



CALL THE HANDS



Issue No.24

October 2018

From the President

Welcome to this month's issue of Call the Hands. Our aim is to provide members and the community with news of contemporary and historical events as well as information on services provided by the Society. These services are best accessed through our comprehensive website and Facebook page.

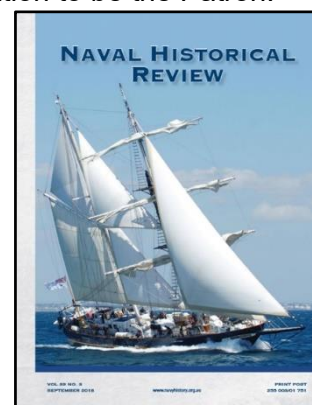
The arrival of the Royal Australian Navy's second Hobart-class air warfare destroyer, NUSHIP Brisbane in Sydney on 10 September reminds us not just of Australia's significant warship building program (3 destroyers, 12 submarines, 9 frigates and 12 Offshore Patrol Vessels) but the significance of the RAN in world terms. Ranked 54th in terms of vessel numbers the RAN is ranked 21st in terms of capability according to the annual Global Fire Power review.

The fleet, unlike many navies maintains a busy schedule of strategically significant operations, exercises and engagement activities which help shape Australia's international relations and our history in the longer term. Recent examples include the Indo-Pacific Endeavour tour by HMA Ships Adelaide and Toowoomba and Success to south west Pacific countries and current north-east Asia deployment by HMA Ships Huon and Gascoyne, the longest deployment for Mine Hunter Coastals to date. Such deployments are fundamental to relations with Australia's regional neighbours.

Linked to deployments of this nature was the 5 September announcement by the Minister for Australian foreign affairs to establish a 'Pacific Fusion Centre'. This centre will analyse information to strengthen maritime awareness and provide information to Pacific decision makers responding to security threats, such as illegal fishing, people smuggling and narcotics trafficking. The centre to be established in 2019 will complement the Pacific Maritime Security Program, through which Australia is providing 21 new Guardian-class patrol boats to Pacific nations over the next five years along with an aerial surveillance package.

I am grateful to the Chief of Navy Vice Admiral Michael Noonan, AO, RAN for agreeing to be the Society's Patron. In his letter of acceptance VADM Noonan said, 'Part of my role as the Chief of Navy is to ensure that our naval traditions remain alive, and that the rich history of the Royal Australian Navy's role in shaping our nation is shared with the wider community. The Naval Historical Society of Australia has a very important role to play in this area and for this reason; it is with great pleasure that I accept your invitation to be the Patron.'

Members have in recent weeks received the September edition of our flagship magazine, the Naval Historical Review (NHR). This, 52 page, A4 size, advertisement free magazine, features a variety of previously unpublished stories on historical and contemporary naval subjects. The lead story in this edition is a short history of STS Young Endeavour, gifted to Australia by the British Government to celebrate our bicentenary. Stories published in the NHR are generally posted to the Society's website after twelve months. If you don't want to wait, [become a member today](#). I trust you enjoy this month's edition. As always, feedback is welcome.



David Michael
President



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A Letter from HMAS Sydney

Editor's note: This letter was written by Flying Officer R.B. Barrey who was the pilot of the Walrus Amphibian aircraft in HMAS Sydney in 1941. He did not survive the encounter with the Kormoran. The letter was sent to his brother, Sergeant (later Wing Commander) Clement Barrey, DFC, DFM, AFM, who joined the Royal Air Force and served for nearly thirty years.

The letter provides some interesting insights into life on board HMAS Sydney. It comes to the Naval Historical Society with compliments from Commander Greg Swinden, RAN from the Australian Command and Staff College.

