

CALL THE HANDS

NHSA DIGITAL NEWSLETTER
Issue No.18 April 2018

From the President

This April 2018 edition of *Call the Hands* and accompanying Occasional Papers incorporate several interesting and unusual stories from World War II and more recent times. However, I am reminded by current news stories such as those provided in the 'News in Brief' on page 5 that naval history is being made daily and that contemporary stories need to be told first hand by serving personnel or those who have left the Service in recent times. Significant events such as the Naval Gunfire Support by HMAS ANZAC on the Al Faw Peninsular in 2003 or the February 2018 drug seizures by HMAS Warramunga during its current Operation MANITOU deployment need to be told first hand, by those involved. The Society encourages all who have direct knowledge of important RAN events of historical significance to record their experience and pass it to the Society or Navy's official historians in the Sea Power Centre, Australia.

Occasional Paper 25 which describes the recovery of German midget submarine and torpedo at Dover in January 1945 is a first hand account by Lieutenant J. V. Steele RNVR of the activity. The level of detail provided in this condensed version of his report provides the reader with a clear understanding of the sequence of events, difficult conditions, sense of urgency, dedication and sheer determination of those involved to get the job done. Our thanks to Roger Buxton for providing the paper.

The Society's new website continues to generate interest and attract positive comment. We are also grateful to those who have made the effort to highlight errors and other issues. Further additions and enhancements to the site are planned as funds become available. One such enhancement is the inclusion of a database of ship building, refits, dockings and repair throughout the life of Cockatoo Island dockyard. This information is not available elsewhere.

Members have recently been e-mailed their access codes to the website 'members area' and membership is growing thanks to the ease of online application. Members receive the Society's quarterly flagship magazine the *Naval Historical Review* which does not become publicly available for a further 12 months. [Membership](#) is \$45 per annum. [Donations](#) to facilitate such initiatives as website enhancements are also easily made online.

Many members and subscribers will recall the Society's plan to publish *Call the Hands* in electronic format. This is still the case but progress is dependent on several factors, not the least of which is committed volunteers with the requisite skills. In addition to receiving CTH in its current form, members and people who have subscribed online, may receive a test version of CTH in the coming weeks as we develop the process. Both CTH and Occasional papers are available through the website [research page](#).

Happy Easter to all,

David Michael
President



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Naval Communications – One for the Sparkers 1942

By: Leonard J. Cox

In October 1942, an Australian 'N' Class and an RN Destroyer were searching for survivors from a ship torpedoed some 800 miles south of the Cape of Good Hope. The two ships were part of a convoy escort group operating 200 miles south of the Cape and had been ordered to carry out a search and rescue operation. After travelling all afternoon and through the night to reach the reported position, they commenced a box search looking for telltale flotsam and lifeboats. Operating off the South African Coast, German U-boats were having a field day sinking ships, causing the Eastern Fleet Admiral to send all available destroyers south to deal with the problem.

After searching for many hours in foul and icy conditions, our Captain decided to send a high priority signal asking Simonstown for confirmation of the search area.

In our Wireless Office, the duty operator was experiencing difficulty reading the Wireless Station's routine traffic, despite the fact that the transmissions were quite loud, and the PO Tel. Alby Bromill was getting nowhere trying to raise the Shore Station on all the Ship/Shore frequencies.



N Class Destroyer, HMAS Nizam

Something was very wrong – not all the operators could have been that lax. To make matters worse, the Captain was really on our backs. While one operator kept calling the Shore Station, Alby decided to tune the low powered gunnery control transmitter to the Naval World-wide emergency frequency 8290 kHz, and told me to transmit GBXZ O-U V AC three times. The signal meant 'Any Naval Shore Station or warship Most Immediate'. We had been using a 5 kw transmitter, and this one was only 50 watts. Then, suddenly, I heard a faint but readable reply, telling me to send my message.

The Coder looking over my shoulder said that the Station was Scapa Flow, nearly 60 degrees North – our position was around 50 degrees South, a long way away. 'Send it,' said Alby. 'Scapa Flow has a teleprinter service to Admiralty which has a direct wireless service to Simonstown!'

As we listened to Simonstown transmitting its routine message, someone said 'this is going to be interesting'. Five minutes went by, then six. Finally, at seven minutes, Simonstown stopped and transmitted 'AS O-U', which means 'Wait Most Immediate'. When the Captain was informed that his signal had been sent, he expressed some relief that we had raised Simonstown. 'No Sir,' said Alby. 'It went via Scapa Flow!' The Skipper made no comment, but he must have wondered.

