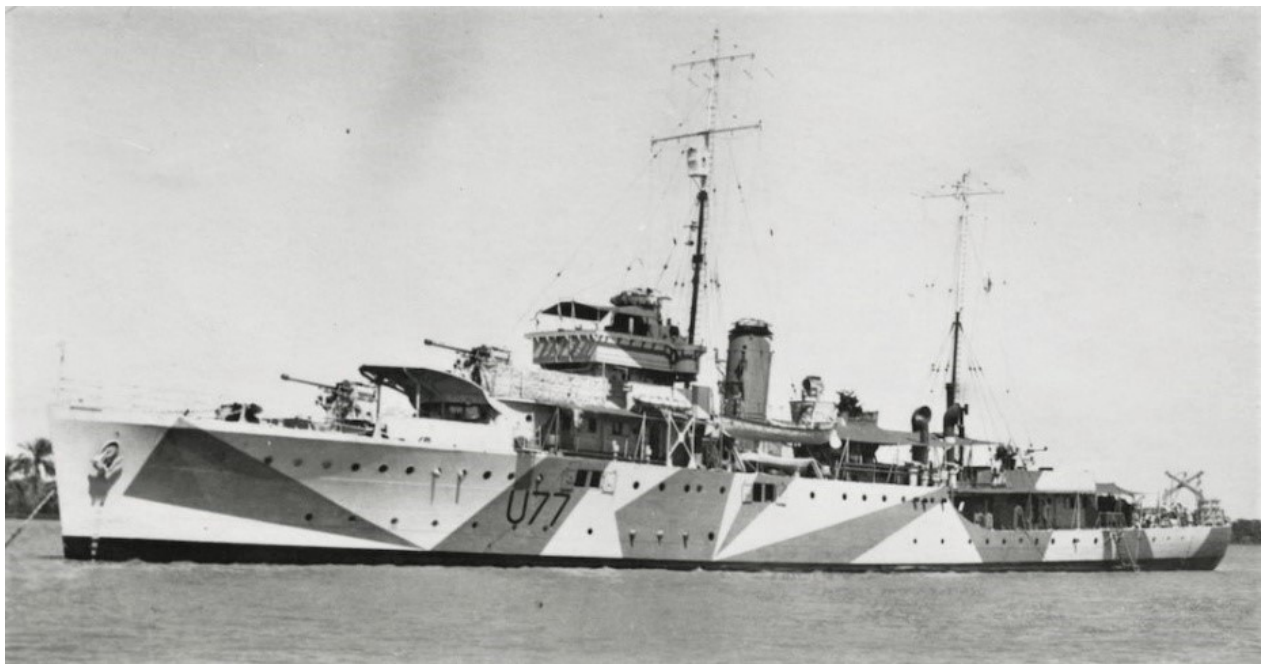
World War II Daily Movement Summaries | Royal Australian Navy

During World War II the RAN maintained a daily summary of the movements of HMA Ships and auxiliaries around the Australia Station. These narratives have been, declassified, digitized and placed in the public domain as part of the Sea Power Centre - Australia's ongoing digitization program. The aim of this program is to make historic records and information more readily available to members of the public to assist with historical research.

Below is the summary for 4 March 1942. On this day HMAS *Yarra* [II] was lost in action as she withdrew to Australia. She can be seen listed in the second image below. It is worth noting that HMAS *Perth* is still shown as in the ABDA area even though she had already been lost on 1 March.

DAILY MOVEMENTS. H.M.A. SHIPS AND AUXILIARIES. AUSTRALIA STATION.		
S E C R E T.		
Date : Wednesday, 4th March, 1942.		
SHIP	POSITION AT 0000	KNOWN FUTURE MOVEMENTS AND REMARKS
CANBERRA	Sydney - Refitting.	
AUSTRALIA	Departed Noumea 0715Z/1.	
PERTH	ABDA area	Withdrawal ordered - Destination unknown.
HOBART	"	
KANIMELA	Sydney - Refitting - Ready for service 7th March.	
WESTRALIA	Brisbane to Melbourne escorting two U.S. vessels.	
ADELAIDE	Fremantle - escort convoy S.J.3 Z. to Melbourne on completion boiler cleaning.	
STUART	Melbourne - Refitting.	
VOYAGER	Sydney	"
BUNGAREE	Sydney to Geelong - E.T.A. 1800 tomorrow.	
MORSEY	Whyalla - Guard ship.	

