



GREENBANK NAA NEWSLETTER

GREY FUNNEL DITS



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Happy New Year

Welcome to 2019

Greenbank Events for January / February 2019:

Wednesday 30 January.....	Executive Meeting	1000 – 1130	RSL Rooms
Sunday 10 February.....	AGM	1030 – 1200	RSL Rooms
Wednesday 27 February ...	Executive Meeting	1000 – 1130	RSL Rooms

The dawn of a new year, 2019 started with the usual bang heard all over the state to ring in the new year. The Editor trusts that all our readers and their families are well after a hectic festive season.

The year of 2018 ended here at Greenbank with our traditional Christmas luncheon held within the RSL Meeting rooms.

A great turnout was shown by members and their wives/partners with liquid fluid flowing from 1000, food was well presented and laid out as a buffet with all the usual Christmas trimmings prepared magnificently by our ladies who always do a great job for us Blokes.

After the enjoyable lunch the raffles were drawn with everyone hoping to win a ham for their Christmas. The major prize donated by Lucy Kingston Kerr was won by our guest for the day RSL Sub Branch President Eric Cavanagh, well done Eric.

Plenty of food was left over so sales to the highest bidder were held which proved very successful.

The luncheon finished with the traditional glass of port.

Editors Request:

Articles for the newsletter can be handed in at meetings, or by email: articles may be edited to fit the newsletter.

The contents of this edition of the newsletter have been obtained from information provided from Len Kingston-Kerr whom I thank greatly, various publication publications and NAA information emailed in.

Naval Personalities: CPOEWR Raymond Henry HUNT



Raymond Henry Hunt was born on 21 November 1940 in Perth. He joined the Royal Australian Navy from Fremantle, as a general entry sailor on 28 April 1958 undertaking his basic training at HMAS *Cerberus* and qualifying as a radio electrician's mate second class in October that year.

In August 1959 Hunt was posted to the aircraft carrier HMAS *Melbourne* for consolidation training before joining HMAS *Harman* in October 1960. Further sea service followed in HMA Ships *Barcoo*, *Yarra*, *Gascoyne* and *Perth* during which time Hunt advanced in rank to Petty Officer. Shore postings included service at HMAS *Lonsdale*, *Cerberus Penguin* and *Watson*.

In December 1967 Hunt was posted to the guided missile destroyer HMAS *Hobart* in which he deployed to Vietnam during her second tour of duty in March 1968. The following month he was promoted Chief Petty Officer Electrician.

In the early hours of 17 June 1968 *Hobart* was part of a naval task unit operating in the vicinity of Tiger Island north of the demilitarized zone off the east coast of North Vietnam. An

unidentified aircraft was detected approaching the ship from the vicinity of Cap Lay and although evaluated as a 'friendly' it continued to close, firing a missile that struck *Hobart* amidships on her starboard side. The warhead passed through the main deck, seriously damaging several compartments, while the body of the missile passed through the outer skin of the aft funnel before ending up embedding itself in the forward funnel. In its passage shrapnel from the disintegrating missile killed Ordinary Seaman Butterworth who was closed up at the ships exposed anti-aircraft control position above the bridge. Able Seaman JR Parker and Ordinary Seaman RF Davidson also suffered injuries.

As *Hobart's* crew raced to action stations a second and third missile hit the ship. The second missile entered the transom without detonating, destroying the gunner's store before breaking up in the engineer's workshop and penetrating the after seaman's mess. The third missile hit the ship in the same area as the first, passing through one of the ship's fan spaces, the missile director equipment room and Tartar checkout room. Chief Electrician RH Hunt was killed in this attack and several sailors injured.

The aircraft was seen to pass over the ship before turning again for what appeared to be a further attack run. At 8,000 yards the crew of *Hobart's* forward gun engaged the aggressor, firing five rounds in local control, causing it to turn away before being lost to radar south of Tiger Island. As *Hobart's* damage control parties made their assessment USS *Edson*, which was operating in company with *Hobart*, reported that she too was coming under fire from air launched missiles. The force consequently cleared the area to the west with *Hobart* departing the operational area to effect repairs in Subic Bay, Philippines.

