



# Call the Hands



Issue No. 92

Aug/Sept 2025

## From the President

Welcome to our fourth edition of *Call the Hands* for 2025. Accompanying this edition are two occasional papers which I trust you will find of interest. Both papers were authored by long term supporter of the Society and naval historian, Commander Greg Swinden. His outstanding support over several decades is greatly appreciated.

In each edition we aim to include articles across the almost 125 years of RAN history. To this end, occasional paper 197 describes a serious incident involving HMAS *Countess of Hopetoun* in 1915. The '*Countess*' as she was nicknamed, was a First class torpedo boat commissioned into the Victorian colonial naval forces in 1891. It later transferring to the Commonwealth Naval Forces in 1901 and then the Royal Australian Navy in 1911.

Occasional Paper 198 addresses the contribution made by a small number of RAN medical personnel to the second United Nations Assistance Mission for Rwanda (UNAMIR II). The Australian Defence Force contribution was named Operation *Tamar*. The operation commenced in July 1994 and ended in August 1995, thirty years ago. This paper describes their experience including the trauma of witnessing the aftermath of the infamous Kibeho massacre in April 1995.

A key issue highlighted by this paper is the personal impact of such trauma on individual ADF members. Trauma is an issue which needs to be recognised and managed with care on their return home. Fortunately, the ADF has made significant improvements in this regard since Rwanda. Similarly, preparation for such challenging events in the form of training in ethical decision making has greatly improved in the ADF. To better understand the need for such training and what is involved, visit the Defence Departments website, [The Forge](#) for more information.

Unfortunately, the incidence of massacres and other atrocities has not lessened since 1994. UN Peacekeepers in Bosnia and Herzegovina, the Democratic Republic of the Congo, Somalia and Sudan as examples, have all experienced similar incidents. Within the ADF there have been serious breaches of the values and ethics expected of its members. Fortunately, these are few. Society expects its defence force members to hold a higher standard than the wider community and set the example especially in times of need.

As always, the Society strives to provide the best possible service with its website being central to operations. The 'classifieds' on page 16 provide links to many of its features. In addition, there are more than 5,000 posts/stories available for your reading pleasure. Happy surfing.

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 [www.navyhistory.au](http://www.navyhistory.au)  
Email [secretary@navyhistory.au](mailto:secretary@navyhistory.au)  
Phone +61 2 9537 0034  
ABN 71 094 118 434  
Patron Chief of Navy

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## HMAS Australia and the 1940 Sunderland Rescue

On Monday 28th October 1940. I was serving as an eighteen-year-old Midshipman in HMAS *Australia*, an 8-inch gun cruiser. At that time, we had arrived on the Clyde at Greenock, Scotland, only two days earlier, after passage from Gibraltar. What a contrast we found the weather from our recent time in the tropics; cold days and even colder nights, and rough Atlantic weather to cope with at sea. We were ordered to sea that afternoon, to join the search for a German merchant raider, reported operating against our shipping, keeping open the life line from the United States. The convoys were necessary for Britain's survival, bringing food, oil, etc., to allow the continued struggle against Germany by Britain and her dominions, Australia, Canada and New Zealand. In 1940, this small group alone represented the free world against the might of the Third Reich.

*Australia* and her crew were here to play our own small part in those very dark days. Notwithstanding the growing U Boat menace, and the wide geographic area covered by German aircraft, our merchant ships and those of many neutral countries were still at sea; many ships survived to arrive at their destinations on the West coast of the United Kingdom.

As Tuesday dawned, we learned of a coastal command Sunderland flying boat which had made a forced landing in the Atlantic Ocean west of the Hebrides. The Sunderland had left its base at 1700 on Monday evening, sent out to escort a convoy. The poor visibility prevented them finding their convoy, and the weather was too bad to enable the crew to obtain a direction finder bearing for their base. The high winds caused more fuel to be used than normal, and so at 0700 next morning they ran out of fuel and were forced to attempt a landing in the Atlantic Ocean. It was a magnificent feat of airmanship for the pilot to put his flying boat down into this raging sea without capsizing it.

Our task was to try and locate this R.A.F. aircraft. There was a gale blowing, the barometer had fallen, visibility was poor, and finding the Sunderland in such adverse conditions appeared difficult, if not unlikely.

The ship was running with an extremely rough sea, rolling heavily. During the afternoon, the flying boat kept up transmissions on her radio so that we could use our direction-finding equipment to locate her, and then search along this bearing. Just after noon we received a message from the flying boat: "*Hurry up – am breaking up*". As we approached closer to her estimated position we made smoke at intervals, hoping the crew could spot us. Visibility was now very low, and we had increase speed to 26 knots in an attempt to arrive before it was too late – but the ship was making very heavy weather of the prevailing conditions.