YARRA	ABDA area - withdrawal ordered.	
A.S. ESCORTS. (Brisbane)	Brisbane - Repairs.	
SWAN		
WARREGO	ABDA area - withdrawal ordered.	
KYBRA (Sydney)	Brisbane	
BINGERA	Sydney	
YANDRA	"	
MYRALLAH	"	
LITHCOW	Escorting "TULAGI" towards Thursday Island.	
MILDURA (Melbourne)	Sydney	
WARRNAMBOOL	Darwin	
TOWNSVILLE (Fremantle)	"	
HOBOS	Fremantle	
ST. GILES	"	



HMAS Yarra [II]

SHIP	POSITION AT 0800	KNOWN FUTURE MOVEMENTS AND REMARKS
R.A.N. VESSELS (R.A.N.)		
BRISBANE	Brisbane	
DOOMBA	Townsville to Brisbane for repairs - E.T.A. 0730/3.	
ROCKHAMPTON	Broken Bay - working up - Returns Sydney 11/3.	
DELOMINE	Darwin	
COLAC	Townsville - Awaiting orders.	
GROUP 50 M/S (Sydney)		
GOOLGAI	"	
GOONAMBE	"	
SAUEL BENDON	"	
FIRCHGROVE PARK	"	
GROUP 54 M/S (Melbourne)		
MARRATAH	Bass Strait - Daily search S.C.F. 18.	
URI	Williamstown - refitting.	
LAST ST. FORCE M/S	Bass Strait - Daily search S.C.F. 18.	
DOOMBA	Sydney - Refitting.	

H.M.A. SHIPS ABROAD.

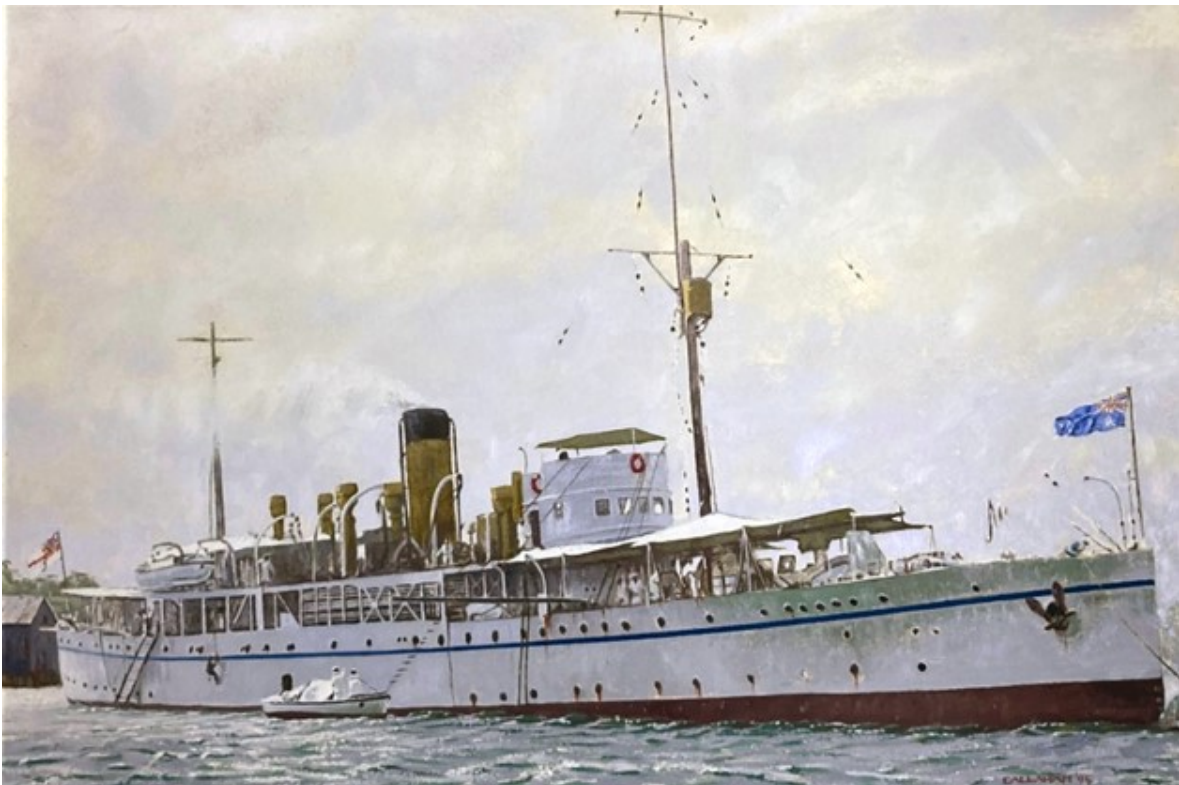
MANOORA	Escorting S.U.1. to Fremantle.
VENDETTA	Fremantle - Proceed Melbourne in tow.
VAMPIRE	Colombo.
R.M.S. VESSELS (R.N.)	
LAITHURST	Colombo
DEKLARAT	Escorting "GENERAL VERSTYCK" to Fremantle (sailed 2330/2).
BENDIGO	Java to Fremantle (sailed 0300/2).
BUNNIE	Tjilatjap to Fremantle (sailed 2330/2 with C.C.C.F. embarked)
GREENOCK	Townsville
COLBURN	Tjilatjap to Fremantle (sailed 2230/2).
ELGOORLIE	Building at Whyalla - Due to complete this month.
LAUNCESTON	" " Brisbane " " " " "
LISMORE	Colombo
MARYBOROUGH	Tjilatjap to Fremantle (sailed 2330/2).
TOONOOCHER	Tjilatjap to Fremantle (sailed 2230/2).
WHYALLA	Broken Bay working up - Returns to Sydney 8/3.
HOLLONGONG	ABDA area.