Enroute, the ship's company began clearing away debris, finding and collecting pieces of the missiles which were later identified as being of US origin. It transpired that *Hobart* was one of several ships mistakenly attacked by US 7th Air Force jets on the nights of 16-17 June. *Hobart* subsequently arrived in Subic Bay on 19 June where her damage was assessed. The destroyer had suffered serious damage to her weapons systems, electrical systems and hull.

The Ikara missile magazine had also suffered heavy damage in the attack and it proved fortunate that it was empty at the time of the attack.

Chief Petty Officer Hunt was buried at, Karrakatta Cemetery, Karrakatta, Perth, Western Australia and is memorialised on Panel 4 in the commemorative area of the Australian War Memorial in Canberra.



Lest we Forget

Royal Australian Navy Admirals..

Rear Admiral WAG Dovers



William Anthony George Dovers was born in Wahroonga, NSW on 19 September 1951 the son of Lieutenant Commander (later Rear Admiral) William Dovers and Marjorie Dovers (nee Thorpe). He was educated at Newington College, Stanmore (Sydney) during 1959-1969 and entered the RAN College in January 1970 as a senior entry cadet midshipman; and graduated in September 1971 with the rank of midshipman. Dovers then served under training in the aircraft carrier HMAS Melbourne during 1971-72 and was promoted acting sub-lieutenant on 1 December 1972. He was awarded the RAN

College Jubilee Memorial Sword prize for the best results in examination on completion of his midshipman training in the fleet. In early 1973 he proceeded to the United Kingdom to undertake operations and weapons courses. On returning to Australia he joined the destroyer escort HMAS Swan, in July 1973, to gain his watch keeping qualification, and was later the ships navigating officer. While under training he also served briefly in HMA Ships Anzac, Duchess and Vendetta as well as the guided missile destroyer USS Cochrane. Dovers was promoted lieutenant on 17 January 1975. Lieutenant Dovers served as executive officer of the Darwin based patrol boat HMAS Bombard during 30 June - 8 October 1975. During his time on board the patrol boat was involved in border and fisheries protection duties. He then undertook the army transport management course and took command of the landing craft (heavy) HMAS Labuan, then based at HMAS Moreton in Brisbane, in late December 1975. During early 1976 Labuan operated in southern Australian waters conducting army sea lift tasking and then participated in Exercise SEAHOUND and Exercise KANGAROO II in Queensland waters. In March 1977 Dovers was appointed to Navy Office, Canberra as Staff Officer to the Deputy Chief of Naval Staff; then Rear Admiral Brian Murray, AO, RAN. In November 1978 Lieutenant Dovers proceeded to the United Kingdom for training as a Principal Warfare Officer; specialising in gunnery.

He then undertook exchange duty with Royal Navy including service as the gunnery officer in the destroyer HMS Norfolk as part of NATO's Standing Naval Force Atlantic.

He was promoted lieutenant commander on 31 December 1981 and conducted short warfare courses in the United States during March - April 1982. Upon returning to Australia he was appointed to the staff at the RAN Tactical School at HMAS Watson, Sydney, in May 1982. In May 1983 Lieutenant Commander Dovers was appointed to the staff of the Director of Naval Officers Postings in Navy Office Canberra and was serving there when he was promoted commander on 31 December 1984. He completed the executive officer designate course in late 1985 and joined the guided missile destroyer HMAS Hobart as the executive officer on 22 November 1985. During his service in Hobart the destroyer took part in Exercise TASMAN SEA 86 and Exercise PITCH BLACK 86 before deploying to Southeast Asia. Hobart was also heavily involved in RANs 75th Anniversary celebration later in the year.

After leaving Hobart, Commander Dovers attended the Joint Service Staff College, at Weston Creek, Canberra during January – June 1987. On completion of this course he spent 18 months as the RAN Visiting Fellow at the Strategic and Defence Studies Centre at the Australian National University in Canberra. He completed his studies and published a monograph on the problems of controlling civil maritime activities in a defence contingency. On 3 April 1989 Commander Dovers took command of the frigate HMAS Adelaide. The ship was in the middle of a major modernisation period when he joined; including the installation of a new stern which increased the size of the flight-deck. Adelaide commenced sea trials in December 1989 and deployed for Exercise RIMPAC 90 during March - June 1990.