The incident remained forgotten in my memory bank until years later when I was working in the Transmission Planning Laboratory in the PMG Engineering Department in Adelaide. Strangely, for some reason, it came to mind and I suddenly knew the answer, which had to be in the ship's aerials.

The ship's main transmitting aerial was horizontal and semi-directional and would have been most efficient when it was beam on to another wireless station. The ship's receiving aerials were vertical, hanging from the foremost yardarm, as were the low powered transmitters. A vertical aerial is 'omni-directional', and efficient through 360 degrees. The ship had probably been cruising slowly northwards, which meant that the transmitting aerial would have been 'end-on', and not very efficient. The ship was also some 800 miles south of the Cape.

The gyro repeater in the W/T Office would have confirmed the ship's course and all that was needed was to ask the Skipper to alter 90 degrees to Port or Starboard.

This article gives some idea of the efficiency and back-up of Naval Communications at sea during that period. Sadly, I never had the chance to discuss this with Alby, who had passed on years ago. I remember when I was serving in an RN Armed Merchant Cruiser in the Atlantic, we had one transmitter permanently tuned to that world-wide emergency frequency, and this was operating in the second wireless office down aft. I often wondered if *Sydney* ever had a chance to use its second office. No one will ever know!

To conclude, the Captain had suspected that we had been lured away from the convoy by a German U-boat. He was probably right!

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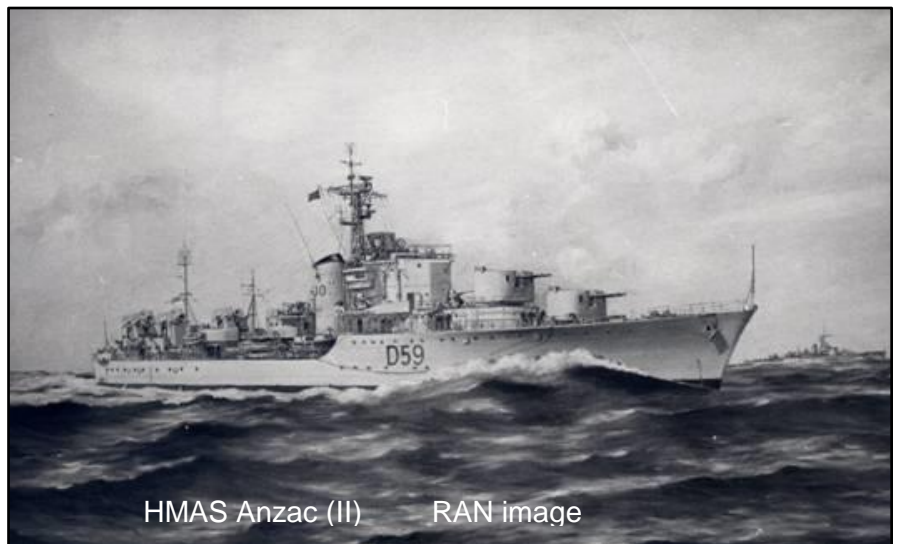
<https://www.navyhistory.org.au/category/article-topics/books/nhr/>

HMAS Anzac (II) – the last 'Battle'

With the end of World War II in sight the RAN had to plan for replacement ships of its hard worked destroyer force. The remaining 'V&W' destroyers HMA Ships *Vendetta* and *Stuart* were obsolete and worn out. The effective 'N' class had been returned to the Royal Navy and their replacement 'Q' class were inadequate for post-war requirements. In keeping with tradition of using Admiralty designs, the Naval Board considered the RN 'Battle' class destroyers as suitable replacements.

Originally the names of these ships were intended to commemorate recent World War II Australian naval actions with the names 'Tobruk' and 'Matapan' selected. While the former name was retained, a decision was made to rescind the second in favour of 'Anzac'.

The 'Battle' class destroyers were built in Britain in two groups. Group 1 of sixteen ships commenced construction in 1942, with Group 2 of eight ships laid down from 1943. A further Group 3 of eight ships was intended in 1944 but with the end of World War II in sight the Admiralty cancelled these orders. However two ships of Group 3 were built by the RAN. Two of the RN ships were subsequently transferred to other navies, one to Pakistan and another to Iran.