The summaries can be accessed here: [World War II Daily Movement Summaries](#)

White Lady of the North – HMAS *Moresby* [I]

At the end of World War II most of the older small ships of the RAN, which had served valiantly in peace and war, were disposed of. At this time war and warships were not fashionable and the ships were disposed of almost secretly. One of these ships was HMAS *Moresby*, a ship which during her lifetime had been as famous as any eight-inch, three funnel cruiser and had in fact achieved a more lasting reputation.

Moresby was built by Barclay Curle Ltd. in 1918, as a sloop of the Racehorse Class and christened HMS *Silvio*. She had not resembled the more usual naval vessel of that time, for her design incorporated certain 'Q' Ship features ('Q' Ships were built as submarine decoy ships). To the Sydneysider she looked most like an overgrown Manly ferry, for she appeared to be double ended, with two equal height, straight masts, two rounded bridges, and a funnel midway between them.

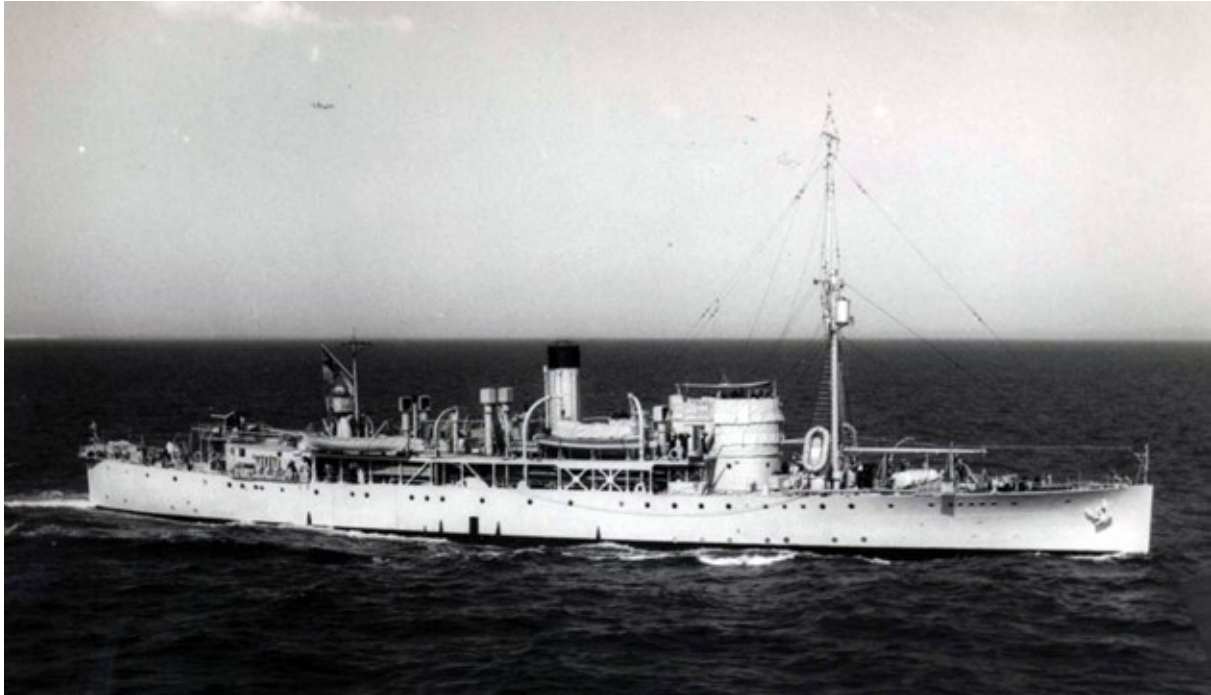


HMAS *Moresby* [I] (RAN Heritage Collection)

In 1925 the RAN required another surveying vessel to assist the aged *Geranium* in the big job of charting our coastal waters – the *Silvio*, renamed the *Moresby*, was the vessel for the job. She arrived here that year under the command of Captain J. A. Edgell, RN, with Lieutenants J. A. Collins, RAN, and H. A. Showers, RAN (later Flag Officers) among her officers. She immediately began surveying the Cumberland Passage in the Great Barrier Reef waters, and continued until 1929, when shortage of funds caused her to be paid off.