He was promoted captain on 30 June 1990 and remained in command of *Adelaide*. During August - December 1990 *Adelaide* was deployed to the Gulf of Oman to enforce United Nations Security Council resolutions creating an economic embargo of Iraq following that nations invasion of Kuwait. The frigate returned to Australia before hostilities commenced, in February 1991, and Dovers relinquished command of *Adelaide* on 3 January 1991. He was subsequently awarded a Conspicuous Service Cross (CSC) on 4 November 1991 *'for conspicuous service as Commanding Officer of HMAS Adelaide during the Gulf War'*. Dovers returned to Navy Office, Canberra in January 1991 and was appointed as the Director of Naval Policy and Maritime Doctrine.

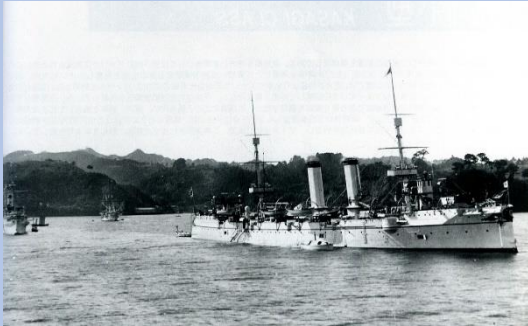
In November 1992 he took command of *Hobart* and the ship took part in exercises in Australian waters as well as a deployment to Southeast Asia where she was involved in the Integrated Air Defence System (IADS) exercise for 1993 as part of the Five Power Defence Arrangements. He handed over command of the destroyer in March 1994 and again returned to Canberra for service in Navy Office. Here he conducted a review of submarine manpower issues, for the Assistant Chief of Naval Staff – Personnel. Throughout 1995 he was a student on the inaugural course at the Australian College of Defence and Strategic Studies in Canberra and was promoted commodore on 8 January 1996.

Commodore Dovers was then appointed as the Director General Force Development (Joint) in the Department of Defence. Then in late July 1997 he became the Director General Command, Control, Communications and Intelligence Development in Australian Defence Headquarters, Canberra. He only served in the position for six months before becoming the Director General Capability Policy and Plans, also in Australia Defence Headquarters, in early February 1998.

Again this was a short posting as in October 1998 he was appointed as the Director General Capability Management Improvement.

William Dovers was promoted rear admiral on 1 March 1999 and took up his final position in the RAN as Support Commander (Navy). He retired from RAN on 1 March 2000.

Naval Disasters: IJN YOSHINO



Yoshino (吉野) was a protected cruiser of the Imperial Japanese Navy. The name Yoshino comes from the Yoshino Mountains, located in the southern portion of Nara prefecture. She played an important role in the First Sino-Japanese War, but was sunk in the Russo-Japanese War after being rammed by Japanese armoured cruiser Naniwa. Yoshino was an improved design of the Argentine Navy cruiser 25 de Mayo designed by Sir Philip Watts, and built by the Armstrong

Whitworth shipyards in Elswick, in the United Kingdom. When commissioned, Yoshino was the largest ship in the Imperial Japanese Navy, and was also the fastest cruiser in the world when she entered service. Yoshino was a typical Elswick cruiser design, with a steel housing, divided into waterproof compartments, a low forecastle, twin funnels, and two masts. The prow was reinforced for ramming. The power plant was a triple expansion reciprocating steam engine with four cylindrical boilers, driving two screws. The main armament of Yoshino consisted of four separate Elswick QF 6 inch /40 naval guns behind gun shields, which were placed as bow and stern guns and in sponsons near the bridge. Secondary armament consisted of eight Elswick QF 4.7 inch Gun Mk I–IV quick-firing guns mounted on the sides of the hull and 22 QF 3 pounder Hotchkiss guns. Soon after being placed into service, Yoshino was assigned to patrol duties off of the coast of Korea due to increasing tension between the Empire of Japan and the Empire of China. On 25 July 1894, Yoshino, Akitsushima and Naniwa, met two Chinese ships off the Korean coast in the Yellow Sea. The Beiyang Fleet cruiser Jiyuan and gunboat Guangyi had sortied from Asan to meet another Chinese gunboat, Caojiang and the leased transport Kowshing transporting 1,100 troops and supplies as reinforcements to the Chinese garrison in Korea. Although not yet at formally at war, in what was later called the Battle of Pungdo, the Japanese and Chinese squadrons exchanged gunfire, with Guangyi driven onto rocks and destroyed, Caojiang captured, and Jiyuan taking considerable damage before retreating. Yoshino despite its vaunted superior speed, was unable to catch Jiyuan before it disappeared into a fog bank. The transport Kowshing was sunk by Naniwa during the battle. After the formal declaration of hostilities, Yoshino continued to participate in the First Sino-Japanese War, including the Battle of the Yellow Sea on 17 September 1894. Yoshino served as flagship for Japanese Admiral Tsuboi Kōzō in a flying squadron which included Takachiho, Naniwa and Akitsushima. During the battle, Yoshino assisted in sinking the Beiyang Fleet cruisers Jingyuan and Zhiyuan and severely damaging Laiyuan. Later, Yoshino was among the Japanese fleet units that took part in the invasion of Taiwan, and bombarded Cihou Fort, part of the coastal defences of Kaohsiung on 13 October 1895.