HMAS Anzac (II) RAN image

The 1942 'Battles' were a new class of Fleet Destroyers designed to operate within a Fleet environment and provide anti-submarine and anti-aircraft support. The original armament comprised two twin 4.5 inch Mark IV turrets; four twin 40mm Hazemeyer Bofors (one on each bridge wing and two on the centreline aft); one single 4 inch Mark XXIII (Starshell) gun; and two single 2 pounder pom poms Mark XV or Mark XVI. There were two sets of pentad (5) torpedo tubes as well as depth charge throwers. The depth charges were later removed when the SQUID ahead-throwing mortar was developed. The mortar was sited on the quarterdeck and fired its charges over and ahead of the ship, thereby maintaining improved contact with underwater targets. In earlier versions of the 'Battles' the single Bofor

mounting on the quarterdeck had to be removed to make way for SQUID.

Anzac and her sister HMAS *Tobruk* were the first major warships constructed in Australia after World War II, and at that time the largest destroyers and most complicated fighting ships ever constructed in this country. Local modifications included upgrading the main armament to two twin Mark VI turrets as opposed to the Mark IV DP (Dual Purpose) turrets fitted in the RN ships, and the gunnery control system was upgraded from Flyplane Mk 1 to Flyplane Mk II, noting that the RAN ships were the only ships with this system, as later ships had the much improved Flyplane Mk III. Improvements were also made to habitability, with better ventilation and higher standards of accommodation.

Anzac was laid down at Williamstown Naval Dockyard on 23 September 1946 and was launched on 20 August 1948 by Mrs Collins, wife of the First Naval Member Rear Admiral J.A. Collins, RAN. She commissioned on 14 March 1951 under Commander J. Plunkett-Cole, RAN, who was also appointed Commander of the 10th Destroyer Flotilla.

In May 1952, now under command of Captain G.G.O. Gatacre, RAN, *Anzac* cruised with HMAS *Australia* (II) to New Guinea and the Solomons. In September she left for a second tour in Korea, relieving HMAS *Bataan* and serving with units of the USN, maintaining blockades of the enemy coast and bombarding enemy positions. She was shelled off the west coast on 16 November 1952 but Australia Day 1953 saw her shelling the battery position which had shelled her. On another occasion she was called to come to the aid of HMAS *Condamine*, which had come under fire whilst supporting minesweeping operations. The severe Korean winter posed great difficulties, with the ship and equipment coated in ice and snow.

Following a refit at Williamstown and now under command of Commander D.A.H. Clarke, DSC, RAN, *Anzac* escorted the Royal Yacht *Gothic* during the royal tour of Australia in February 1954. *Anzac* then conveyed Her Majesty and the Duke of Edinburgh to islands of the Great Barrier Reef.

In September 1956, in company with *Tobruk*, she took part in the first of only two offensive actions taken by the RAN during the Malayan Emergency (1948-1960) when they bombarded terrorist positions in Johore State.

During gunnery exercises off Jervis Bay in September 1960 a misdirected shot from *Anzac* badly damaged *Tobruk*. The cause of the accident was neglecting to correctly apply six degrees of 'throw-off'; as a result *Anzac's* guns, while near maximum range, were directly facing *Tobruk*. Whilst there were no casualties, *Tobruk's* engine room was flooded and her main machinery damaged. She limped into Jervis Bay for emergency repairs and then to Sydney for more extensive repairs but *Tobruk* saw little sea service after this.

In 1961 *Anzac* became the Fleet Training Ship with the gradual removal of armament in favour of additional accommodation. The process continued in 1963 when she was further modified with 'B' turret and torpedo tubes removed and replaced by classrooms. This once handsome ship was to become rather ungainly in later years.

During 1970 she participated in the Captain Cook celebrations at Possession Island, Queensland, the site of Captain Cook's final departure from Australian shores. In March 1972 *Anzac* acted as command ship during exercise 'Planti Manua', a large patrol boat exercise held in northern waters involving ten patrol vessels. New Zealand was again visited during a training cruise in September 1972.

In 1974 *Anzac* departed for her final training cruise to Fiji and New Zealand and returned to Sydney on 11 August of that year flying her paying-off pendant.

After twenty three years of eventful service *Anzac* was taken out of commission in October 1974 and removed to Athol Bight. This ship, which had fired in anger in both Korea and Malaya, slipped almost unnoticed out of Sydney on New Year's Eve 1975, under the tow of a Japanese tug on her way to be scrapped in China.