A huge sea was running and our heavy cruiser, picked up on the crest of each wave then surfed down it into the next trough with the wind blowing a gale. At 1435 the *Sunderland* was sighted ahead, her tail occasionally visible above the huge waves – a crew member constantly operating a flashing light to guide us. When only half a mile from the flying boat, one of her floats dropped off; a moment later, an enormous wave picked the *Sunderland* and flipped it completely over on its back. We could see only one crew member perched on the upturned boat.



*A card produced from a painting of this event by T.J. Callen. It was sold on board HMAS Australia, and I sent a copy home to Melbourne in November 1940.*

We now approached from upwind drifting down onto the wreckage, ropes having been prepared over our starboard side. Scrambling nets, and jumping ladders were also placed over the starboard side. We suddenly sighted a group of airmen in the water with life jackets on – the ship drifted towards them and rescue ropes were passed. However, the rough and icy Atlantic prevented the airmen from securing a rope to themselves – they were too exhausted to tie a knot – salvation at hand, but were the elements going to win after all?

*Australia* was rolling heavily, one minute the starboard side would be feet under water, then a heavy roll would reverse to port, and the starboard side would be well clear of the water. Given the force of the wind, and the state of the sea the only way to pluck the survivors from the Atlantic was to send several officers and sailors over the side with bowlines to secure to the airmen. These were led and encouraged by Commander J.M. (“Jamie” or “Black Jack”) Armstrong RAN. One by one they had to be hauled on board. With the ship rolling heavily, the airmen’s heavy water-logged gear made for a long and difficult task. Persistence and sheer bravery from those over the side securing each airman finally triumphed. Nine of the crew of thirteen were finally on board, suffering from exposure, but they would be safe after time spent in the sick bay.

The remaining four of the crew drifted out of reach past *Australia*. I can still recall the utter frustration of seamen trying to reach this group with heaving lines, but the wind force made it totally impossible to cast a line – it merely blew back in one’s face before achieving its objective – to reach the doomed four. At 1725 we were forced to abandon our rescue attempts, altered course to the South and proceeded at only 9 knots into the face of the storm.

The *Sunderland* and her crew had survived seven and a half hours in a howling Atlantic gale before their luck ran out, and the aircraft overturned. The airmen were all sea sick and very weak from this ordeal. I can still visualise the joy on the faces of those rescued, and remember the anger and the sadness we all experienced at having to leave the remaining four to face a certain death.

Story by Lieutenant Commander Mackenzie ‘Mac’ Gregory (Ret’d)  
[Ahoy - Mac's Web Log - HMAS Australia to the rescue](#)

## The Great White Fleet visits Australia, 1908

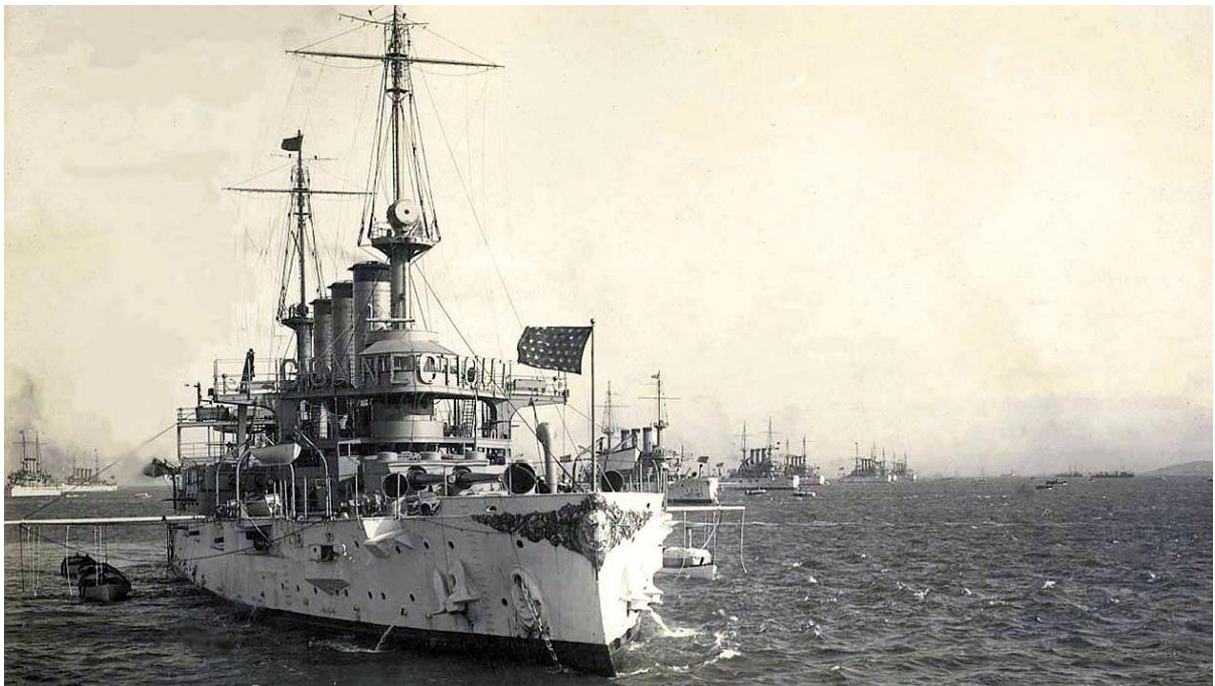
In 1907 President Theodore Roosevelt dispatched the US Navy Atlantic Fleet on a round the world tour (peace mission). Sixteen ships and 14,000 men left port in Hampton Ponds, Virginia on 16 December 1907. The cruise took them to South America, Hawaii, New Zealand, Australia, the Philippines, Japan, Malaya, and back home through Suez and the Straits of Gibraltar. The tour took 15 months, and was a diplomatic and popular success.