With the start of the Russo-Japanese War of 1904-1905, Yoshino participated in the naval Battle of Port Arthur. However, soon after the start of the war, Yoshino collided with the Japanese armoured cruiser Kasuga in dense fog.

Kasuga's ram hit Yoshino's port side, and penetrated to the engine room; Yoshino turned turtle and sank in the Yellow Sea on 15 May 1904 with the loss of 319 lives. Only 19 of the crew managed to survive.

a result of this accident, the Imperial Japanese Navy removed the rams from the bows of all its warships.

Name	Yoshino	Beam	14.17 m (46ft 6in)
Type	Protected Cruiser	Draft	5.18m (17ft)
Laid down	February 1892	Propulsion	2 x shaft VTE reciprocating engines with 12 boilers 15,000 hp 1,000 tons coal
Launched	20 December 1892	Speed	23 knots
Completed	30 September 1893	Crew	360 Officers and ratings
Displacement	4,150 long tons	Armament	4 x QF 6in guns 8 x QF 4.7in guns 22 x QF 3 pounder Hotchkiss guns 5 x 356mm Torpedoes
Length	109.72 m (360 ft)	Fate	Sunk after collision in 15 May 1904

HAVE A LAUGH **Grandma is driving**

Grandma is eighty years old and still drives her own car,
She writes: Dear Granddaughter,

The other day I went to our local Christian book store and saw a “honk if you love Jesus” bumper sticker. I felt particularly sassy that day because I had just come from a thrilling choir performance, followed by a thunderous prayer meeting.

So, I bought the sticker and put it on my bumper
Boy, am I glad I did! What an uplifting experience followed.

I was stopped at a red light at a busy intersection, just lost in thought about the lord and how good he is, and I didn’t notice the light had changed.

It is a good thing someone else loves Jesus because if they hadn’t honked I’d never have noticed. I found lots of people love Jesus.

While I was sitting there, the guy behind me started honking like crazy, and then he leaned out of his window and screamed, “For the love of God, Go! Go! Go! Jesus Christ Go”

What an exuberant cheerleader he was for Jesus
Then everybody started honking

I just leaned out my window and started waving and smiling at all those loving people.
I even honked my own horn a few times to share in the love!

There must have been a man from Florida back there because I heard him yelling something about a sunny beach. I saw another guy waving in a funny way with only his middle stuck up in the air, I asked my young teenage grandson in the back seat what that meant.

He said it was probably a Hawaiian good luck sign or something.

Well, I have never met anyone from Hawaii so I leaned out the window and gave him the good luck sign right back.

My grandson burst out laughing. Why, even he was enjoying this religious experience!

A couple of people were so caught up in the joy of the moment they got out of their cars and started walking towards me.

I bet they wanted to prey or ask what church I attended, but I noticed the light had changed.

So, grinning, I waved at all my brothers and sisters, and drove on through the intersection.

I noticed I was the only car that got through the intersection before the light changed again and felt kind of sad I had to leave them after all the love we shared.

So I slowed the car down, leaned out the window and gave them all the Hawaiian good luck sign one last time as I drove away Praise the Lord for such wonderful folks

Love Grandma

The sheer Nightgown

A husband walks into Victoria's Secret to purchase a sheer negligee for his wife, He is shown several possibilities that range from \$250 to \$500 in price the sheerer they got Naturally he opts for the sheerest item, pays the \$500 and takes it home.