Originally published in the March 2011 edition of the Naval Historical Review (all rights reserved)
<https://www.navyhistory.org.au/hmas-anzac-ii-the-last-battle/>

News in Brief

- **RAN frigate HMAS Warramunga uses new 3D printer at innovation workshop**

The Royal Australian Navy (RAN) has announced it is adopting new technologies and implementing latest solutions on-board its Anzac-class frigate HMAS Warramunga with the establishment of the vessel's own Deployed Innovation Workshop. The workshop was established during preparation for the ship's deployment on Operation Manitou in the Middle East region. It is primarily based around a three-dimensional (3D) printer, new electronic kits and multiple civilian software tools. HMAS Warramunga's Able Seaman Electronics Technician Luke Pozzi has already used the new 3D printing equipment to design, print and fit a temporary replacement part at sea. When faced with an issue relating to a pressure sensor, which restored the system to its full functionality. Pozzi said: "We looked for options and thought 'why not just print a fix', and within 24 hours we were able to print and fit the part. "Initially we weren't sure if it would work, so it was quite a buzz when the system came up to the correct pressure."



- **Canadian submarine Chicoutimi returns from historic six-month deployment to Asia Pacific**

Royal Canadian Navy's Victoria-class submarine HMCS Chicoutimi returned to her homeport in Esquimalt March 21 after a 197-day deployment in the Asia-Pacific region.

Her deployment was a historic one in that it marked the first time in nearly 50 years that a Canadian submarine operated in the region. HMCS Chicoutimi worked with partner navies such as the United States Navy, the Japan Maritime Self Defence Force, the Royal Australian Navy and the French Navy during her time in Asia Pacific. As part of her deployment, HMCS Chicoutimi visited Yokosuka, Japan, further strengthening the relationship between the two countries.



- **HMAS Choules hosts first of class flight trials for CH-47F Chinook**

Royal Australian Navy landing ship HMAS Choules recently welcomed the Army's CH-47F Chinook helicopter aboard for its first of class flight trials.

Elements from the Australian Army's 5th Aviation Regiment and the Aircraft Maintenance and Flight Trials Unit embarked in Choules for the duration of the flight trials. The CH-47F conducted 206 launches and flew for a total of 66 hours. Observations and measurements of the flights formed the basis for the development of ship helicopter operating limits, which define the conditions for the safe conduct of CH-47F flying operations in Choules.

Many of the flights took place off the coast of Queensland in sea and swell, the Royal Australian Navy said.



Australian Army CH-47 conducts a class 4 vertrep on the flight deck of HMAS Choules during first of class flight trials in the Coral Sea.
Photo: Royal Australian Navy

Photo of the Month:



4.5inch gun turret being mounted on HMAS Yarra at Garden Island. c1970s

Aerial Image: Sydney, c 1919-1920

Enquires directed to the Society's researchers occasionally provide previously unseen images. In this aerial image of Garden Island on a celebratory day believed to be taken around the end of 1919 or sometime in 1920, HMAS Australia is seen at the right. The two light cruisers would be *Melbourne*, *Sydney*, *Brisbane* or *Adelaide*. This image was provided by a relative of Captain Sir Phillip Bowyer-Smyth, RN who commanded HMAS Perth from 6 June 1940 and was serving in HMAS Australia when this photo was taken.



He was also the defending officer for one five sailors charged with mutiny in HMAS Australia in 1919.