At Sea Pilot Officer R B Barrey HMAS Sydney C/- GPO, Sydney, NSW Tuesday, 27th May, 1941

My Dear Brother,

Well old scout, now that my schooling has ceased for the time being, and my commission having been granted, plus a transfer from the Fleet Co-operation Base at Rathmines, NSW as OC in charge of the RAAF Detachment. I now find that I have much more time on my hands which permits me to catch up on a good deal of my back correspondence. You have probably learnt through Mother that I let my head go in February when I was home on leave and decided to get married, thereby using up my last three days. Since then I have only had about seven days with Glad as I was posted (with about 2 ½ hours' notice) four days after she arrived at Rathmines. I had taken a house there. However, she has now taken a flat at Kings Cross, Sydney. And now every time this ship returns to its port, I'll be able to reap the benefits of my new home for these ships never put out into the Outer Harbour during wartime. Gladys is an entirely different girl from when you knew her and both Mother and Pop have taken a definite liking to her now.

John, I suppose it isn't fair to tell you this after what you've had to put up with, but the life aboard this ship is really first class, and the meals are more-or-less like a Government House touch. Our duties at the present moment are mainly patrol and escort work around the whole coastline and at the same time, the almost entirely new crew are getting in as much practice as possible at their various action stations, so I don't think they'll be venturing over to your side of the globe till they've attained a little higher standard.

I took over from Flight Lieutenant Price, DFC (a South Australian) on 29th April, 1941 after completing one dual catapult and recovery underway, so now I have the Walrus and 1 Sgt Fitter II, 2 LAC Fitters, a LAC Fitter Armourer, a LAC Photographer under my charge. The Navy supply the observer who is a Lt/Cmdr and also the Telegraphist Air Gunner. As you probably know, these 'Ducks' are used mainly for spotting purposes and make ideal targets for enemy planes. However, as far as I know, there hasn't been another machine of this type built that can take the bashing they get when landing in rough seas.

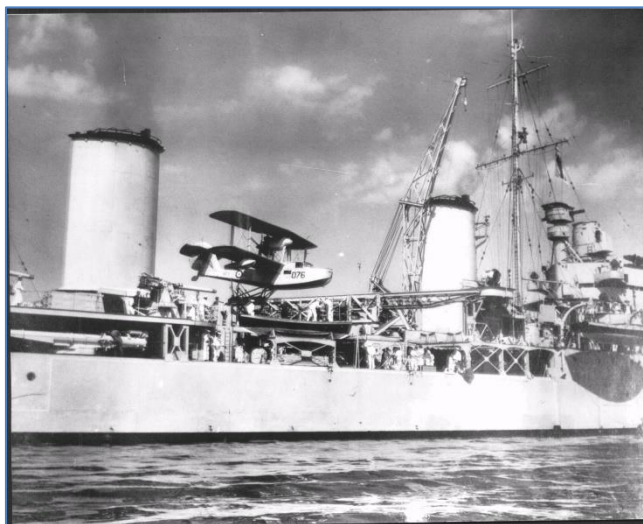
We paid a visit to Singapore recently and while there, I called on Alan Brewin. He was very surprised as he had not seen me since I was at Parafield. He is absolutely fed up with his present posting and reckons it's rotten to the core. I'm a bit 'wid-im-dere' as what I saw of the place was bloody terrible.

Since I've come aboard, my flying hours have slipped to blazes and I'm told that 15 hours a month is considered quite good going round these parts. My hours are now up around the 280 mark in just over thirteen months (Air Force training only). I really think my 18 months of Aero Club flying before the war has placed me in good stead, and so has been one of the main factors in the granting of my commission. I am still getting 17/9 per day, the same as I received as a Sergeant, with an additional 3/- a day marriage allowance. I have joined up for the duration of this bloody war and twelve months thereafter, and so if it finished up tomorrow, I've still got to complete my term of twelve months before being relieved. I've still got the 500cc Velocette at home looking just like a new pin. I built a new garage on the old 'cookhouse' site and incorporated a bench with a window over it facing south, and covered the floor with bricks.

You never can tell just what this navy is going to do next and maybe it will not be long before they are satisfied with the present crew and so give this ship another chance to make its presence felt again in the Med. If so, I'll be doing my level best to get in touch with you somehow. I may surprise you the same as I did Alan Brewin.

Well old son, I'm glad to hear through Mother that you're OK and managing to hold your own over there, so may I wish you the best of Health and heaps of LUCK, plus many more happy landings.

So cheerio for the time being
From your One and Only
"Cow's Udder"
Raymond B.