He presents it to his wife and asks to go upstairs, put it on and model it for him.

Upstairs the wife thinks, "I have an idea. It's so sheer that it might as well be nothing. I won't Put it on, but I'll do the modelling naked, return it tomorrow and keep the \$500 refund myself.

She appears naked on the balcony and strikes a pose.

The husband says "Good Grief! You'd think for \$500 they'd at least iron it"

He never heard the shot.

The funeral is on Thursday at noon

Wife's Supervision

I called an old school friend and asked what he was doing.

"Aqua-thermal treatment of ceramics, aluminum and steel under a constrained environment"

I was impressed

On further inquiring, I learned that he was washing dishes with hot water under his wife's supervision

What is in a Name

A woman after arriving at a party, and whilst scanning the guests, she spotted an attractive man standing alone,

She approached him, smiled and said "hello my name is Carmen"

"That's a beautiful name" he replied, "is it a family name?"

"No, she replied, as a matter of fact I gave it to myself. It represents the things that I enjoy the most- cars and men, therefore I chose Carmen".

"What is your name" she asks

He answered "B J Titsengolf"

No Enemies

Toward the end of Sunday service, the Minister asked, 'How many of you have forgiven your enemies?' 80% held up their hands. The Minister then repeated his question.

all responded this time, except one small elderly lady.

'Mrs. Neely?'; 'Are you not willing to forgive your enemies?'

I don't have any.' She replied, smiling sweetly.

'Mrs. Neely, that is very unusual.

How old are you?' 'Ninety-eight.' she replied.

'Oh, Mrs. Neely, would you please come down in front & tell us all how a person can live ninety-eight years & not have an enemy in the world?'

The little sweetheart of a lady tottered down the aisle, faced the congregation, and said:

'I outlived the bitches.'

ROYAL AUSTRALIAN NAVY

Ship History: HMAS Armidale



HMAS *Armidale* (I) was one of sixty Australian Minesweepers (commonly known as corvettes) built during World War II in Australian shipyards as part of the Commonwealth Government's wartime shipbuilding programme. Twenty were built on Admiralty order but manned and commissioned by the Royal Australian Navy. Thirty six (including *Armidale* (I)) were built for the Royal Australian Navy and four for the Royal Indian Navy.

These ships established an enviable reputation in the RAN as 'maids of all work' but were also renowned for 'rolling on wet grass' by those who served in them.

Armidale (I) commissioned at Sydney on 11 June 1942 under the command of Lieutenant Commander David H Richards RANR(S).

Following a workup period *Armidale* (I) was brought into operational service as an escort vessel protecting convoys operating between Australia and New Guinea. That service ended in October 1942 when she was ordered to join the 24th Minesweeping Flotilla at Darwin. *Armidale* arrived at Darwin on 7 November 1942.

Class	Bathurst Class	Length	56.69 Meters
Type	Australian Minesweeper	Beam	9.45 Meters
Builder	Mort' Dock & Engineering Co.	Draught	2.59 Meters
Laid down	1 September 1941	Crew	85 Officers and Ratings
Launched	24 January 1942	Machinery	Triple Expansion 2 shaft 2,000hp
Commissioned	11 June 1942	Speed	15 knots
Displacement	599 tones peace/ 944 war load	Fate	Sunk by Japanese aircraft Dec 1942
Armament	1 x 4in gun 3 x Oelikons Machine guns Depth Charge chute and throwers		