The warships, led by the flagship USS *Connecticut*, were painted white to denote peace. They would become known as The Great White Fleet.

The cruise was a propaganda campaign of extraordinary proportions, a showcase of naval power beyond anything ever before attempted during peacetime. It was also a practical and strategic exercise testing the battle-readiness of the US navy and demonstrating its ability to patrol and protect the US west coast and Pacific interests.

Despite the fact that several ships were antiquated, their arrival had a powerful impact on Australia, politically independent for seven years but still reliant on British military muscle to guarantee its independence.

Concern about this reliance was exacerbated by Britain's decision to withdraw its Pacific naval presence, and the destruction of the Russian navy by the Japanese during the Russian-Japanese war of 1904–05. The symbolic victory of an Asian navy over a 'European' power, coupled with the fact that there was still no formal Australian navy, would have made the presence of the US battleships even more significant.



USS *Connecticut* and the United States Navy Atlantic Fleet at anchor in Port Phillip

On 20 August 1908 the fleet arrived in Port Jackson, Sydney. It was given a tremendous welcome. The day was declared a public holiday and a week-long celebration followed.

The celebrations were surpassed only by those conducted for Federation. Ignoring Britain's concerns, the Prime Minister, Alfred Deakin, overlooked protocol when he invited the Americans to visit. The warships were a dramatic presence when they arrived in Australian waters. In Sydney 80,000 people stood on South Head to watch them enter harbour.





Visitors boarding "Connecticut", State Archives Collection, Museums of History NSW.

A visit to Melbourne followed with the Fleet steaming through the Rip and into Port Phillip Bay on the morning of 29 August 1908. Melburnians laid out the red, white and blue welcome mat for the new Pacific maritime power. Records describe months of preparations by state and city officials to celebrate the visit.

Details of the hospitality afforded the visiting sailors, newspaper reporting and vast range of souvenirs offered can be found by visiting the websites listed below.

## References

Australian War Memorial: The Great White Fleet, [Forging the Nation - Federation: the First 20 years](#)

Museums of History New South Wales: [The Great White Fleet, 1908](#)

Public Record Office Victoria: [Great White Fleet - 105 years on](#)

University of Newcastle: [Souvenir of the Visit of America's Fleet \[1908\]](#)

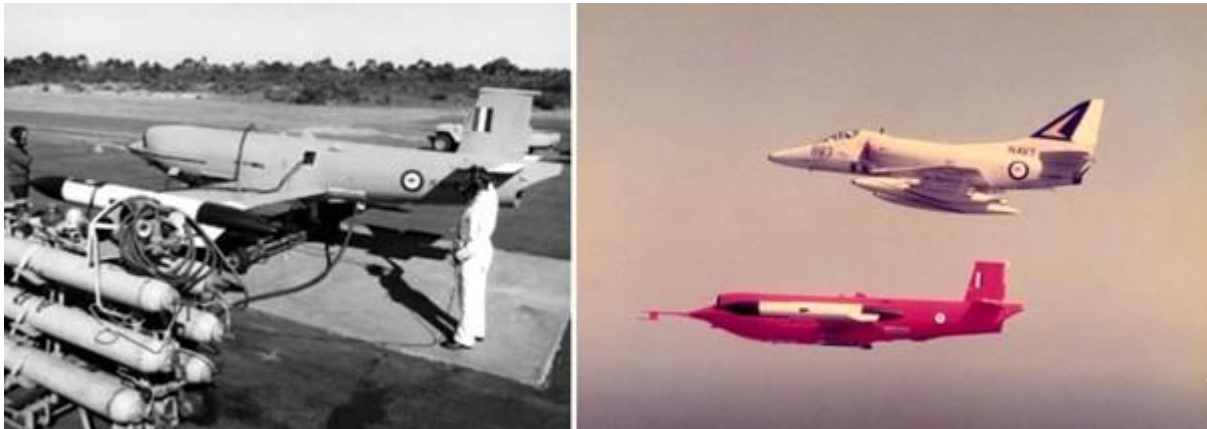
Dr David Stevens: Feature History, [Great White Fleet](#), Sea Power Centre-Australia