White Lady of the North – HMAS Moresby

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

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

In 1925 the RAN required another surveying vessel to assist the aged *Geranium* in the big job of charting our

coastal waters – the *Silvio*, renamed the *Moresby*, was the vessel for the job. She arrived here that year under the command of Captain J. A. Edgell, RN, with Lieutenants J. A. Collins, RAN, and H. A. Showers, RAN (later Flag Officers) among her officers.

She immediately began surveying the Cumberland Passage in the Great Barrier Reef waters, and continued until 1929, when shortage of funds caused her to be paid off. In 1933, with the deterioration of international affairs, money was found for her to begin the strategic survey of the approaches to Port Darwin, a job which she continued until 1939. In these years the *Moresby* became known as the 'White Lady of the North' as she toiled resplendent in the white and buff colour schemes of the survey service.

Her lines, although unusual, had a gracefulness of their own. When Japan entered the war, her saluting guns gave way to an old Mark II 4-inch gun and the taut wire machine on the quarterdeck was replaced with depth charge racks and throwers as *Moresby* went back to her original role of submarine hunter. She escorted convoys round the east coast of Australia in the dark days when our merchant ships were being sunk only a few miles from Sydney Heads.

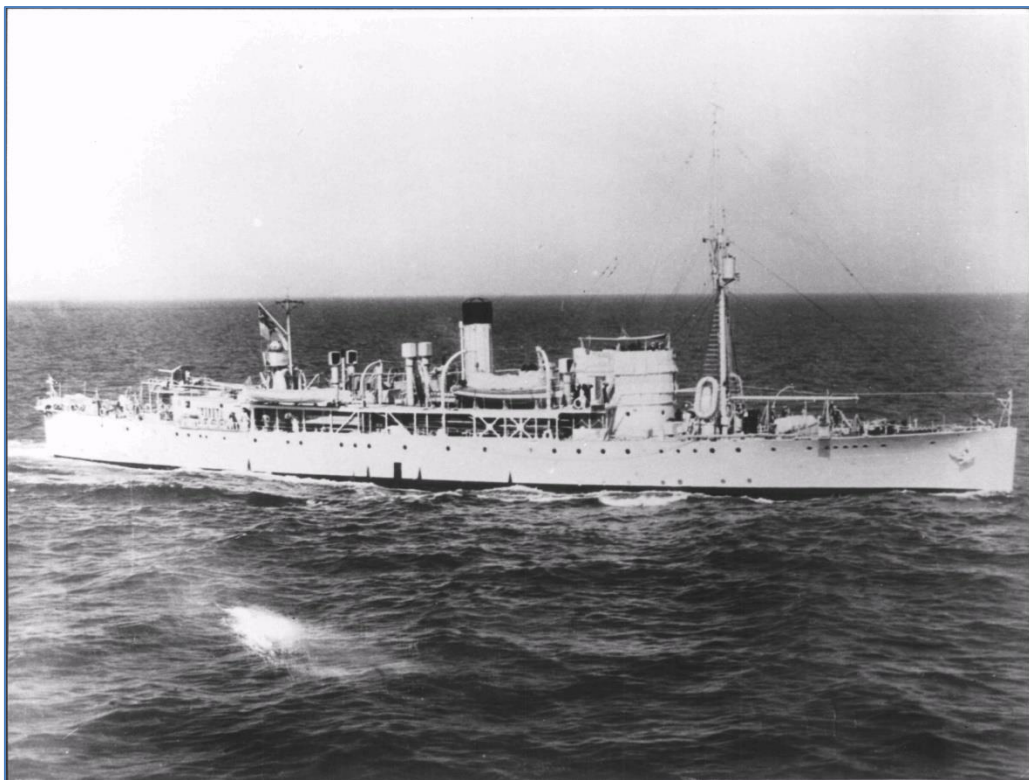
By the end of 1943 the coastal waters were somewhat safer and a greater need was felt for her services in charting the north

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

In 1944 she returned to her pre-war ground in the approaches to Darwin. Here she acted as 'Master' ship, doing the triangulation, with five 'slave ships' AMS sounding, all at fixed and accurate radar ranges from her, thus covering a large area in a short time. The surrender of the Japanese forces in Timor, which was signed on her quarterdeck in Koepang Harbour, was the highlight of her long career.