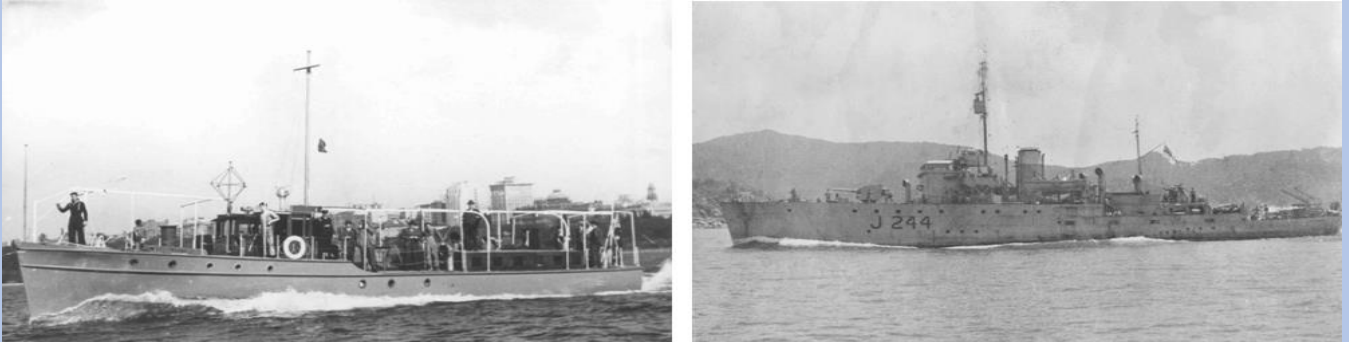
HMAS Armadale in Port Moresby

The proposal was for the three ships to each make two separate runs into Betano on Timor's southern coastline. The first run was planned for the night of 30 November-1 December. HMAS *Kuru* sailed from Darwin at 22:30 on 28 November preceding the two corvettes. She was delayed enroute due to adverse weather conditions and consequently did not reach Betano until 23:45 on 30 November.

Meanwhile *Armidale*, in company with *Castlemaine*, had left Darwin at 00:42 on 29 November. In *Armidale* were 61 Netherlands East Indies troops, two Dutch officers and three members of the 2nd AIF. At 09:15 on the morning of 30 November when, 120 miles from their destination, the two corvettes came under aerial attack from a single enemy aircraft. Although neither ship sustained any damage or casualties, concerns were raised that the mission may have been compromised. The attack was duly reported and orders were received to 'press on', with an assurance that RAAF Beaufighter aircraft had departed to provide cover. The ships were subjected to two more air attacks, each by formations of five bombers which dropped no less than 45 bombs and machine gunned the ships from a low level. According to *Armidale*, the promised Beaufighters arrived in time to drive off the bombers and both ships escaped serious damage or injury, reaching Betano at 03:30 on 1 December. Disappointingly there was no sign of *Kuru* and a decision was made to return to sea and make as much ground to the south as possible before daylight.

Meanwhile, *Kuru*, with no knowledge of the attacks affecting the arrival of the corvettes, embarked 77 Portuguese before sailing without delay. At dawn, *Kuru* was sighted by *Castlemaine* 70 miles south of Betano and she subsequently closed to conduct the transfer of her passengers to the corvette. Following the rendezvous, *Kuru* received orders from Darwin to return to Betano and complete the mission that night. No sooner was the personnel transfer complete when enemy bombers again appeared necessitating *Kuru* to run for cover in a nearby rain squall.

As the senior officer, *Castlemaine's* captain quickly appraised the situation. *Kuru* had orders to return to Betano, *Armidale* had troops on board to be landed there, and, to further complicate matters, a signal had been received to search for two downed airmen from a Beaufighter some 150 miles to the south east. Sullivan's preference was to exchange passengers with *Armidale* so *Castlemaine* might escort *Kuru* back to Timor, however, the presence of enemy aircraft ruled that out. Consequently *Armidale* and *Kuru* were ordered to return to Betano to complete the troop reinforcement operation while *Castlemaine* went in search of the downed airmen enroute back to Darwin.



As *Kuru* and *Armidale* steamed northwards they both came under fierce aerial attack becoming separated in the process. For almost seven hours *Kuru* dodged bombs suffering minor damage to her engine and losing her assault boat that was under tow. Grant reported the damage to Darwin but was told that the operation was to be carried through. This instruction was later rescinded when the presence of Japanese cruisers approaching the area was reported. *Kuru* then shaped a course for Darwin.

At approximately 13:00 on 1 December five Japanese bombers were spotted by *Armidale's* lookouts. Without adequate air cover there was little hope of surviving the attack and a signal was sent to Darwin requesting urgent fighter cover. For the next half an hour *Armidale's* gunners beat off successive Japanese attacks and the ship escaped serious damage. In the meantime a signal was received from Darwin advising that the much needed fighters would arrive at 13:45.

