CALL THE HANDS

Issue No.26   December 2018

From the President

Welcome to the December 2018 edition of *Call the Hands* and accompanying Occasional Papers. It is our last edition for two months as the Society shuts down for the festive season (13 December to 16 January).

Experiencing a superb RAN Band concert to commemorate the 100th anniversary of the end of World War 1 last month reminded me that history can be communicated through a variety of mediums and that each individual has preferred modes. Music is clearly one of these modes as demonstrated by three narrated, historical pieces composed by talented RAN band members. These are described in this edition and available on the Society website.

Podcasts are another popular medium with significant contributions to the understanding of Australian naval history being made by the Navy Studies Group (Centre for Study of Armed Conflict) and Life on the Line. Links to their most recent episodes are provided in this edition.

Occasional paper 41 provides a description of the loss of SS William Dawes in 1942 and the personal contribution of a member of the little known Volunteer Air Observers Corps to the successful rescue of survivors. Occasional Paper 42 is a description of the surrender of the German Fleet in 1918. The largest gathering of warships in history.

Occasional paper 43 comes from a rather gloomy period in RAN history when there was not much to get excited about. Financial constraints had forced a significant reduction in the size of the Fleet and curtailed operations. This description of a cricket match between the Press and RAN is an unusual piece of pre-WW2 naval history. The Press team fielded 7 international players including arch rivals, Hobbs and Bradman playing as partners against the RAN.

Readers are invited to take particular note of the essay competition the Society has launched this month with the support of the Chatswood RSL Club which generously donated prize money. The subject is 'autonomous ships' which will resonate with people interested in emerging technology and future trends. You are invited to enter or pass on the enclosed flyer to another who may wish to enter the competition. A flyer is attached to the covering e-mail. Please tell your budding students and writers about it.

Finally, one of the Society's partner organizations, the Australian National Maritime Museum has launched the 2019 voyage program for the replica HMB *Endeavour*. Experiencing a sailor's life on a square rigger is another form of learning about Australia's great maritime history and Captain Cook's epic 1768-71 world voyage in particular.

I wish all our readers a merry Christmas and happy New Year. Stay safe.

David Michael
President

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The Naval Historical Society of Australia

ABN 71 094 118 434

Patron: Chief of Navy

The Boatshed, Building 25,
GARDEN ISLAND NSW 2011
Phone: 02 9359 2372 / 2243
(Tuesdays and Thursdays)
Fax: 02 9359 2383
E-Mail
secretary@navyhistory.org.au
www.navyhistory.org.au

In this Edition

Man Overboard! Warramunga Saga

By Sam Whyte
First published in the December 1987 edition of the Naval Historical Review (all rights reserved)

A DREADED CRY, which all sailors hope and trust that they never hear. However, it does happen and when it does, all crew members try their hardest to help and hopefully save their shipmate.