This Month in History

March 1859	The Australia Station was established as a separate command. The Station was defined in a minute from the Admiralty: "Australia Station:- Bounded on the North by the Parallel of 10 degrees of South Latitude, on the East by the Meridian of 170th degree of West Longitude, on the South by the Antarctic Circle, and on the West by the Meridian of 75th degree of East Longitude". Ships from the Australia Station were involved in operations from Malaya to the west coast of America and the Pacific islands.
March 1859	CDRE William Loring, CB, was appointed Commodore commanding the newly established Australian Squadron of the Royal Navy, which became independent of the C-in-C, India. His Flagship was HMS IRIS, and HM Ships NIGER, CORDELIA, ELK, and PELORUS completed the squadron.
March 1884	HMVS CHILDERS, en route to Australia, was diverted to the port of Suakin to participate in the Sudan War. The Victorian gunboats VICTORIA and ALBERT, joined her there on 19 March, but their services were not required and they were then sent on their way to continue passage to Australia.
March 1901	The order was gazetted that all Australian armed forces should be transferred from the jurisdiction of the State Governments to the Federal Government, which under the Federal Constitution, would be the sole Australian Defence authority. The Commonwealth Naval Force came into existence. Its 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 1914	HMA Submarines AE1 and AE2 sailed from Portsmouth on their maiden voyage to Australia. The passage took 83 days and was at the time the longest journey ever undertaken by a submarine.
March 1915	HMAS AUSTRALIA, (battle-cruiser), took part in her first operation, a patrol across the North Sea with the Grand Fleet and light forces, from Harwich, England.
March 1921	HMAS CERBERUS, (former HMC turret ship), was moved to Corio Bay, VIC, and was re-commissioned as HMAS PLATYPUS II, (submarine tender).
March 1936	The Seagull amphibian aircraft, from HMAS AUSTRALIA, (cruiser), was damaged when it fell from a crane at Malta. AUSTRALIA was on exchange duties with the RN at the time.
March 1940	Volunteers from ships of Australia's "Scrap Iron Flotilla", in the Mediterranean, embarked on a mission to block the Danube River at a feature known as the Iron Gates. The operation was planned by DNI from a suggestion made by LCDR M. Minshall, RNVF, who had voyaged down the river on an intelligence mission shortly before the outbreak of hostilities. Coordinator for the operation was LCDR Ian Fleming, creator of the fictional hero James Bond. LCDR Fleming smuggled 14 tons of explosives across Europe on the Orient Express. The operation was discovered by German agents before the RAN-manned barges reached the target. In the withdrawal one barge loaded with explosives was detonated beneath a railway viaduct. All Australian members of the Commando-style mission succeeded in returning to their ships.
March 1941	HMAS STUART, (destroyer), 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 1942	HMAS PERTH, (cruiser), was sunk by enemy action. 23 officers and 333 ratings lost their lives
March 1951	The Battle class destroyer HMAS ANZAC, (CMDR J. Plunket-Cole, RAN), was commissioned. ANZAC was laid down in Williamstown Dockyard, Melbourne, on 23 September 1946, and launched on 20 August 1948. Mrs Collins, (Wife of RADM J. A. Collins RAN), performed the launching ceremony. CMDR Plunket-Cole was appointed Commander, 10th Destroyer Flotilla.
March 1962	HMAS SYDNEY was commissioned as a fast troop transport under CAPT R. I. Peek, OBE, DSC, RAN.
March 1966	The RAN Clearance Diving Teams 1 and 2 were formed.
March 1970	HMAS VENDETTA, (Daring class destroyer), completed her deployment in Vietnam. VENDETTA fired 13,709 rounds against the enemy.
March 1980	The Fremantle class patrol boat HMAS FREMANTLE, was commissioned in the United Kingdom. FREMANTLE was the first of the new class built for the RAN. The other 14 vessels were all constructed in Australia.
March 1987	HMAS OVENS, (Oberon class submarine), sank the stripped hulk of the navy tank cleaning vessel, ex-HMAS COLAC, off Sydney, with a Mk.48 torpedo.
March 1990	The 40,870 ton fleet tanker HMAS WESTRALIA, (ex-RFA APPLELEAF), was renamed and commissioned by Mrs. D. Gration, (wife of General Gration, the Chief of Defence Force), in a ceremony at Fremantle.

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/>

Readers Forum

Recording naval events through painting

The following is a letter from Mr Stan Stefaniak, President of the Australian Society of Marine Artists Inc. relating to the concept of a Painter of the Navy for the RAN.

I read with great interest the article "Painter of the French Navy (Peintre de la Marine)" in the February issue of "Call The Hands" that also posed the question "is it time the RAN considered the concept?" My mind quickly took me back to October 2013 and the commemorative celebrations marking the 100th Anniversary of the entry of the first Royal Australian Navy Fleet into Sydney and the International Fleet Review. Present on board the French surveillance frigate Le Vendemiaire was Marie Detree, the official painter to the French Navy (Peintre Officiel De La Marine).