Shortly before 15:00 *Armidale* was attacked by nine bombers, three fighters and a float plane. The fighters split up and came in at low level strafing *Armidale's* decks with machine-gun fire. With her gunners thus distracted, the torpedo bombers mounted their attacks from different directions as Richards manoeuvred desperately to avoid their torpedoes. In spite of the brave resistance, the ship was hit twice by torpedoes, immediately heeling over to port. At that point Richards gave the order to abandon ship. Rafts were cut loose and a motor boat freed from its falls before men took to the water. Their ordeal, however, was far from over. The Japanese airmen then pressed home further attacks machine gunning the survivors. Leading Seaman Leigh Bool who survived the ordeal later recalled:

*Two or three [aircraft] went right across the ship and they apparently were using their torpedoes as bombs. These did no damage although several of the torpedoes hurtled low right across the ship. However, the others hit us within two or three minutes of the commencement of the attack. We were hit on the port side forward, causing the ship to heel over at an angle of 45 degrees. The *Armidale* was going fast and the captain ordered us to abandon ship. Ratings were trying to get out lifesaving appliances as Jap planes roared just above us, blazing away with cannon and machine guns.*

Seven or eight of us were on the quarterdeck when we saw another bomber coming from the starboard quarter. It hit us with another torpedo and we were thrown in a heap among the depth charges and racks.

We could feel the Armidale going beneath us, so we dived over the side and swam about 50 yards astern as fast as we could. Then we stopped swimming and looked back at our old ship. She was sliding under, the stern high in the air, the propellers still turning.

Before we lost her, we had brought down two enemy bombers for certain, and probably a third. The hero of the battle was a young ordinary seaman, Edward Sheean, not long at sea, who refused to leave the ship.

Sheean had no chance of escape. Strapped to his anti-aircraft gun, he blazed away till the last. One of the Jap bombers, hit by his gun, staggered away trailing smoke, just skimming the surface until it crashed with a mighty splash about a quarter mile away



[Ordinary Seaman Edward 'Teddy' Sheean](#), an 18 year old rating from Latrobe, Tasmania, was one of those injured during the attacks. In spite of injuries to his chest and back he helped to free one of the ship's life rafts, before scrambling back to his post on an Oerlikon gun, mounted behind the bridge. Strapping himself to his weapon he opened fire shooting down one bomber and keeping other aircraft away from his comrades in the water. He was seen still firing his gun as *Armidale* slipped below the waves just after 15:10 in position 10°S, 126°30'E. Sheean was posthumously awarded a mention in dispatches for his bravery and one of the Australian built Collins class submarines, [HMAS Sheean](#), is named in his honour.