In 1933, with the deterioration of international affairs, money was found for her to begin the strategic survey of the approaches to Port Darwin, a job which she continued until 1939. In these years *Moresby* became known as the 'White Lady of the North' as she toiled resplendent in the white and buff colour schemes of the survey service. Her lines, although unusual, had a gracefulness of their own. When Japan entered the war, her saluting guns gave way to an old Mark II 4-inch gun and the taut wire machine on the quarterdeck was replaced with depth charge racks and throwers as *Moresby* went back to her original role of submarine hunter. She escorted convoys round the east coast of Australia in the dark days when our merchant ships were being sunk only a few miles from Sydney Heads.

By the end of 1943 the coastal waters were somewhat safer and a greater need was felt for her services in charting the north coast of New Guinea. This time the 'White Lady' went north with a new makeup of Chicago blue and task force grey, which was more becoming to her role as flagship of Task Force 70.5.3. Her force consisted of several AMS (corvettes as they were then known) and several smaller tenders, all engaged in hydrographic duties under the US Seventh Fleet.



HMAS *Moresby*, circa 1943. Later that year she was painted in Chicago blue for service charting waters in northern Australia and New Guinea.

In 1944 she returned to her pre-war ground in the approaches to Darwin. Here she acted as 'Master' ship, doing the triangulation, with five 'slave ships' AMS sounding, all at fixed and accurate radar ranges from her, thus covering a large area in a short time. The surrender of the Japanese forces in Timor, which was signed on her quarterdeck in Koepang Harbour, was the highlight of her long career. After this she returned to make the preliminary survey of Yampi Sound coincident with the commencement of the mining of iron ore there by the BHP. Future events showed a prophetic twist of fate here.

In 1946 she returned to Sydney and joined in the general paying-off of the RAN, which was then proceeding. After being in reserve for a short time she was listed for disposal. Strange to relate she was purchased by the BHP and towed to their Newcastle works for breaking up. To do this they cut her down deck by deck; only about two feet remained above the water line. Then the hulk was towed up river, where the remaining 420 tons of the hull was beached and hauled in 30-foot stages on to the bank.

However, several parts of the ship are still to be found. Possibly the biggest pieces intact are the main steering engine and telemotor, which are now used for instructional purposes at the Newcastle Technical College.

The hydrographic service demands long hours of hard work. The *Moresby's* motto was *Je le ferai durant ma vie* (I will work all through my life). She lived up to it. The many men who served in her must often look back with mixed feelings to the 'Old White Lady'.

The Holman Projector

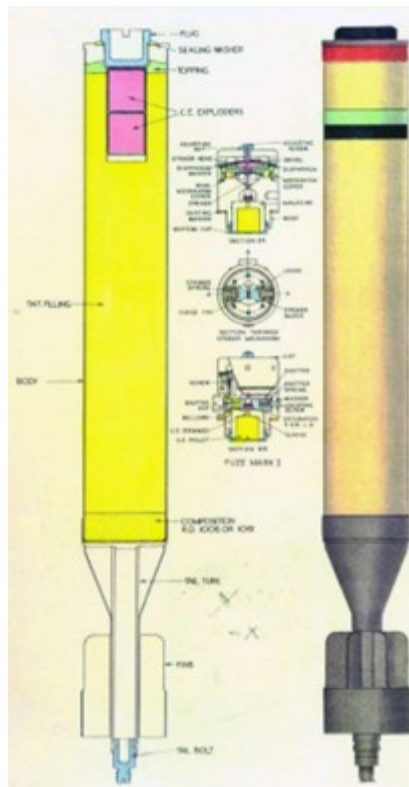
The emergencies of war and the unpreparedness of Britain for a world war have tested the inventiveness of the nation to build new and often quite bizarre weapons. World War II saw many strange devices introduced, some successful, some highly impractical. The Holman Projector, introduced in 1940, fell into the latter category.

The Holman Projector was designed around the standard infantry hand grenade or Mills bomb. This bomb is actuated by removing a safety pin which releases a lever that detonates the bomb's fuse. The basic idea for the projector was to convert the bomb into a fused projectile by removing the safety pin and slipping the bomb into a tin canister which would hold the actuating lever in place until the bomb was in flight.

Basically, the projector was a crude 4 foot 6 inch barrel with a bore to receive the tin canister. The propellant was either compressed air or steam drawn from the ship's steam lines. A pilot valve emitted the steam or air into a receiver chamber and when the required pressure was registered on a gauge the operator 'fired' the projector by opening a second valve.