Marie joined the vessel in Noumea (New Caledonia) and recorded the daily naval activities on board as well as the scenes witnessed in various ports including Sydney. I was fortunate to have been invited to attend a special function, on board Le Vendemiaire, to represent the Australian Society of Marine Artists (the ASMA) and to meet Marie and view the collection of paintings that she had executed during her voyage. Immediately I was able to visualise the interesting series of events that had recently taken place; a series of images that were to serve as an historical record. The keen artist's eye and artistic impression facilitated the significance of each scene that was depicted.

The concept of an official painter to the Royal Australian Navy could be viewed as a position shared by a number of marine artists. The specific dedication to marine art by the ASMA also provides a diversity of stylistic expression by highly skilled member artists. The Society seeks to encourage the practice and the appreciation of Marine Art in Australia in recognition of its importance in the artistic life of this great Maritime Nation. We now boast, amongst our members, artists who are renowned and acclaimed nationally and overseas and have gained recognition for their high standard of work. The ASMA's first president and co-founder Dennis Adams, for example, was an officially commissioned WW2 war artist. His paintings are displayed at the Australian War Memorial in Canberra and at the Australian National Maritime Museum. No doubt many would be familiar with Dennis's depictions involving the RAN that today serve as beautifully expressive historical records.

Hopefully an official program may be created that celebrates and preserves our rich naval heritage through artistic expression.



Painting by Dennis Adams of Lieutenant-Commander Brown, RAN, and two of his officers on the bridge of HMAS Morseby in 1942
AWM image

Stan Stefaniak FASMA President, The Australian Society of Marine Artists Inc. Web: www.marineartistsaustralia.com.au

Editor's Note: The Society has passed this letter to the Chief of Navy with a proposal that the concept of a Painter to the Royal Australian Navy be considered.

HMAS Darwin Decommissioning Date: Correction

Thanks to Brian Scotney for pointing out an error in HMAS Darwin's decommissioning date in Occasional Paper 23 distributed in March 2018. The correct date is 9 December 2018. [Decommissioning video Link.](#)

Uncanny Experience for New Member; Ordinary Seaman 2nd Class Samuel George Miles

The recent launch of the Society's new website triggered an uncanny coincidence in mid-March when new member, Glenn Miles and his siblings were amazed to find on the website home page a previously unseen image of their father. The image is of sailors posted as commissioning crew of HMAS Perth (1) embarked in SS Autolycus sailing for the UK in May 1939. Included in the image was Ordinary Seaman 2nd Class Samuel George Miles.

Glenn Miles who also joined a tour of Garden Island Dockyard wrote,

'The President, Naval Historical Society.

So special yesterday to revisit GI. Highlights for me included; the slightly tired old building of the Fire Station and Dockyard Police (Forgotten memories came flooding back of my childhood in that building.), the stained-glass HMAS PERTH window in the Chapel, a close up look at the cruise ship in dock and of course, the warm welcome given by you and your Boatshed colleagues. Being able to announce the finding of my dad's photo on the website was also a highlight.

Thank you for the uncropped photo. It provided the exact clue to, not just the year but the exact time and place. "At 11 am on 13 May 1939, 234 ratings and officers commissioned for HMAS PERTH, departed Sydney (No 2 wharf East Circular Quay) on board the Blue Funnel steamer, SS Autolycus." Bound Portsmouth. This confirmed my earlier thoughts based on age and the pre-war smiles.



HMAS Perth 1 sailors embarked for passage to UK, 13 May 1939. Ordinary Seaman 2nd Class Samuel George Miles, 3rd from left
Photo by Samuel J Hood.



SS AUTOLYCUS departing wharf no. 2 Circular Quay, 13 May 1939. The smoke on the starboard quarter indicates vessel is being assisted by steam tug.

I believe the crew all came from HMAS ADELAIDE which formally decommissioned 17 May 1939. My father's service in HMAS Adelaide under the command of Captain H.L. Howden RAN was the early stage of what would become a long-term association between Captain Howden and my father.

After departing Sydney, SS Autolycus sailed via Melbourne and Hobart to pick up more men. A short stop was also made at Albany. The ship continued via Durban with 500 men before arriving at Portsmouth UK on 29 June 1939. Whilst in Hobart on 16 May cargo was loaded as well as 20 men. Word amongst the passengers was that apples were the best food onboard. Short leave was given in Durban and Madiera, Portugal. On arrival in Plymouth SS Autolycus berthed alongside HMS Amphion, and her crew stepped straight onto their new ship, ready to be recommissioned as HMAS PERTH.