After this she returned to make the preliminary survey of Yampi Sound coincident with the commencement of the mining of iron ore there by the BHP. Future events showed a prophetic twist of fate here. In 1946 she returned to Sydney and joined in the general paying-off of the RAN, which was then proceeding. After being in reserve for a short time she was listed for disposal. Strange to relate she was purchased by the BHP and towed to their Newcastle works for breaking up. To do this they cut her down deck by deck; only about two feet remained above the water line. Then the hulk was towed up river, where the remaining 420 tons of the hull was beached and hauled in 30-foot stages on to the bank. However, several parts of the ship are still to be found. Possibly the biggest pieces intact are the main steering engine and telemotor, which are now used for instructional purposes at the Newcastle Technical College.

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



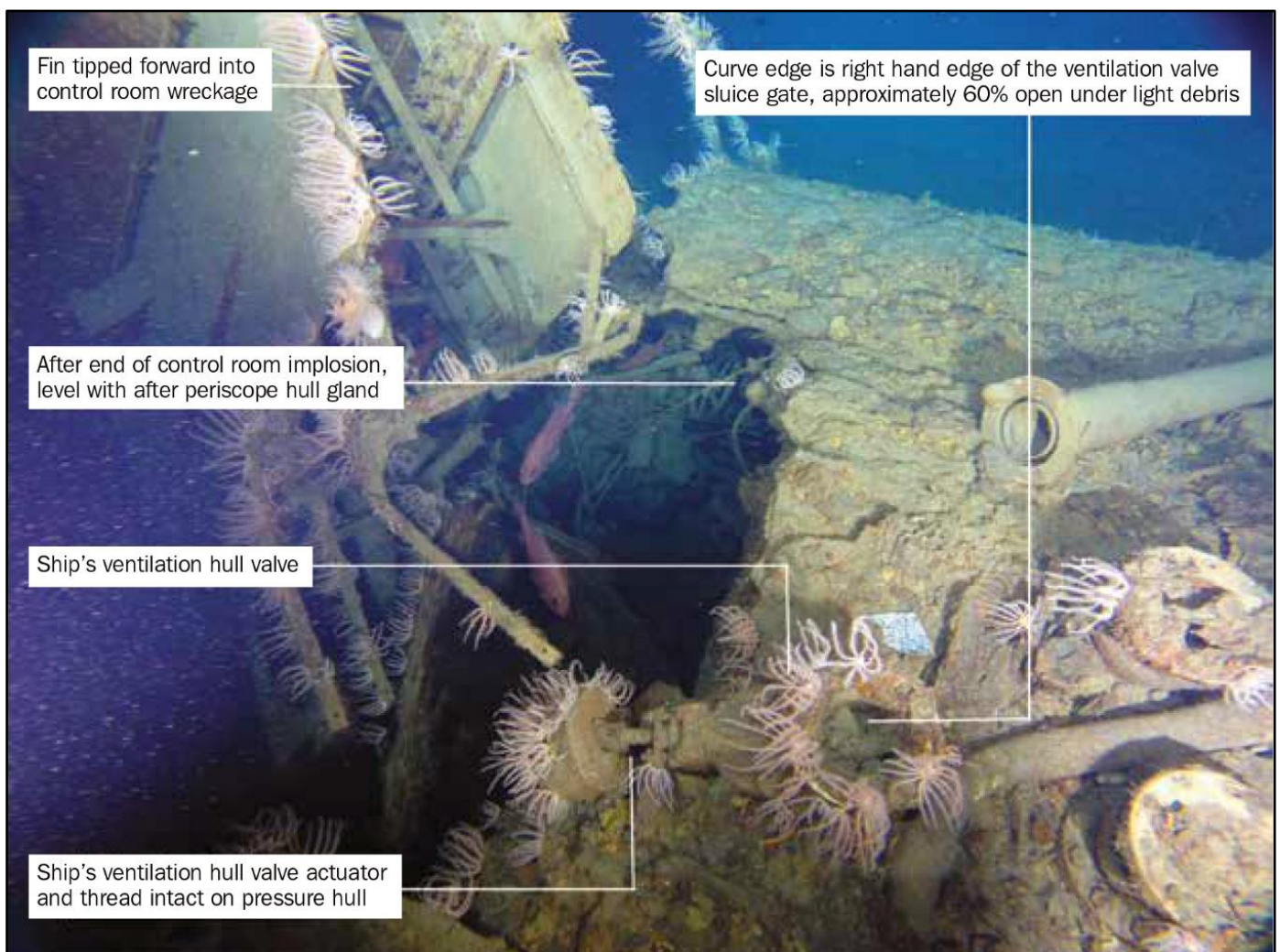
New Report on the Loss of AE1 Released by Australian National Maritime Museum (ANMM)