The barrel was mounted on a traversing base and was fitted with a crude anti-aircraft sight. The crew was a layer and loader. Loading was similar to an infantry mortar with the canister dropped down the barrel. When the projector was fired the tin fell away from the bomb in the first second of flight and the bomb exploded after four seconds.

It proved to be highly inaccurate when fired at distant moving targets: only a dozen or so aircraft were confirmed to have been downed by the weapon in its first year of service but it succeeded in convincing many more aircraft that the target vessel was more heavily equipped with more effective weapons, confirmed by the large number of reports made about Luftwaffe aircraft turning away from an attack after salvos from ship-mounted Holman Projectors. While Holman Projectors had limited success, it became better known for its other uses. Since it had a wide barrel, the projector could shoot nearly anything that could fit inside it; the most popular makeshift ammunition was potatoes.

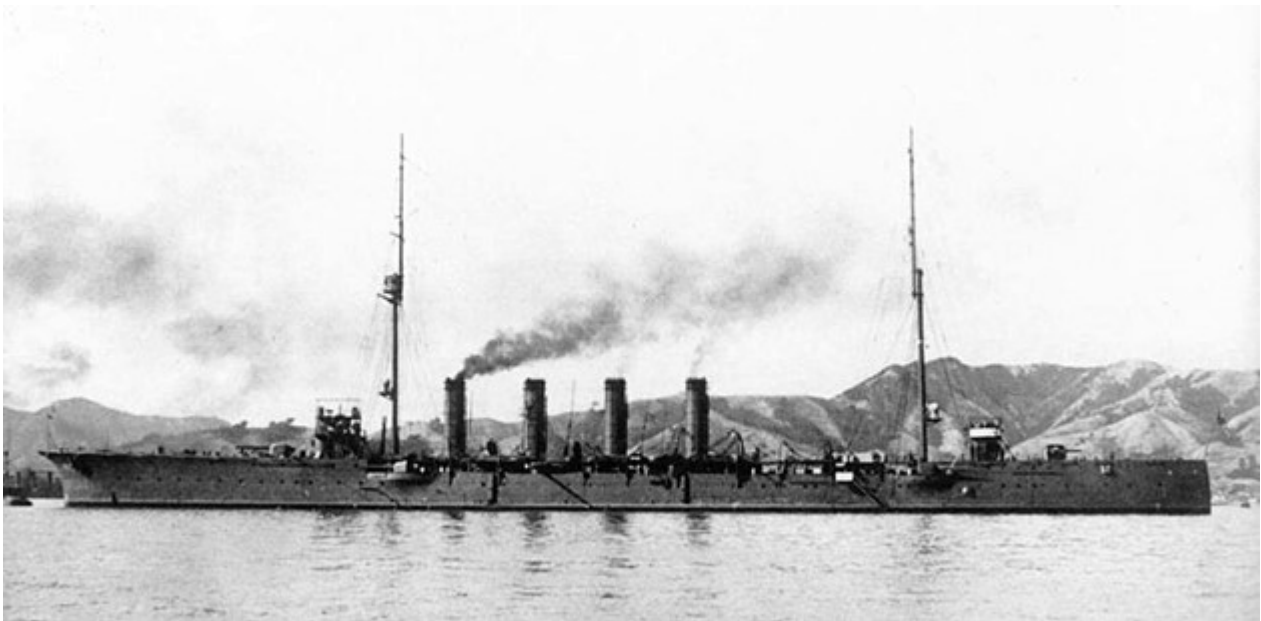


Japanese Gunnery and Torpedo Exercises in Jervis Bay – 1917

It is now well known that the Australian Government was critical of the Japanese naval contribution during the First World War. In fact, Japanese naval support to Australia over the whole duration of the war only amounted to:

- a) assistance of a single Japanese cruiser in escorting the First Convoy;
- b) the maintenance of a Japanese cruiser squadron (two vessels) on the Australian coast for ten months in 1917;
- c) the escorting of several merchant vessels between Fremantle and Colombo at intervals during 1917 and 1918;
- d) the maintenance of a single cruiser on the Australian coast for six months in 1918, and of a second for 21½ months.

The two cruisers mentioned above in (b) were HIJIM ships *Chikuma* and *Hirado*. They were light cruisers of 5,129 tons, constructed at the Kawasaki Dockyard in 1912, with eight 6" guns and four 3" guns, and capable of doing 27 knots.



On the 5th July 1917 the Cadet-Midshipmen of the Royal Australian Naval College at Jervis Bay were able, at the invitation of Rear-Admiral Yamagi, to observe these ships during gunnery and torpedo exercises.

Commander Duncan W. Grant, RAN and Chief Gunner Thomas L. Dix, R.N., who were among the small party which accompanied the cadets, submitted reports on the exercises to the Commanding Officer, RAN College, who forwarded them on to the Commonwealth Naval Board, from whence they were sent to the Admiralty.