## Jindivik Pilotless Target Aircraft

The Jindivik Pilotless Target Aircraft was a sub-sonic unmanned jet-propelled target plane (drone) developed as part of a bilateral agreement on guided missile testing between Australia and the United Kingdom. Development of the Jindivik began in 1948, with the first flight of the piloted derivative, known as the Pika, taking place in 1950. The first flight of the unmanned version (Jindivik) was conducted in August 1952.

The Jindivik Mk.1 was powered by an Armstrong Siddeley Adder turbojet, which was developed as a disposable engine for the project. Only 14 Mk.1s were built before a modified version, the Mk. 2, entered service. The Mk.2 was powered by an Armstrong Siddeley Viper engine. This engine was designed for a short lifespan – about 10 hours.

Eighteen commands could be issued to the autopilot with six further commands for the operation of other on-board equipment. The drone was launched via a self-steering trolley. At 110 knots, the drone applied its flaps, pushed the elevators up and released from the trolley. Landing was made between 125 and 150 knots. Two controllers (azimuth and elevation) were used to align the drone on the runway. On landing it touched down on its skid. Banking would cause the wingtip 'shoes' to touch the runway, which controlled its path down the runway as it slowed.



*Left: A Jindivik Pilotless Target Aircraft being prepared for flight at the Jervis Bay Range Facility. Right: A Jindivik being shadowed by an A-4 Skyhawk during a test flight.*

Between 1952 and 1986, a total of 502 Jindiviks were built by the Government Aircraft Factory in Melbourne for use mainly by the Royal Air Force, Royal Australian Air Force and the Royal Australian Navy, although a small number were exported to Sweden and the United States. The RAN operated a total of 42 of the Jindivik Mk.203A & B series target aircraft from 1966 until 1998. These were based at the Jervis Bay Range Facility and were used for live missile and gunnery practice. Its major role was training, mainly with the Seacat and Tartar missile systems – with Seacat requiring a human 'Seacat Aimer' to actually guide the missile onto the target. It was also used as a target for Sidewinder air-to-air missiles carried by the RAN's A4 Skyhawk fighter-bombers. Additionally, the Jindivik could be fitted with various counter measure systems and could effectively simulate an enemy missile or aircraft attack against ships.

Originally designed as an expendable target, the Jindivik's features and reliability enabled it to fly many times without being destroyed. It had an excellent speed and high-altitude performance as well as being able to conduct low-level flight over the sea. It could trail smoke, tow infrared and radio frequency decoys and fire flares to avoid destruction during live firings. The Jindivik was retained in service until 1998 when it was finally replaced by the BAE Kalkara unmanned aerial target.

**Source:** Sea Power Centre Australia, [GAF Jindivik Pilotless Target Aircraft](#).

## HMAS *Macquarie* and photograph from Navy News Paper 6 July 1961

HMAS *Macquarie* was one of 12 River Class Frigates built for the Royal Australian Navy during World War II. *Macquarie* commissioned at Sydney on 7 December 1945 under the Command of Lieutenant Commander Leslie M Hinchliffe DSC RAN. She paid off into E Class Reserve on 19 December 1946 after only one year of seagoing service and having steamed 20,074 miles.

After almost six years in Reserve, *Macquarie* recommissioned at Melbourne on 15 August 1952. After working up, *Macquarie* paid a brief visit to Port Moresby enroute to Darwin and the Monte Bello Islands, where she conducted surveillance activities and duties as the weather support ship for the first British atomic test which took place at Monte Bello on 3 October 1952. *Macquarie* returned to the Australian east coast late October, operating in east coast waters until April 1953. During this month she deployed to Darwin. She was based at Darwin from 24 April to 8 September. This period included a three-month stint in the waters off Darwin carrying out surveillance of the Japanese Pearlring Fleet.

*Macquarie* returned to Sydney on 19 September 1953 and paid off into Reserve on 17 March 1954. During her second commission, *Macquarie* steamed a further 31,146 miles for a combined total over both commissions of 51,220 miles. She was sold to be broken up as scrap on 5 July 1962 to HC Sleigh & Co for Mitsubishi (Australia) Pty Ltd.



Photograph from Navy News Paper published on 6 July 1961. The photograph was taken in December 1952 during her second commission.



## Browse articles H.M.A.S. MACQUARIE

Many "When and Where" questions followed publication in "Navy News" on July 6 of this dramatic picture of H.M.A.S. MACQUARIE "braving the seas"; with her bow clear of the raging seas.