On the 104th anniversary of the loss of Australia's first submarine HMAS *AE1*, the ANMM released a report which revealed new evidence on the mystery behind its disappearance on 14 September 1914. *AE1* was lost at sea with all 35 hands on 14 September 1914. The wreck site was located on 20 December 2017 off the Duke of York Island, near Rabaul, Papua New Guinea.

The initial, 2017 analysis concluded *AE1*'s loss was due to a diving accident rather than enemy action. This conclusion has been confirmed in the more detailed report released by the ANMM on 14 September 2018. Some new facts and much informed speculation flowed from new clues. The new report also identifies a number of unresolved puzzles presented by new detail made available from the high-definition video and still images captured in December 2017.

The [full report](#) is available on the Australian National Maritime Website

A further story on the actual search for *AE1* which took many years is expected to be published in a 2019 edition of the *Naval Historical Review*.



AE1 Pressure hull near starboard after hydroplane, showing concretion delamination. Image courtesy of Paul G Allen, Find AE1 Ltd, Australian National Maritime Museum and Curtin University. © Navigea Ltd

HMAS SYDNEY

RAN's oldest ship to be scrapped

By FRANK CRANSTON, Defence and Aviation Correspondent

The RAN's oldest warship, the fast transport HMAS Sydney, is to be sold for scrap.

The decision which was made by Cabinet late on Thursday caught naval authorities by surprise, particularly as the ship was to have carried out two more major missions before her planned retirement next year.

Maintenance of the ship for another 18 months would have involved a refit worth about \$500,000 but RAN planners had estimated that this would have been worthwhile. The planned refit was to have begun next week.

Authorities said yesterday that the missions planned for the Sydney would probably cost more

would probably cost more if done by other means than the \$500,000 the Government wanted to save.

Late this year the Sydney was to have gone to Singapore to bring back the 6th Battalion, RAR, the 106th Field Battery and other units being returned to Australia as part of the withdrawal from the ANZUK ground forces.

More than 1,200 men as well as heavy equipment, including guns, trucks, and signals equipment which would have been carried in the Sydney, will now have to be brought back in other ships. Hundreds of tons of furniture and other personal effects of the troops and their families

will also have to be brought back.

Another major transport job which the Sydney was to have carried out was to bring from the US to Australia 12 Boeing Chinook helicopters of which the RAAF will take delivery early next year.

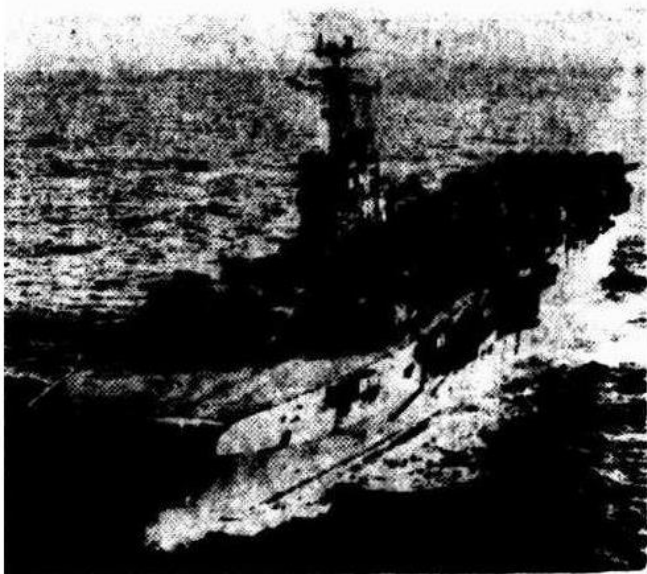
The Chinooks, and possibly some of the heavy equipment from Singapore for World War II. The could be brought to Australia aboard the aircraft carrier, HMAS Melbourne, but the Navy would be loathe to lose it in its proper role for the three or four months this would involve.