The port watch under Chief Gunner Dix went on board the *Hirado* and the starboard watch under Commander Grant on board the *Chikuma*, which was the flagship. The cadets were taken to the ships by steamboats (each ship had two) as the Admiral considered the sea too rough for the College's own cutters to be used. On each ship the cadets were divided between the fore-bridge and the poop. The after-bridge, which only measured about 12ft. by 9ft., was crowded. On the *Chikuma*, there were 5 or 6 officers and 2 signalmen on the bridge, and on the *Hirado*, 4 officers, 2 RF operators, 5 voice pipe men, 2 telegraph men and the helmsman. Gunner Dix thought 'the number of people on the bridge to be out of proportion to the work being done'.

The *Hirado* indicated by flag when she was ready and the *Chikuma* hoisted the 'Clear for Action' signal. On the *Hirado* the signal was sounded by bugle. The ships were cleared for action in the same manner as in the RAN (boats turned in, anchor cables secured, etc.) and then 'General

Quarters' was sounded. The guns were cleared away and the crews fell in the 'closed up position'. One projectile was supplied to each gun. Although ammunition was not passed up to the guns in the presence of the party, this was carried out by electric chain hoists or, in an emergency, a rope whip driven by an electric motor. The guns were fitted with a cross-connected telescope and a combined telescope-periscope. Two ratings attended the telescopic sights and one set the sights. A further rating gave the range and deflection down a Rudolf's flexible hose. The breech was worked by a rating sitting astride the gun. There was no protection at the gun and the sightsetter and other crew had to stand. The Gunnery Lieutenant controlled the firing from the upper top, the 6in. gun receiving its orders, however, from the forebridge. Alterations of range and deflection were passed from the Gunnery-Lieutenant through the Captain and repeated by megaphone to the waist guns, and by voice pipe and megaphone to the poop guns. The sightsetters received their orders by flexible hose.

The actual gun drill was carried out very smartly and the moored targets were hit several times. Both Commander Grant and Chief Gunner Dix thought the exercises were carried out very noisily, no doubt the result of all orders being repeated on receipt and after execution (by megaphone). In general, the gunners' practice was similar to that in the RAN except that electric range and deflection receivers were not used, which meant more work for both sightsetters and gunlayer.

The next exercise was 'Fire Quarters'. The hoses, which were probably kept coiled rather than flaked as they were kinked, were played overboard by an engine-room party helped by the gun crews. The ventilation was, however, not closed and the boats were not turned on. The collision mats were then got out smartly by the gun crews. On 'Away all boats' crews' being sounded, the boats were turned out and lowered efficiently. During 'General Quarters' the Medical Branch attended to the 'wounded'. The ships carried 18in. torpedoes, which were kept on racks in the bulkhead. From there they were moved by overhead tramway. Commander Grant considered that 'not enough care was exercised in keeping the screws clear of the bulkhead while the torpedoes were being swung into position'. However, both he and Chief Gunner Dix thought the torpedo crews to be very smart, even though the gyroscope diagrams were not good.

The exercises ended with the men 'pulling around the fleet'. The fact that the crew wore thongs on board ship and carried their boots with them in the cutters seems to have aroused much interest.

The general impression was that the ships were dirty, although the vital items – such as guns, etc. – were 'spotless'. The exercises were carried out noisily and without too much enthusiasm. Commander Grant was surprised to find no exaggerated discipline. The men did not, for example, stand to attention when addressed. He was impressed by the Japanese method of standing at ease, though. This consisted of standing with one foot advanced – a much less tiring method. He summed up his impressions in the following words: 'It gave me the feeling that I was viewing evolutions which might have been considered up-to-date in our Fleet some ten years ago'.

Exhibition at Anzac Memorial, Hyde Park, Sydney

'Serving under the White Ensign, 110 years of the Australian Fleet'



This new feature exhibition opens on 27 March 2023 and will run for one year.

Further details are available at, <https://www.anzacmemorial.nsw.gov.au/events>

Photo of the Month



HMAS *Parramatta* [III], in Sept. 1961, shortly after commissioning in July 1961.
Parramatta served until 11 January 1991.

News

Evolved Cape-class patrol boats

The Royal Australian Navy took delivery of the fourth evolved Cape-class patrol vessel from shipbuilder Austal on 13 February 2023. The vessel, ADV *Cape Capricorn*, was officially accepted by the Commonwealth of Australia. Austal has now delivered four Evolved Capes to the Royal Australian Navy since the contract was signed in May 2020.

The fifth of the class and the future ADV *Cape Woolamai*, named after the headland at the south-eastern tip of Phillip Island in Victoria, was recently launched at the Henderson, Western Australia shipyard. The launching happened after approximately 12 months of construction and only four months after the launch of the last ECCPB, in September 2022.