It is interesting that during HMAS Perth's first year of deployment, based in Kingston Jamaica, the ship transited the Panama Canal three times. The first time the crew believed they were going home, but instead headed for a secret rendezvous at Cocos Island, Costa Rica (Pacific Ocean south west of Costa Rica) then back Eastbound through Panama into the Atlantic.

Dad transferred off HMAS PERTH in Sydney in July 1940 and after a short posting to Warrego for the remainder of 1940 joined HMAS HOBART and sailed to Alexandria, Egypt to relieve his old ship HMAS PERTH. I'm sure a special moment. He was amongst the last out at the fall of Singapore aboard HMAS HOBART. I can't imagine how they handled news of the loss of HMAS PERTH soon after. With his early pre-war posting to HMAS SYDNEY, he served on all three Leander Class Cruisers.

Cheers for now, Glenn Miles'

Editor's Note: Should readers be able to assist with the identity of other sailors in this image please contact us at publications@navyhistory.org.au

HMAS Perth (1)

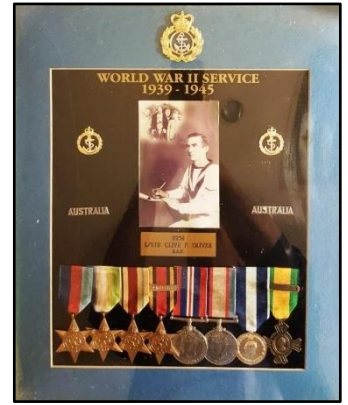


AWM image. Painting by Dennis Adams of HMAS Perth in 1942

The Australian war Memorial website provides the following description of this painting. 'Features the heavy cruiser HMAS "Perth" during the Second World War. A series of modified Leander class cruisers HMAS Perth, HMAS Hobart and HMAS Sydney were all built in Britain and then later commissioned into the Royal Australian Navy. To mark one such event, HMAS Amphion was re-christened HMAS Perth by HRH the Duchess of Kent on 29 June 1939. It then embarked from Plymouth to represent Australia in the World Fair in New York on July 26, just prior to the outbreak of the Second World War in which it was to serve with distinction. This painting of HMAS Perth is noteworthy in that the artist originally depicted the near identical HMAS Sydney, which sank in November 1941. With the sinking of HMAS Perth in March 1942, Dennis Adams over painted the picture for reproduction in the first RAN service annual, 'HMAS', published later that same year.

Lost Medals: Can you Assist?

Mr Peter Krug, has in his possession the WW2 medals of Leading Stoker Clive F. Oliver, service number 11258. He wishes to return them to Clive or his family. If you know of Clive Oliver and can assist please contact Mr Krug; tel 02 8959 8822, M 0434 324 564, e-mail peter.krug@ieeee.org.



Society Matters

Reading Material

Use the website [Research Page](#) search facility to access more than 1200 articles published in the Society's flagship magazine, *The Naval Historical Review*. Articles can be located by key words, authors name or categories.

Society Library

The Society maintains an extensive research library of naval books and other publications which are available to members and volunteers conducting research and writing for the Society. It also facilitates responses to numerous requests for information from the public. If sufficient funds can be raised, the library catalogue will be available to members through the website.

Phone; 02 93592372, E-mail: Secretary@navalhistory.org.au

Naval Historical Review

[Become a member](#) on line to receive quarterly copies of the *Naval Historical Review*, the Society's flagship magazine.

Tours of Garden Island, Sydney

Tours of Garden Island provided by Society volunteers on Thursdays are very popular with organized groups and retired naval personnel and their families. Tours of 1.5 to 2 hours which take in historic sites and buildings in the Dockyard including the Captain Cook Graving Dock are preceded by an introductory video in the Boatshed, Garden Island. Groups and individuals generally arrive by ferry from Circular Quay but arrangements can also be made for groups arriving by coach. The cost is \$20 per person. Should you be interested in booking a tour start by visiting the website, calling or e-mailing the Tour Coordinators.

Phone: (02) 9359 2243) Thursdays only

E-Mail: tours@navyhistory.org.au

Website: <https://www.navyhistory.org.au/garden-island-tours/>

Subscription

Should you become aware of others who wish to receive *Call The Hands* they should be advised to register by e-mailing the Society at callthehands@navyhistory.org.au. Current subscribers can unsubscribe by emailing the same email address.