It was suggested yesterday that the Government's decision immediately to withdraw the Sydney from the fleet had been taken too hastily. A lesser refit, authorities said, could have enabled her to sail long enough to carry out the two major transport jobs.

The 600-man crew of the Sydney was told at a special parade yesterday morning that their ship was to be paid off immediately. They have been promised redeployment within the RAN.

Launched in Britain as HMS Terrible on September 30, 1944, the Sydney was not completed in time for World War II. The Labor Government bought her in 1948 and she was completed for delivery to Australia in 1949. She flew Hawker Sea Fury and Fairey Firefly fighters. Her aircraft flew hundreds of sorties against communist targets in North and South Korea in the 1950s.

In 1955 she reverted to the role of a training ship, being recommissioned after refit in her present transport role in 1962. She made 24 trips to Vietnam with troops and supplies.



Photos of the Month:



RAN Oberons Sydney Harbour 1995



NUSHIP Brisbane arriving in Sydney 2018

News in Brief

Australian 2nd air warfare destroyer reaches Sydney

Royal Australian Navy's second Hobart-class air warfare destroyer NUSHIP Brisbane arrived at her home base of Fleet Base East, Garden Island Sydney, for the first time on 10 September 2018. The newbuilding will be commissioned into the navy fleet on October 27, 2018. The Australian defence procurement office received NUSHIP Brisbane in July this year after the ship completed sea trials in May.



A pair of Royal Australian Navy minehunters have departed Sydney on 11 September 2018 for a three month deployment to North-east Asia, the first such deployment in over seventy years.

The deployment comes amidst a major shift in focus for the service as it looks to refocus on Asia after decades in the Middle East.

HMAS Huon and HMAS Gascoyne make up the deployment. The Navy has six of the vessels. Despite being some of the most capable minehunters in the region the vessels have largely spent the last decade providing on-and-off support to the patrol boat fleet. Speaking at their departure from HMAS Waterhen in Sydney, Commander Australian Fleet, Rear Admiral Jonathan Mead said: *"It is a great Navy day. These Minehunters are the first of their type to deploy to the region in more than 70 years and the ships' crews are looking forward to the trip."* The deployment will involve a variety of operations with regional allies to test mine warfare



procedures and will also include the regular sequence of port calls and diplomatic engagements. *"It is a great opportunity to showcase our skills and work closely with regional Navies,"* RADM Mead said.

Their departure comes with debate over the role of the navy ramping up, with new Chief of Navy Vice Admiral Mike Noonan using his first public comments to suggest that Australia's focus on the Middle East may soon be coming to an end.

Sea King flypast on 19th September 2018 ends 49 years of RN service by veteran helicopter

Bagger crews fought through weather conditions 'on the limit' to bid farewell to the people of Devon and Cornwall today in a three-hour flypast. Two veteran helicopters struggled against rain and poor visibility – but were determined their retirement should not go unmarked... and the people who braved the weather to see their penultimate flight were not disappointed. The two Sea Kings – for the record ZE420 (a spring chicken at 32 years old), and ZA126 (a more mature 38) from 849 Naval Air Squadron – flew as far east as Teignmouth, over the wilds of Dartmoor and Bodmin Moor, the northern Cornish resorts of Padstow, Newquay and St Ives, before a final sight of Land's End, Penzance, Mounts Bay and back to Culdrose. Their flight marks the end of 49 years of active military operations by the Sea King in various roles and guises. The first of more than 140 Sea Kings built for the Royal Navy arrived at Culdrose, just three weeks after the first moon landing.