The frequency with which questions arrived had Navy News staff non-plussed — all the information we had was contained in the caption.

But, as we often have found, an answer is usually available.

Here it is, as written by Commander A. I. Chapman, R.A.N., now at H.M.A.S. WATSON.

"I had the honour to command MACQUARIE during her second commission, 1952 and 1953. The ship was a unit of the First Frigate Squadron and the picture published was taken in early December, 1952, from the upper deck of the Fleet Salvage tug H.M.A.S. RESERVE, during a severe gale in Bass Strait. RESERVE was engaged in towing an Admiralty Floating Dock from Manus to Melbourne and had reached the last lap of the journey.

"MACQUARIE had been detailed by F.O.C.A.F. to rendezvous with RESERVE and the Dock east of Sydney and escort the tow to Melbourne. A deep depression centred south of Tasmania caused gale force winds and very heavy seas in Bass Strait.

"Course was reversed for 24 hours near Gabo Island until the depression had passed further eastward. However, the gale conditions persisted for some time and it was two days before RESERVE could make headway with the dock.

"After passing into Bass Strait on the second day and reaching a position about half-way to Wilson's Promontory, the weather took a sudden turn for the worse.

"RESERVE received a severe beating for the next 24 hours and was unable to make headway at all.

"She only just managed to keep the dock into the wind, which was blowing at 70 m.p.h. and gusting higher.

"It appeared that the dock was being carried to the east by the precipitous seas and high winds, with RESERVE herself being towed as a sort of sea anchor.

"In order to keep steerage way MACQUARIE had to maintain revs for three knots which meant it was necessary to slowly circle the dock in order to remain with it, a somewhat trying and certainly uncomfortable experience for all on-board.

"The seas were very steep with successions of heavy rollers actually breaking on the crests.

"We estimated the height from trough to crest of some of these seas as 30 to 40 feet, as the crests were frequently higher than the bridge whilst in the trough.

"During the gale MACQUARIE went up ahead of the tow several times to spread oil and it was during such a run up past RESERVE that the somewhat dramatic picture was taken from that ship.

"The spreading of oil incidentally, was very successful and proved of considerable benefit to the tow.

"It may interest some readers to know that the Senior Navigation Instructor in WATSON, Lieutenant-Commander J. M. Kelly, was my Navigating Officer in MACQUARIE at the time."



## S Class Destroyers

The S class destroyers (initially known as the Modified Trenchant class) was a class of 55 destroyers ordered for the Royal Navy in 1917 under Emergency War Programmes. They saw active service in the last months of the First World War and in the Russian and Irish Civil Wars during the early 1920s. Most were relegated to the reserve by the mid-1920s and subsequently scrapped under the terms of the London Naval Treaty. Eleven survivors saw much action during the Second World War.



*Four S class destroyers departing Port Jackson led by HMAS Tattoo.*

In 1919 five S class destroyers were gifted to the RAN along with the flotilla leader, HMAS *Anzac*, as replacements for the RAN's obsolete River Class destroyers. They were built in the UK in 1917/18 and commissioned into the RAN in 1920. They were named HMA Ships *Stalwart*, *Success*, *Swordsman*, *Tasmania* and *Tattoo*.

These ships displaced 1,075 tons had the dimensions of, length 276ft, beam 26¾ft and draught 10½ft. The armament included, 3×4" guns, 1x2pdr, pompom, machine guns and 4×21" torpedoes. They had a top speed of 34 knots and a complement of 90 officers and ratings. The majority of their service life was spent in port, and on the east coast, the only exception being *Tasmania*, which visited New Guinea in 1924. They paid off and went into Reserve in the late 1920s to 1930, and were all sold by 1937.



*HMAS Success (I) circa 1929.*

HMAS *Success* commissioned in 1920 but was placed into reserve at Sydney on 6 October 1921. She recommissioned on 1 December 1925 and served in waters around Australia, with the exception of Western Australia, making a brief visit to Port Moresby in May 1926. It decommissioned again on 21 May 1930 and was once more placed into reserve. It was eventually sold for breaking up on 4 June 1937.

## The capture of German colonial possessions in the Pacific

One hundred and ten years ago and less than one year after arrival of the RAN's first fleet units in Australia, ships of the RAN and its naval Reserve Brigades conducted operations to capture German colonial possessions in the Pacific Ocean during the months of August and September 1914.

The major deployment to capture German New Guinea followed immediately after the raising of a volunteer force named the Australian Naval and Military Expeditionary Force composed of a battalion of 500 naval reservists and time-expired Royal Navy sailors, and a battalion of 1,000 infantry. The force embarked in the transport HMA Ship *Berrima* which was escorted by HMA Ships *Australia*, *Sydney*, *Encounter*, *Parramatta*, *Warrego*, *Yarra* and the submarines AE1 and AE2. These ships were supported by a store-ship and three colliers.