ADV Cape Capricorn

In May 2020, Austal Australia was awarded a contract to design and construct six 'Evolved' Cape-class Patrol Boats for the Royal Australian Navy. In April 2022 Prime Minister Scott Morrison announced that a further two evolved Cape-class patrol boats would be ordered by the Australian Department of Defence in FY2023, bringing the total number of vessels ordered for the Royal Australian Navy to eight.

Touching tribute for Voyager survivors

On the moonless night of February 10, 1964 HMAS *Voyager* was sliced in half by the aircraft carrier HMAS *Melbourne* during a training exercise, 20 nautical miles from Jervis Bay, NSW. Almost six decades later, the Voyager Mess at HMAS *Creswell* aims to ensure Navy's worst peacetime disaster is remembered. It is the first time in Navy's history a warrant officer and senior sailor's mess had been named. Previously the only naval messes to bear names were a combined warrant officer and senior sailor mess and wardroom.



Members of the Voyager Survivors Association in front of the newly named Voyager Mess at HMAS Creswell.
(RAN Navy News)

Warrant Officer Andrew Jocumsen, who proposed the name change when he was mess president, said it was due to *Creswell's* relationship with *Voyager* survivors. "Many survivors were brought to *Creswell* because it was the closest Navy base, so a lot of them hold this place dear in their heart," he said.

A commemorative plaque was unveiled at the mess by Brian Hopkins, a *Voyager* survivor and president of the Voyager Survivors Association, on 9 February 2023.

The name change followed renovations to the mess, completed in 2021 as part of the Navy Capital Works Program. Warrant Officer Jocumsen said plans were in place to centralise all memorabilia related to *Voyager* at the mess and make it a single repository. The collection includes the original signal sent by *Melbourne* during the incident and will be displayed alongside other items for next year's 60th anniversary.

Video of the Month

Naval Historical Society of Australia Presentation

[RAN Fleet Air Arm 1998 to 2022 - YouTube](#)

Other interesting recordings of the monthly Zoom presentations to members can be accessed via the Society's [YouTube Channel](#). Alternatively, they can be accessed through the Society's [Research/videos page](#).



HTL *Tammar* Happy 40th

By Ross Gillett

It's not too often that units of the Royal Australian Navy reach that astonishing 40th birthday in naval service. A few warships and support ships from the early years enjoyed extended careers, but in more recent times they are few and far between.

One exception is the harbour tug large (HTL) *Tammar*, based in Western Australia and homeported to HMAS *Stirling*. The 302-tonne craft was originally ordered for the RAN on 30 March 1983, her tasks to perform general towing, torpedo recovery, target towing and oil-spill containment duties from *Stirling*.



Tammar in 1984. Photo courtesy RAN

Measuring 25.7-metres long, with a beam of 8.8-metres *Tammar* was laid down by Australian Shipbuilding Industries at South Coogee in Western Australia on 20 April 1983. She was launched on 10 March 1984 and completed five days later. In one of her career highlights, in May 1998 when a fire in the main machinery space aboard the oiler HMAS *Westralia* disabled the ship, *Tammar* rallied to her assistance and towed the ship back to harbour.

Tammar was provided to Defence Maritime Services as Government Furnished Equipment in 1997 and continues in that capacity under the new Fleet Marine Services Contract, Government owned, DMS Maritime operated with a crew of four to six.

Tammar has a top speed of 12-knots and a range of 900-nm @ 10-knots. The tug is powered by two General Motors 149 TI diesels, with two Kort-nozzle props; 2,560 bhp. Coastal endurance is 48-hours. When completed the vessel offered onboard accommodation for ten persons. Her bollard pull of 35-tonnes allowed for the towage ships up to 20,000-tonnes displacement. In RAN service her original number was 2601.



HMAS *Perth* is escorted back to Fleet Base West by *Tammar* in February 2022. Photo courtesy Chris Gee.