This Month in History

October 1858	The Victorian Government approved the building of a graving dock at Williamstown.
October 1867	HMS NELSON, (wooden line of battleship), was presented to the Victorian Navy.
October 1870	HMVS CERBERUS, (armoured-turret ship), met a gale while on passage from Chatham to Plymouth, England. Officials at the Admiralty were concerned at the seaworthiness of the ship, following the loss of HMS CAPTAIN, a similar type of vessel. LEUT Panter, RN, reported the ship sailed like 'a half-tide rock'. On arrival at Plymouth, the crew promptly deserted.
October 1911	The existence of the new Australian Navy was formally advised when the Naval Board issued an historic order promulgating the designation 'Royal Australian Navy'. The order also directed that the permanent naval forces of the Commonwealth and for the ships of the Navy to be designated 'His Majesty's Australian Ships', and that all ships and vessels of the Royal Australian Navy were to fly at the stern the White Ensign as the symbol of authority of the Crown, and at the jack staff, the flag of Australia.
October 1913	The first RAN fleet, under the command of RADM Sir George Patey, RN, in HMAS AUSTRALIA, (battle-cruiser), entered Sydney Harbour. With AUSTRALIA were her consorts HMA Ships MELBOURNE and SYDNEY, (cruisers), HMS ENCOUNTER, (cruiser, on loan from the RN), and HMA Ships PARRAMATTA, YARRA, and WARREGO, (destroyers).
October 1916	The Town class light cruiser HMAS BRISBANE, (CAPT C. L. Cumberlegge, RN), was commissioned. BRISBANE was laid down in Cockatoo Island Dockyard, Sydney, on 25 January 1913, and launched on 30 September 1915. Mrs A. Fisher, (Wife of the Prime Minister of Australia), performed the launching ceremony.
October 1935	HMAS AUSTRALIA, (cruiser), won the Mediterranean Regatta against all ships of the Fleet. The cruiser scored 279.5 points, against HMS LONDON'S 276.
October 1940	HMAS AUSTRALIA, (cruiser), rescued 9 the crew of 13 of a Sunderland flying boat which had force-landed in heavy seas, and gale-force winds, west of the Hebrides. 4 airmen lost their lives. In the rescue, CMDR J. M. Armstrong and 12 ratings were lowered over the cruiser's side on ropes to snatch the airmen from the sea.
October 1942	Williamstown Dockyard, VIC, was acquired by the Commonwealth of Australia.
October 1948	First of 15 Spitfires (1 VC and 14 VIII Models) aircraft delivered to RAN FAA. They were trucked to Nowra for use as deck handling training aids. The Spitfire's were taxiied around the dummy deck at Nowra and used to train ground handling staff.
October 1948	The RAN took command of the British Commonwealth Occupation Force, (BCOF), naval shore establishment Kure, Japan. The base, then known as HMS COMMONWEALTH, became HMAS COMMONWEALTH.
October 1951	HMAS SYDNEY, (aircraft carrier), created a record for a light fleet carrier by flying 89 sorties in one day. SYDNEY was operating against Communist store dumps at Kojo, Korea.
October 1960	HMAS WOOMERA, (ammunition ship), was lost when dumping obsolete ammunition at sea, off Sydney Heads. A violent explosion, followed by a fierce fire, caused WOOMERA to sink in a few minutes. Two of the crew were killed in the explosion, but the other 25 were picked up by HMAS QUICKMATCH, (frigate). While in the sea the survivors were attacked by albatrosses.
October 1962	Two RAN Sea Venom aircraft collided in the air over Sydney Harbour. One aircraft crashed into the harbour after the pilot ejected, and the other reached its base at Nowra, NSW, and landed safely.
October 1974	HMAS ANZAC, (Battle class destroyer), was paid off at Sydney.
October 1974	RAN Clearance Divers completed the disposal of 5,096 pieces of WWII ordnance in Papua-New Guinea.
October 1980	HMAS MELBOURNE, (aircraft carrier), lost her second Skyhawk fighter-bomber on her deployment in the Indian Ocean. The first was lost in the Andaman Sea on 2 October. Both pilots were recovered.
October 1986	The Royal Australian Navy opened its 75th Year Anniversary celebrations with a ceremonial fleet entry into Sydney Harbour. A giant White Ensign towed by a Sea King helicopter led the entry.
October 1989	The first Sikorsky Seahawk helicopter was accepted for service in the RAN.
October 1992	At 11:41am in position 11 36.29'S, 135 38.33'E off Arnhem Land, HMAS <i>Moresby</i> II became the first RAN vessel to steam one million nautical miles. The ship was appropriately running a survey line at the time. She anchored in Refuge Bay at Elcho Island that evening to celebrate the event.
October 1999	The guided missile destroyer HMAS PERTH, (CAPT L. Rago, RAN), was decommissioned at Sydney after a career spanning 34 years. She was the first of the three DDG's to be paid off, and was eventually sunk as a dive wreck near Seal Rock, Albany, WA.
October 2004	The ANZAC class guided missile frigate HMAS ARUNTA, (CMDR W. J. Bairstow, CSC, RAN), visited the Russian port of Vladivostok. ARUNTA became only the second RAN warship to visit this Russian port, the first visit being by HMAS SYDNEY, (guided missile frigate), in 1995).
October 2009	HMAS Canberra II scuttled in 28 metres of water off Ocean Grove, Victoria to create an artificial reef and diving site.