Prior to the New Guinea campaign, HMA Ships *Australia* and *Melbourne* conducted Australia's first coalition operation when they escorted 1,400 New Zealand troops to occupy German Samoa. This was done in company with ships of the Royal Navy and a French cruiser. Faced with this force, the colony surrendered without a fight on 30 August 1914.

Subsequent to the capitulation of German New Guinea, HMAS *Melbourne* steamed to the German wireless station on Nauru in late September and landed 25 personnel. They likewise captured the territory without opposition.

### Further Reading

Pfennigwerth, Ian, [The RAN and the Capitulation of German New Guinea](#), Naval Historical Review March 2014 edition.

Sea Power Centre Australia, [The capture of German colonial possessions in the Pacific](#).

### HMA Ship *Berrima*

The former P & O liner *Berrima*, called into service by the RAN for troop carrying duties, became the first Australian naval vessel to be involved in an amphibious assault. HMA Ship *Berrima* with units of the Australian Army embarked was tasked with the occupation of German colonies in New Guinea. The following April, she towed the Australian submarine AE2 across the Indian Ocean prior to the boat's bold transit of the Dardanelles into the Sea of Marmora, as the Anzacs landed at Gallipoli. *Berrima* paid off three months later, and after surviving a torpedo attack in the English Channel in 1917, she continued on a chequered career until her scrapping in Japan in 1930.



## Photo of the Month



The de Havilland Sea Venom 53 was a British designed and built two-seat fighter all weather (FAW) in service with the Royal Australian Navy from 1956 to 1966; replacing the piston engined Hawker Sea Fury. The RAN purchased 39 Sea Venoms.

The Sea Venom was the naval version of the Venom NF.2 two-seat night fighter. The necessary modifications for use on board aircraft carriers included folding wings, a tail-hook and a modified and strengthened undercarriage. The 808 Squadron, reformed in the United Kingdom on 23 August 1955, was the first RAN Squadron to be equipped with Sea Venoms which were formally accepted into RAN service on 27 February 1956. The squadron embarked in HMAS *Melbourne*, which had recently commissioned and arrived in Australia in April 1956.

Sea Venoms were also operated by 805 and 816 Squadrons embarked in *Melbourne* during deployments to Southeast Asia, while serving as part of the Far East Strategic Reserve. They also operated on escort duties for the fast troop transport HMAS *Sydney* to Vung Tau Harbour, Vietnam during 1965 and 1966. The aircraft's main role was to provide 24-hour fighter protection for the fleet from enemy aircraft.

The phasing out of RAN service began in mid-1966. The Sea Venom was replaced by the US McDonnell Douglas A4 Skyhawk, although 724 Squadron operated four as target towing aircraft up until June 1973.



## News

### Mogami Frigate

The upgraded Mogami is significantly larger and has much greater firepower than the Anzac-class vessel it will replace but requires fewer sailors.



The Federal Government recently announced that a Japanese design has been selected to fulfil the requirements of the Royal Australian Navy's new general-purpose frigate.

The government says 11 MHI upgraded Mogami-class frigates will be acquired for \$10 billion, the first three of which will be built in Japan by Mitsubishi before production of the remaining eight vessels switches to a new dedicated facility operated by Austal at the Henderson Defence Precinct south of Fremantle.

The upgraded Mogami features 32 Mk41 vertical launch system cells compared with 16 cells on the original Mogami design and just eight on the Anzac class, an improved radar, and an increase of 10 metres in length to 142 metres and in its full-load displacement to 6200 tonnes. Japan also plans to acquire 12 upgraded Mogamis from 2027 to add to its 12 original Mogami-class frigates.

Compared with the Anzac-class ships it will replace, the upgraded Mogami displaces 3000 more tonnes, has 50 per cent more range, and much greater firepower with torpedoes, surface-to-air missiles and anti-ship missiles. But with many automated systems requiring a crew complement of just 90, it will require 40 fewer sailors than an Anzac.

## Video of the Month

### Norman Lee's story

Norman Lee enlisted in the Royal Australian Navy in May 1948. Following initial naval training in HMAS *Cerberus*, he commenced pilot training with the RAAF at Point Cook. Graduating as a probationary pilot, he travelled to the United Kingdom aboard SS *Strathmore* for deck landing training with the Royal Navy. On return from the UK he was promoted to Sub Lieutenant and undertook further naval training prior to joining No. 817 Squadron at the Naval Air Station, HMAS *Albatross*.