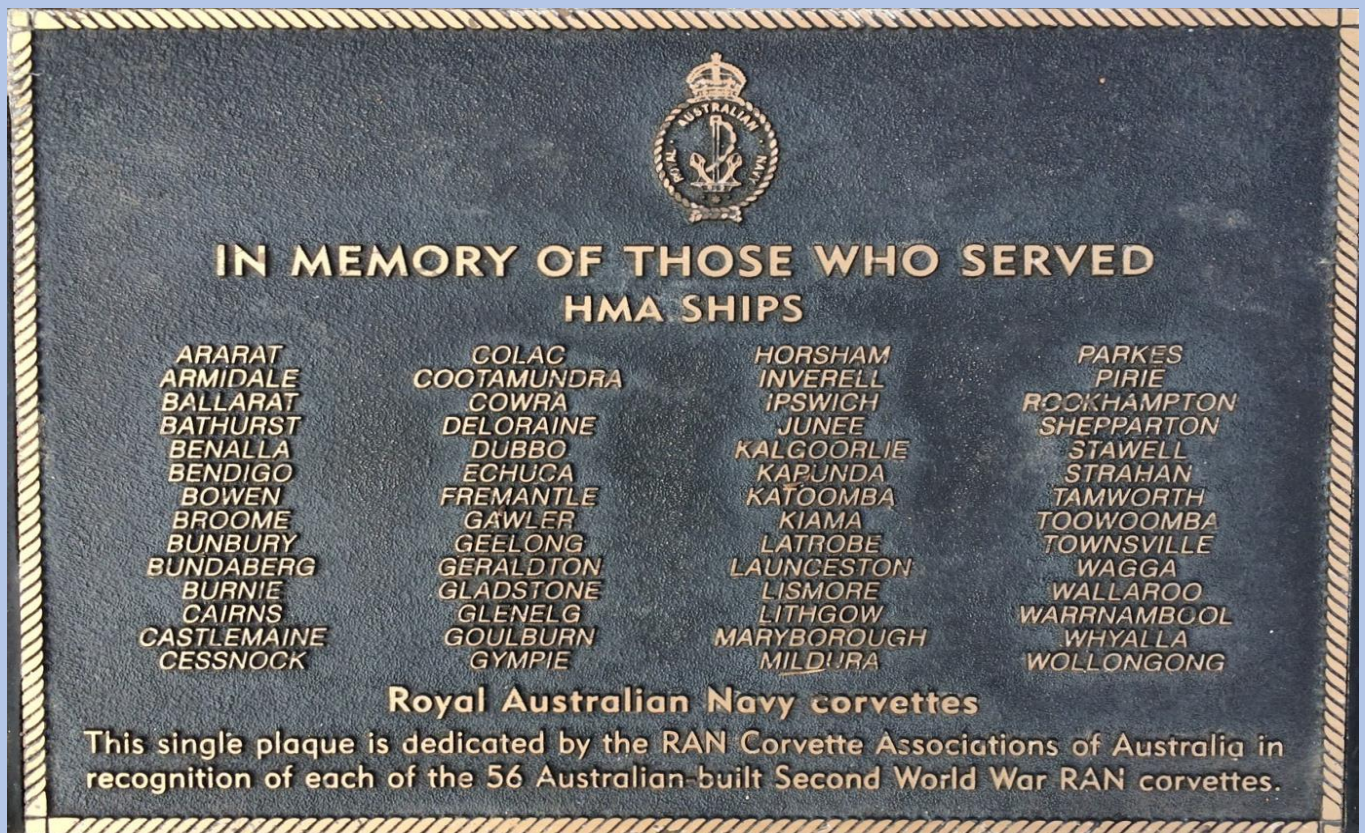
When the marauding Japanese departed, the survivors found themselves in the water with two boats (a motor boat and a whaler) a Carley float and a raft that had been successfully freed from the sinking corvette. The men remained together until the afternoon of 2 December when Lieutenant Commander Richards made the difficult decision to set out for help in the motor boat which at that time carried 16 of his ship's company and some Dutch service personnel. The motor boat had sufficient fuel for about 100 miles but from the outset the motor proved unreliable forcing those on board to row for the first 28 hours. The motor was eventually encouraged to start and the vessel was later sighted by a reconnaissance aircraft from Darwin on Saturday 5 December. By then the boat was approximately 150 miles WNW of Darwin and roughly 150 ESE of where *Armidale* had sunk. The sighting of the motor boat was the first confirmation to naval authorities in Darwin that *Armidale* had been lost.

By that time, having himself observed no sign of searching aircraft, Lieutenant LG Palmer, RANR, in command of *Armidale's* 27 foot whaler, was also underway in search of help.

Embarked in that vessel were 25 of *Armidale's* crew and three soldiers of the 2nd AIF. Remaining drifting on the raft were 28 of the ship's company while on the Carley float were 21 Dutch troops. Their future was dependent on Richards or Palmer being spotted. HMAS *Kalgoorlie* left Darwin at 11:40 on 5 December reaching the vicinity of the sighting of *Armidale's* motor boat at 02:30 the next morning. There she proceeded to search for the survivors coming under aerial attack herself from two Japanese bombers. The attack saw 16 bombs dropped by the aircraft but the corvette fought back receiving no damage. At 22:00 that evening a red flare was sighted and an hour later she rescued 20 men from the motor boat under the command of Richards. Two of its number had died during the voyage - Ordinary Seaman Frederick Smith and one of the Dutch soldiers. The others were in poor shape and in light of this *Kalgoorlie's* commanding officer made the painful decision to cease searching and repatriate them to Darwin which he reached at 13:30 on 7 December. Among the survivors was Able Seaman Eric Millhouse who had previously survived the loss of HMAS *Canberra* in August 1942.

On 7 December, the raft was sighted by searching aircraft and on the following day both the whaler and raft were again observed. HMAS *Kalgoorlie* subsequently located and rescued the occupants of the whaler, however, the rafts and their occupants were never seen again.

Out of a total of 83 naval personnel, comprising five officers and 78 ratings, 40 (two officers and 38 ratings) lost their lives. Losses of Netherlands East Indies personnel were two officers and 58 soldiers.



PICTURE FUNNIES