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

Imperial Japanese Navy Battleship *Yamato*

A research request regarding video footage of *Yamato* which was the lead ship of the Yamato class battleships that served during World War 2 resulted in the video links below.

Yamato and her sister ship *Musashi* were the heaviest and most powerfully armed battleships ever constructed displacing 72,800 tons at full load and armed with nine 18.1 inch main guns. Neither ship survived the war.



Battleship *Yamato* under construction, 20 Sep 1941

Builder: Kure Naval Arsenal	Range: 7,200nm at 16 knots
Laid Down: 4 Nov 1937	Machinery: 12 Kanpon boilers, driving 4 steam turbines with 4 triple-bladed propellers
Launched: 8 Aug 1940	Bunkerage: 6,300 tons
Commissioned: 16 Dec 1941	Power Output: 150000 SHP
Sunk: 7 Apr 1945	Crew: 2750
Displacement: 65027 tons standard; 72809 tons full	Armament: 9x46cm, 6x15.5cm, 24x12.7cm, 162x25mm anti-aircraft, 4x13mm anti-aircraft
Length: 863 feet	Aarmor: 650mm turrets, 410mm sides, 200mm deck
Beam: 121 feet	Aircraft: 7
Draft: 34 feet	Aircraft Catapults: 2
Speed: 27 knots	

Video Links

[Yamato Battleship](#). American documentary with some original video of *Yamato*.

[World of Warships, Naval Legends: Yamato](#). Documentary with many images of model in the Kure, *Yamato* Museum. A little original footage.

Further Reading: [World War II Database](#)

Turboprop Fairey Gannet Sub hunter 1954:

[Link to Video of Interest](#) Thanks to Ward Hack for bringing this video of a restored Fairey Gannet to attention.

The Fairey Gannet operated by the RAN from 1955 to 1967 was a very effective carrier-borne anti-submarine aircraft. Some of its unique features and capabilities are described in this video of the restored prototype aircraft.

Further Reading:

[The Fairey Gannet-ASW Warrior](#) by Kim Dunstan, Fleet Air Arm Association of Australia website.



Occasional Papers in this edition

Included with this edition of *Call the Hands* are the following occasional papers: -

- Occasional Paper 37 is about Allan Green [1878-1954], the man behind the Photos
- Occasional Paper 38 by Peter Calthorpe covers RAN Machinery layouts and Sewage disposal.

Society Matters

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. Additions to the collection are always welcomed from people downsizing or who simply no longer require their books.

If you are in this situation and would like to assist by donating books on Australian naval history please contact our librarian. We would be particularly grateful for copies of books from the series published by the Naval Historical Society in its early years entitled "Ships of the Royal Australian Navy". This series included books on HMA Ships; Sydney, Hobart, Parramatta, Adelaide, Yarra, Canberra, Perth and Australia. It also included volumes on the WW2 Fremantle submarine base, WRANs, Clearance Diving Branch, N Class destroyers and the scrap iron destroyers.

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Naval Historical Review

Become a member to receive quarterly copies of the Naval Historical Review the Society's flagship magazine. <https://www.navyhistory.org.au/membership/>

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.

Further Reading

There are hundreds of articles online at our website. Visit <https://www.navyhistory.org.au/> for more stories and information