It happened aboard HMAS *Warramunga* during the invasion of the Philippines, but no cry was heard. It was shortly after the bombardments of Leyte, in the early hours of the morning of the 25th November 1944. *Warramunga* was patrolling off the island of Samar, the seas were fairly calm with intermittent tropical rain.
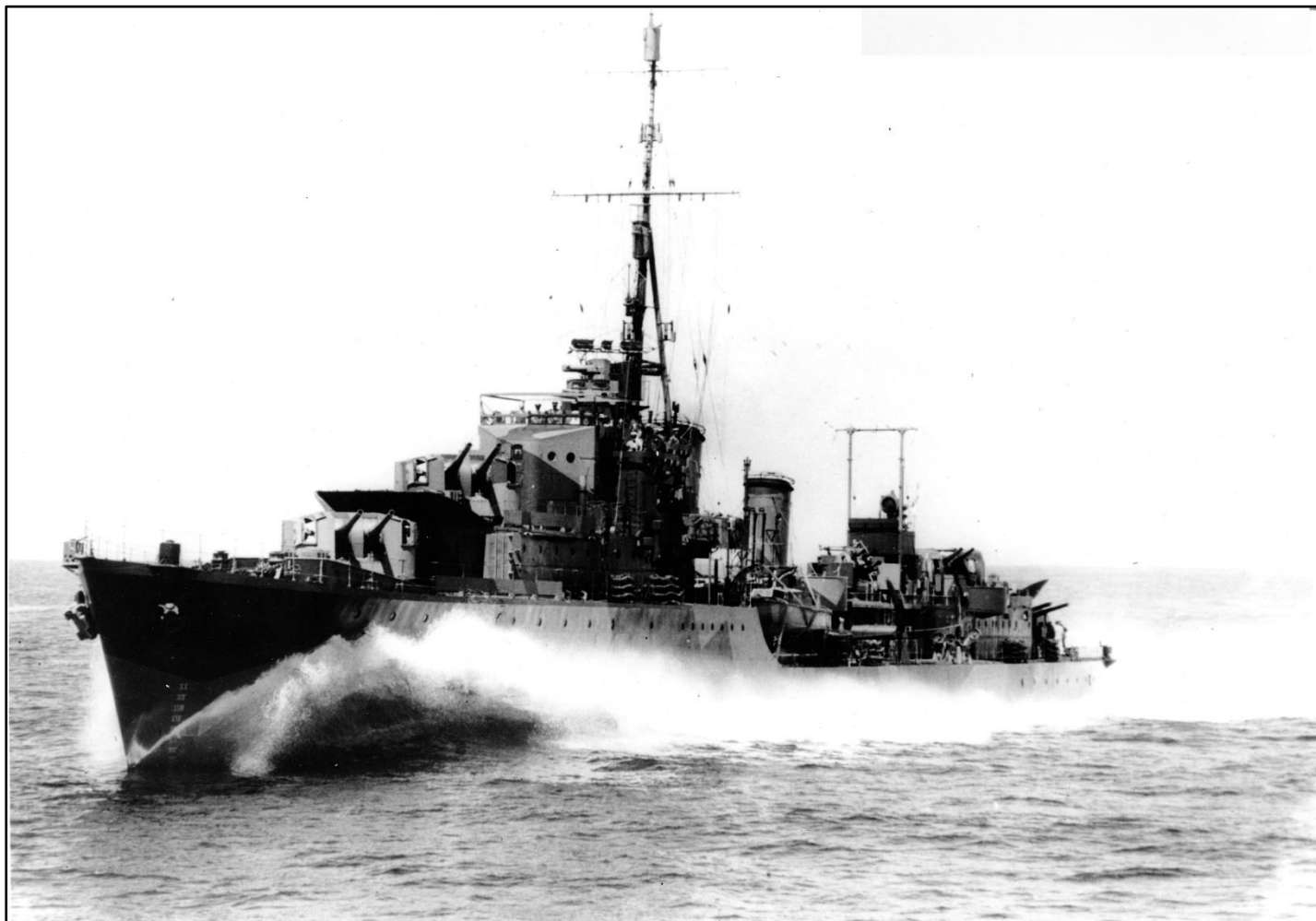
Able Seaman Jim Hunt was to go on watch at 0400 but shortly before that he was overboard. No one heard his cry and when he did not report to his cruising watch station on 'X' gun, the other members thought that he had failed to wake up and was still in his hammock. When dawn action stations were called and he still did not appear, checks were made and he was reported missing.

The Captain, John Alliston, ordered a full search of the ship. This was done from stern to stern and even hatches and compartments that were padlocked were opened but there was no sign of him. At 0800 Alliston reported to the squadron commander that one, S8125 Able Seaman J.R. Hunt, was missing presumed lost overboard. *Warramunga* left the area for Manus. The following is Jim Hunt's record of the event.

'About 0330 on the morning of the 25th November 1944, I went amidships, on the iron deck before going on the morning watch on 'X' gun. I had stopped on the way at the galley and grabbed a mug of 'kai'. The morning was hot, steamy and raining off and on. As we were on patrol our guardrails were down. I was wearing only my shorts and sandshoes and sat down on a bollard to cool off in the light breeze. After finishing my drink I put the mug on the deck, sat for a while longer, then stood up. On bending down to pick up the mug I slipped, falling backwards over the side. I called out but was not heard. The ship was moving fairly fast and it was not long before she was out of sight. Two other destroyers, also on patrol and American, passed close by but my shouting was not heard.