Norman saw service in the Korean War aboard HMAS *Sydney* in September 1951, when *Sydney* relieved HMS *Glory* as the carrier representative of the British naval forces in the Korean theatre. Norman took part in operations on the eastern and western coasts of Korea. He was aboard *Sydney* when she weathered Typhoon Ruth at sea in October 1951. Norman remained in *Sydney* for the duration of her service in the Korean War, during which time more than 2,000 sorties were flown from her deck. Norman recalls that he became very close with two mates with whom he had undergone training. He remembers that they were a tight group and always went ashore for R&R in Japan together. In Kure they enjoyed steaks that were not available aboard the ship and in Sasebo his favoured drink was a milkshake. Both his friends were individually shot down at one point by ground fire, but fortunately both were quickly recovered, so Norman did not have long to worry about the fate of his friends.

Following the war, Norman remained in the navy and rose to the rank of Commodore. During his thirty-three years of service Norman flew twenty-five different types of military aircraft. He commanded HMAS *Queenborough*, HMAS *Vampire*, No. 724 Naval Air Squadron and the shore bases HMAS *Kuttabul* and HMAS *Albatross*. Norman retired in 1981.

Source: Department of Veterans Affairs, Anzac Portal, [Norman Lee's story](#)

## Occasional Papers

- Occasional Paper 197 - The Countess of Hopetoun Incident 1915
- Occasional Paper 198 - Operation *Tamar*

## This Month in History - August

August 1900	HMCS PROTECTOR, (CAPT W. R. Creswell, RN), sailed from Adelaide to China, to participate in quelling the Boxer Rebellion.
August 1908	The American 'Great White Fleet', 16 warships plus auxiliaries, under the command of ADM Charles Sperry, USN, arrived in Sydney, and remained there until 27 August, when they sailed for Melbourne. The Prime Minister Alfred Deakin deliberately breached protocol by bypassing British authorities and despatching a timely invitation direct to Washington. It worked as intended, a direct challenge to Britain that there were alternatives to Australia in forming it's own navy, outside of a British alliance.
August 1914	VADM Sir George Patey, RN, wrote the first wartime order for the RAN, and for that matter the Commonwealth of Australia, whilst onboard his flagship, HMAS AUSTRALIA, (battle-cruiser). It was Operational Order No. 1, headed 'Intention'.
August 1917	'When a submarine is sighted, I am going for her,' signalled CMDR Warren, RAN, commanding HMAS PARRAMATTA, in the Red Sea. Obviously impressed by Lord Nelson's fighting spirit.
August 1922	The light cruiser HMAS ADELAIDE, (CAPT J. B. Stevenson, RAN), was commissioned. ADELAIDE was laid down in Cockatoo Island Dockyard, Sydney, in January 1915, and launched on 27 July 1918. Lady Munroe, (Wife of the Governor-General), performed the launching ceremony.
August 1934	A Seagull amphibious aircraft from HMAS AUSTRALIA was blown from its cradle and wrecked, in a gale in the Great Australian Bight.
August 1940	HMAS HOBART'S amphibian aircraft, made a solo bombing raid on the Italian airfield at Zeila, Somaliland. Italian bombers retaliated by straddling HOBART with bombs.
August 1942	Engaged in the Battle of Savo Island, the cruiser HMAS CANBERRA, (CAPT F. E. Getting, RAN), was mortally damaged in a surprise night sortie by ADM Mikawa's Cruiser Squadron. CANBERRA was hit by torpedoes and point-blank gunfire. 10 officers and 74 ratings, including her commanding officer, were killed. CANBERRA was sunk by American destroyers when the extent of her damage was realised. The US Ships ASTORIA, QUINCY, and VINCENNES were also lost in the battle.
August 1944	LEUT L. E. Yock, RANVR, led a section of motor torpedo boats in an attack on two German torpedo boats, and two coasters, at Cape d'Antifer, France. Yock's boats came under heavy shore fire but pressed the attack, leaving one enemy torpedo boat on fire and the other silenced.
August 1950	The frigate HMAS SHOALHAVEN, (CMDR I. H. McDonald), joined the Commonwealth Fleet blockading the coast of Korea.
August 1955	LEUT J. R. Bluett and LEUT P. McNay, (of 805 Squadron, RAN Fleet Air Arm), shot down a pilotless Auster aircraft, three miles to seaward off Sydney. The aircraft took off without its pilot from Bankstown Airfield, and flew over Sydney for two hours. Bluett and McNay, flying Sea Furies, fired a burst each into the Auster, which crashed in flames into the sea.
August 1964	USN nuclear-powered ships ENTERPRISE, LONGBEACH, and BAINBRIDGE, visited Australia.
August 1974	HMAS DUCHESS recommissioned and replaced HMAS ANZAC (II), which had decommissioned just three days before, as the Fleet Training Ship
August 1979	Trials of the Australian-designed and developed Mulloka Submarine Sonar System were completed in HMAS YARRA.
August 1984	The RAN's first female Chief Bosun's Mate, PO Janet Wicks, was appointed to HMAS CERBERUS, VIC.
August 1992	HMAS DARWIN arrived on station in the Arabian Gulf for her 115-day deployment. In this patrol she was to board 296 merchant ships passing through her Patrol area.
August 2003	HMAS BRUNEI departed Bougainville, bringing to an end six years of RAN support to the peace monitoring group, as part of Operation Belisi II. RAN landing craft heavy had been regularly deployed to Bougainville since late 1997.
August 2018	The outstanding service of the Royal Australian Navy's Helicopter Flight Vietnam (RANHfV) was recognised with the presentation of the Unit Citation for Gallantry at a ceremony conducted by the Governor-General Sir Peter Cosgrove and former Chief of Navy Vice Admiral Tim Barrett at the Australian War Memorial.
August 2020	Retrospective VC awarded to Seaman Teddy Sheean for his actions during the loss of HMAS ARMIDALE on 1 December 1942. It is the first VC for the RAN.