This Month in History

March 1827	CAPT James Stirling, RN, in HMS SUCCESS, named Garden Island, at the mouth of the Swan River, WA, where Fremantle now stands. Garden Island became HMAS STIRLING, (Fleet Base West), and forms part of Cockburn Sound, named by Stirling after RADM Sir George Cockburn, RN.
March 1874	HMVS NELSON was the first warship docked in the Alfred Graving Dock at Williamstown, VIC.
March 1901	The Commonwealth Naval Force came into existence. It's war equipment consisted of a motley collection of largely obsolescent warships, including, HMC Ships CERBERUS and PROTECTOR, torpedo boats CHILDERS, COUNTESS OF HOPETOWN, LONSDALE, NEPEAN, and MOSQUITO, gunboats GAYUNDAH and PALUMA, and a number of small naval auxiliaries. Naval personnel strength was 240 permanent members, and 1348 members of the Naval Brigade.
March 1916	HMAS PIONEER intercepted and sank the German supply ship TABORA off Dar Es Salaam, East Africa.
March 1919	HMAS Melbourne's service in the European theatre ended when she departed Devonport for Australia, finally entering Sydney Harbour on 21 May 1919 after a leisurely cruise via Suez, Singapore and Darwin
March 1928	HMAS SYDNEY starred in a film, depicting SYDNEY'S victory over the German armed merchant cruiser Emden, in 1914. Australian producer Ken Page made the film at Jervis Bay, NSW.
March 1930	A Seagull III amphibian aircraft crashed at Roaring Beach, TAS. The crew were Pilot officer Gordon Grant, RAAF, Observer LT Elliot, RN and Leading TAG Donald McGowan, RAN. The aircraft Flying from HMAS ALBATROSS entered a spin and crashed while spotting during a Gunnery Shoot. The pilot and the observer were injured and the TAG, Donald McGowan was killed. He was our first naval aviator to die in an air accident. The aircraft was written off.
March 1935	HMAS YARRA was launched at Cockatoo Island, Sydney.
March 1941	HMAS STUART was attacked seven times by German bombers while on passage to Piraeus. In the last attack she was near-missed by a large bomb. CAPT H. Waller wrote: "The last aircraft seemed to be out for my blood and nursed his second bomb until I remained on a steady course. The bombs being so large, however, they could be followed all the way down and the requisite alteration could be made".
March 1945	HMS ILLUSTRIOUS became the first ship to enter the Captain Cook Graving Dock at Garden Island, Sydney. ILLUSTRIOUS was heavily damaged in operations off Okinawa.
March 1953	The first rescue operation by a helicopter of the RAN was affected when an injured lighthouse keeper was rescued from Point Perpendicular Lighthouse, NSW.
March 1961	Sycamore XD654 ditched alongside HMS Hermes while operating from HMAS Sydney near the Cocos Islands and written off.
March 1969	CPO A. V. Rashleigh, and AB A. J. Sherlock, of Clearance Diving Team 3, cleared an enemy log barrier more than 30mts long, blocking a channel in the Mekong Delta. Troops dispersed along the channel banks kept the enemy at bay, while the divers fastened explosive charges under the log barrier.
March 1975	First Sea King delivered to RAN FAA.
March 1984	HMAS CESSNOCK rushed emergency medical aid and food supplies to cyclone devastated Borroodoola in Western Australia.
March 1992	RAN marksman, WOQMG C. Dowd, of HMAS CERBERUS, won the Australian Army's Highest Possible Score Cross. WOQMG Dowd was a medal winner at the 1990 Bisley Shoot.
March 2002	HMAS HOBART (D39) was scuttled in Yankalilla Bay, South Australia. She took 2 minutes and 17 seconds to sink.
March 2020	WO Agnes 'Lennie' Maiden, the first woman to be promoted to the highest rank as a senior sailor passed away aged 82. WO Maiden served in the Women's Royal Australian Naval Service (WRANS) for nearly 29 years, from 1956 until 1984
March 2022	The first evolved Cape class patrol boat, ADV Cape Otway, was handed over to the RAN

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 156 -Quickmatch to the rescue
- Occasional Paper 157 -The Torpedoing of HMAS Hobart 1942

Society Matters

Call for Volunteer Tour Guides and Cruise Commentators

The very popular tours and cruises conducted by the Society in Sydney are an effective medium for people to learn about the RAN's rich history. These enjoyable and interesting events are also core business and an important source of revenue essential to Society operations.

A strong team of cruise commentators and tour guides is essential for success. We need more of both as demand for the tours and cruises increases.

In addition to meeting new people and telling Navy's 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. More information about volunteering and guiding is available on the [website](#). Please contact us if you are interested in becoming a tour guide or cruise commentator.

SOCIETY DOMAIN NAME CHANGE

In our ongoing efforts to maintain maximum ICT security for the Society's office systems and members the Society's has changed its domain name. That is the '.org' has been removed. This change is effective immediately.

www.navyhistory.au

As a result, all previous email addresses have changed. The new addresses are:

MAIN ADDRESS:	office@navyhistory.au	replaces secretary@
MEMBERSHIP:	membership@navyhistory.au	
TOURS:	tours@navyhistory.au	
CRUISES:	cruises@navyhistory.au	
RESEARCH:	research@navyhistory.au	
SALES:	sales@navyhistory.au	replaces publications@
LIBRARY:	library@navyhistory.au	this is a new one

These changes will **not** affect access to the Members area of the website

Please update your records with these changes. Any queries, please email to the main address above, or call the office on Tuesday or Thursday between 0900 and 1400 hours.

Another aspect of this initiative is the removal of e-mail addresses from the website 'contact us' page. New users will need to message the Society via the form provided on this page.