Just after 1400 on the same day, the USS *Mugford* (a four stacker) approached on an anti-submarine patrol in the Dingat Strait. They were on lookout for the crew of an ML lost that morning. I called out, they heard my cry, circled and dropped a scrambling net over the side. I swam to it and climbed aboard. I was taken to their sick bay, my identity disc checked, given a drink, had a shower and fell asleep on the bunk of the sick bay. After treatment next day for sunburn, exposure, swollen eyes and ulcers on my legs, I was given clothing and a spare bunk in the CPO's mess. I was allocated an action station with the fire control crews. It had been estimated that I had drifted some 20 miles from where I had gone overboard. As most of the Australian squadron had left the Leyte area I was allowed to stay aboard the *Mugford* which became the lead ship as 'Captain D' for a new landing at Ormoc Bay together with 50 LCIs.

The landing was without much opposition. As we started to retire we were attacked by a large number of Japanese aircraft. *Mugford* had in tow an LCI, which had been damaged and she made an easy target for the kamikazes. One plane dropped its bombs and then hurtled towards the ship, striking it at deck level and into a boiler room stack, killing the gun's crew of a multiple .50 gun. It also caused fires in the boiler and engine rooms, which resulted in several ratings being killed.

I assisted in pulling the plane over the side, helped put out the fires and gave assistance in the sick bay where there were 20 seriously burnt crew members. *Mugford* was towed back to Leyte, temporarily repaired and after two days was ordered back to the US. I was transferred to the only ship at Leyte with Australians aboard and ordered to wait for the return of *Warramunga*.

The ship was the RFA *Bishopdale*, from which *Warramunga* had fuelled many times. On board were 5 Australian DEMS Gunners. I was allocated to assist them on the 3 inch HA Gun. On watch two weeks later, with the USS *Boise* alongside taking on fuel, an undetected kamikaze dived out of the sky towards the *Boise*, turned and hit the bridge of the *Bishopdale*, smashing through an empty fuel tank, then through the 1½ inch steel hull. It was then that the torpedo it was carrying exploded, blowing a hole into the hull about 30 feet by 30 feet. One of the Australians was on the bridge at the time and was killed as well as 4 Indian seamen. Nine Americans on the foredeck of the *Boise* were also killed. It happened so quickly that not one shot was fired by any ship in Leyte.

The *Bishopdale* continued to fuel ships in the harbour until her remaining tanks were empty which was about three weeks. After repairs to her bridge and trimming ship she was ordered to Brisbane. I stayed with her until that port was reached where I was taken to HMAS *Morton* and a full report was given by me to Naval Intelligence officers. I was shown a commendation report from the captain of the *Mugford* for my efforts on his ship during the action off the Philippines. I was then sent to *Penguin* at Sydney where after further treatment for my skin and eye problems I commenced training as a hydrographic surveyor'.

Warramunga had received a signal when she arrived at Manus that Able Seaman Hunt had been picked up

by the *Mugford* and was alive and well.

After the war Jim went back into the workforce. He recently retired from Alcan Australia Ltd., where he was one of the Directors of that company. He had spent a considerable time working for them in New Zealand and the near eastern countries. During the years of 1967/68 he was President of the Rose Bay RSL Club.

Centenary of Armistice: Royal Australian Navy Band Performances

On 11 and 12 November the Royal Australian Navy Band commemorated the Centenary of the signing of the Armistice that ended World War One in special concerts that payed tribute to those who fought, the families and communities left behind, and their legacies. The program included three very special and unique compositions by Band members which brought music and history together. The medium of narrated orchestral compositions providing stories of the war and particular engagements and events was very powerful. The Naval Historical Society was honoured to assist in a small way with the narratives.

The historical works included;

First Victory by Petty Officer Musician Martyn Hancock, honouring the Sydney-Emden WW1 battle.
AE1 – The Ship without a Name, Lieutenant Matthew Klohs.
AE2 – Stoker's Submarine, Lieutenant Matthew Klohs.

The Band which has continually added ceremony, prestige and spirit to the activities and reputation of Australia's naval defence force for more than 100 years was conducted by Lieutenant Brian O'Kane, RAN and Lieutenant Matthew Klohs. Mr. Mike Carlton was the MC and Narrator.

RAN Band performing at City Recital Hall, Sydney 11 November 2018.   RAN Image

Listen to these compositions online through the Society website. https://www.navyhistory.org.au/podcast/

RAN Band Links
RAN Band FaceBook Page, https://www.facebook.com/RoyalAustralianNavyBand/
RAN Band History, http://www.navy.gov.au/ran-band-history
RAN Band Marches, Hymns and Anthems, http://www.navy.gov.au/ran-band-marches-hymns-and-anthems
RAN Band Ceremonial Sunset Music, http://www.navy.gov.au/ran-band-ceremonial-sunset-music

Aust submarine sets a patrol record

An Oberon-class submarine, HMAS Onslow, recently set a record for the longest continuous period at sea for an Australian submarine.