## This Month in History - September

Sept 1873	The graving dock at Williamstown, Melbourne, was completed.
Sept 1900	A force of 600, drawn from the Australian Naval contingents, assembled at Tientsin for the attack on Chinese Boxer fortifications at Peking.
Sept 1914	HMAS ENCOUNTER shelled German positions at Toma, New Britain. This was the first occasion a ship of the RAN had fired on an enemy.
Sept 1918	HMAS MELBOURNE patrolled the Norwegian coast for German surface vessels.
Sept 1926	LCDR F. C. Darley, RN, was killed while leading a boarding party to recapture a British river steamer, seized by Chinese pirates at Wanh sien. Darley distinguished himself in HMAS AUSTRALIA in May 1917, when he rendered safe a damaged 30 cm shell, jammed in a hydraulic hoist. He cleared the hoist of personnel and removed the fuse of the shell with a crowbar and a spanner. On the night before his death LCDR Darley wrote in a letter to his mother:- 'I pray to God that I shall do nothing that may bring discredit on the White Ensign'.
Sept 1932	HMAS ENCOUNTER was scuttled off Bondi Beach, Sydney. She lies at a depth of around 74 metres and is dived regularly.
Sept 1940	Australian troop convoy US 5 departed Fremantle with Dutch liners CHRISTIAAN HUYGENS (16,287grt), INDRAPOERA (10,825grt), NIEUW HOLLAND (11,066grt), and SLAMAT (11,636grt). 4262 troops were carried in this convoy. The convoy was escorted by HMAS CANBERRA from 22 September to 2 October.
Sept 1942	Engaged in Operation Stream-Line-Jane, HMAS NAPIER entered the Vichy-French port of Morandava, in Madagascar, and landed 50 commandos. The landing was made in a violent thunderstorm, which enabled the commandos to surprise the defenders, who laid down their arms after the exchange of a few shots. NAPIER returned to Diego Suarez with six prisoners, including the Mayor of Morandava. HMA Ships NIZAM and NORMAN covered the assault on Majunga, and were later engaged in intercepting small craft attempting to escape from the port.
Sept 1945	HMAS HAWKESBURY became the first ship of the RAN to enter Singapore since the surrender to the Japanese in 1942
Sept 1950	HMAS BATAAN in company with HMCS ATHABASKAN assumed responsibility for blockading the Kunsan area. On the same day, both ships carried out an intensive bombardment of Youjiko To Island where Marines had been repulsed with losses the previous afternoon.
Sept 1956	In the first of only two offensive actions undertaken by Royal Australian Navy ships during the Malayan Emergency (1948-60), ANZAC (II) and TOBRUK (I) bombarded terrorist positions south of Jason Bay in Johore State.
Sept 1968	851 Squadron recommissioned at NAS Nowra as a training and transport squadron flying Grumman Trackers and Dakotas.
Sept 1970	HMAS HOBART ended her third deployment in Vietnam, by providing gunfire support to the Australian Task Force in the Long Hai hills. HOBART fired 16,901 rounds during the deployment.
Sept 1976	HMAS HOBART arrived in Sydney, after completing a circumnavigation of the world. HOBART showed the Australian flag in 19 ports and 12 countries.
Sept 1987	The RAN's three surviving Bell UH1B Iroquois helicopters flew their farewell flight over Canberra on withdrawal from service.
Sept 1991	HMAS DARWIN visited her name-city, on completion of her first deployment as a unit of the United Nations' fleet in the Arabian Gulf.
Sept 2002	HMAS ADELAIDE (II) arrived in Ho Chi Minh City, Vietnam, for a good will visit.
Sept 2017	HMAS Hobart (III), lead ship of the Hobart class Air Warfare Destroyers commissioned.
Sept 2021	HMAS PALUMA (IV) and HMAS MERMAID (I) decommission in a joint ceremony at Cairns.

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/>

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