The Onslow sailed from Sydney on June 2, participated in Exercise Kangaroo 1, made a 3500 - mile passage to the Gulf of Thailand, participated in a second international exercise, then finally touched land again at Bangkok 33½ days later.

The previous longest continuous time at sea for an Australian "O" boat is about three weeks on a delivery voyage from the U.K.

According to Onslow's captain, LCDR Rod Fayle, the record-breaking voyage was largely uneventful — in fact nobody seemed to realise Onslow had set a record until some time after the submarine had arrived in Bangkok.

Despite the submariners' nonchalance the first part of the voyage reads like an American World War 2 movie.

"We sailed from the submarine base HMAS Platypus in Neutral Bay for Exercise Kangaroo I on June 2 and commenced our initial patrol in the vicinity of Cape Byron two days later.

"Here we attacked a surface action group of British ships including the County Class guided missile destroyers HMS Fife and the frigates Ariadne, Scylla and Argonaut early in the morning.

"They didn't spot us. Scylla passed within 1000 yards — we must have "sunk" her. Then we carried out a long range attack on another of the frigates."

And so the narrative goes on.

Hunting Neptune and Orion maritime reconnaissance aircraft failed to find the submarine, a mine field was laid in the Shoalwater Bay Exercise area (with the submarine still undetected), and a periscope reconnassance was carried out in the area where the surface ships were carrying out practice gunnery.

Some of the underwater transits had been specifically programmed to exercise the sophisticated electronic detection devices carried by the hunting aircraft.

But the submariners did not make it easy for the air force.

They could choose their own route between two fixed points and on one occasion Onslow escaped detection by slipping through a hole in the Great Barrier Reef less than 200 yards wide and with only 20ft of water under her keel.

When the big amphibious landing by U.S. marines commenced Onslow was waiting.

After slipping undetected through several "layers" of destroyers escorting the big landing ships the submarine carried out simulated torpedo firing at the U.S.S. Juneau and the U.S.S. Bristol County.

When the green smoke grenades indicating a simulated torpedo firing popped to the surface "all hell broke loose" but Onslow succeeded in evading her hunters and "retired for routine exercises".

It was during this phase that Onslow was detected by the "enemy" for the first and only time.

The submarine was required to operate on the surface for a period and her attackers watched her dive.

"That was quite an exciting day," recalls LCDR Fayle.

"We spent about 18 hours being chased all over the ocean by ships and aircraft before we finally slipped through the screen and were able to attack the ships withdrawing the marines from the beaches.

"I didn't leave the control room all day and I was pretty well exhausted by the end of it."

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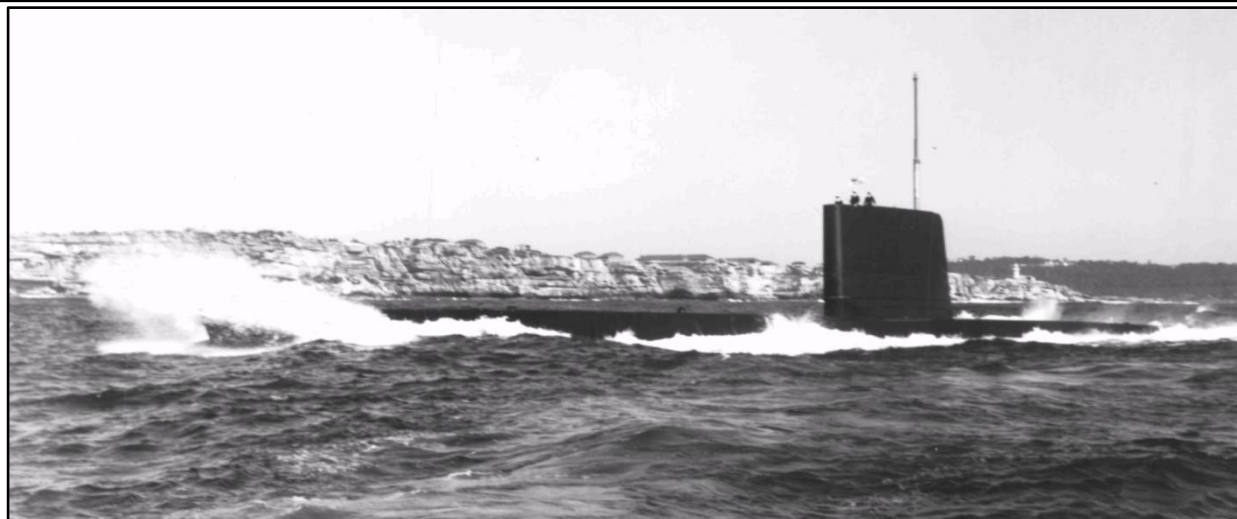
Podcasts

### Australian Naval History Video and Podcast Series

These programs are produced by the Naval Studies Group in conjunction with the Submarine Institute of Australia, the Australian Naval Institute, Naval Historical Society and the RAN Seapower Centre. The programs discuss notable events in the history of the Royal Australian Navy.

The most recent episode addresses the 'Loss and Relocation of HMAS AE 1'. Society members will also be able to read the story in the December edition of the Naval Historical Review.

View the latest series here: https://www.unsw.adfa.edu.au/australian-centre-for-the-study-of-armed-conflict-and-society/podcast/loss-and-relocation-hmas-ae-1

Life on the Line

Life on the Line tracks down Australian war veterans and records their stories. Life on the Sea is the current series which premiered in November. Life on the Sea is a special 7-episode documentary-style miniseries, a spin-off of the main podcast. It profiles 9 Royal Australian Navy veterans who served in either the Korean War or the Vietnam War.

Listen on itunes: https://itunes.apple.com/au/podcast/life-on-the-line/id1271200777?mt=2
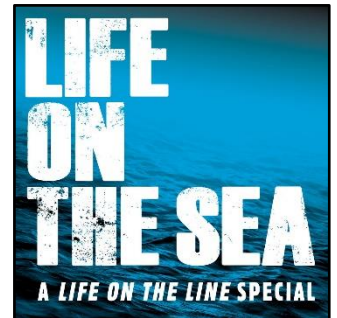
HMB Endeavour

The replica bark, HMB *Endeavour* owned and operated by the Australian National Maritime Museum is making history. It has sailed over 170,000 nautical miles twice around the world, visited 29 countries and many Pacific islands, and opened as a museum in 116 ports**.** The ANMM is currently planning a number of HMB *Endeavour* voyages in 2019 to Tasmania, New Caledonia and New Zealand. These voyages are great for individuals who are looking for a new adventure in the new year.

To find out more, visit:
www.anmm,gov.au/sailendeavour | HMBEndeavour@anmm.gov.au | 02 82418323

Essay Competition: Autonomous Ships

The Society in association with Chatswood RSL is conducting an essay competition on the subject of autonomous ships and their advantages and disadvantages in a naval context. The Naval Historical Review provides full details.

Length: 3,000 words
Prizes: 1st prize of $1,000 and $250 to the runner-up.
Winning essay: Published in the NHR and web site
Closing date: 31 January 2019.

Further details are available in the attached flyer.

Photos of the Month:

HMAS Armidale - Lost December 1942

Class	Bathurst Class
Type	Australian Minesweeper
Pennant	J240
Motto	Stand Firm
Builder	Mort's Dock and Engineering Co Ltd, Sydney
Laid Down	1 September 1941
Launched	24 January 1942
Lost	1 December 1942

News in Brief

All 8 Royal Navy Type 26 frigates named.
The names will be Edinburgh, Glasgow, Cardiff, Belfast, Birmingham, Sheffield, Newcastle and London. The frigates are referred to as City-class, in confirmation of the historic bond between the Royal Navy's fighting ships and the major cities as centres of commerce and industry. The City-class ships will replace the equivalent number of submarine-hunting Type 23 frigates currently in service. They are 60ft longer and 2,000 tonnes heavier than their predecessors, equipped with bow and towed array sonar, SeaCeptor air defence missiles and a 5in main gun.

HMAS Supply II.
The first of a new class of Royal Australian Navy's auxiliary oiler replenishment (AOR) ships, the future HMAS Supply, was launched by Spanish shipbuilder Navantia at its Ferrol shipyard on November 23.

HMAS Supply (II) was launched following a keel laying ceremony in November 2017.

Supply and sister ship Stalwart (III) will replace HMAS Success and Sirius with delivery of the first ship scheduled for 2021.

ANZAC AMCAP Upgrade
The first Royal Australian Navy Anzac-class frigate to undergo the Anzac Mid Life Capability Assurance Program (AMCAP) upgrade was undocked at BAE Systems' Henderson shipyard in Western Australia. HMAS Arunta entered water on November 30, after a 14-month refit period which started in December 2017 and required some 300,000 hours of work.

The most prominent aspect of the undertaking is the replacement of the ageing Air Search Radar capability with the new CEAFAR L-band long-range air search radar.

A video is available online showing the placement of the new mast
https://navaltoday.com/2018/11/09/amcap-upgrade-hmas-arunta-gets-new-mast/

HNoMS Helge Ingstad sunk in collision
After colliding with a tanker on November 8 the Norwegian frigate sank after being beached. A preliminary report from the Norwegian Accident Investigation Board (AIBN) suggests. leaks in HNoMS Helge Ingstad's watertight compartments could be responsible for the frigate's sinking following a collision in the Hjeltefjorden fjord,

In addition to blaming the vessel's lack of watertight integrity for the sinking, the report points to the two ships' watch keepers as the main factors in the collision itself.

This Month in History

December 1907	The Prime Minister of Australia, Alfred Deakin, announced that Australia would purchase 9 C-class submarines, and 6 torpedo boat destroyers, over three years, to be built, manned and maintained by Australia.
December 1911	SBLT A. M. Longmore, RN, an Australian serving in the RN, successfully landed a Short S27 aircraft fitted with airbags on the Medway River, England.
December 1914	LEUT Norman Douglas Holbrook, RN, was awarded the VC for outstanding bravery while commanding HM Submarine B11, during the first successful penetration of the Turkish minefields at the entrance to the Sea of Marmara, and for sinking the Turkish ship MESSOUDIEH. The town of Germantown, (an unpopular name during WWI), in NSW, was renamed Holbrook in his honour. The fin and casing of HMAS OTWAY, (Oberon class submarine), was gifted to Holbrook town in 1982, as a permanent memorial to LEUT Holbrook.
December 1919	HMAS SYDNEY, (light cruiser), patrolled the Timor Sea as beacon ship for Ross and Keith Smith's flight from England to Australia. The aviators recorded the cruiser was sighted exactly on station.
December 1930	Three future British WWII naval heroes were serving on the staff of RADM E. R. G. R. Evans, (Evans of the Broke), in HMAS AUSTRALIA, (cruiser). They were:- First Lieutenant; Future CAPT F. S. Bell, RN, (who commanded HMS EXETER in the Battle of the River Plate); Gunnery Officer; Future CAPT J. A. Collins, RAN, (who commanded HMAS SYDNEY in the sinking of the Italian cruiser BARTOLOMEO COLLEONI); Staff Officer; Future CAPT E. D. B. McCarthy, RN, (who commanded HMS AJAX in the sinking of the Italian destroyers AERONE, ARIEL, and ARTIGLIO).
December 1939	The cruiser HMAS PERTH, (CAPT H. B. Farncomb, RAN), was shadowed by the USS VINCENNES, (cruiser), while on the Yucatan Channel patrol in the West Indies. VINCENNES demanded PERTH's identity, but PERTH refused to comply.
December 1941	The Australian Government requested the British Admiralty to return HMAS HOBART, (cruiser), and HMAS YARRA, (sloop), to Australian waters. The minesweeper HMS LADY SHIRLEY, (LCDR Callaway, RANVR), was sunk by the German submarine U374 in the Straits of Gibraltar. There were no survivors. A search for the missing vessel was carried out by HMS ST, NECTAN, commanded by LEUT Osborne, RANVR.
December 1944	LEUT W. F. Cook, RAN, was appointed to command HMAS NIZAM, (destroyer). Cook, aged 28, was the youngest officer appointed to command an Australian fleet destroyer.
December 1948	The aircraft carrier HMAS SYDNEY, (CAPT R. R. Dowling, DSO, RAN), was commissioned. As HMS TERRIBLE she was laid down in Devonport Dockyard, Plymouth, England, on 19 April 1943, and was launched on 30 September 1944. Mrs Duncan Sandys performed the launching ceremony. At the end of WWII, TERRIBLE was laid up, unfinished. Purchased by the RAN, she was commissioned HMAS SYDNEY, at a re-naming ceremony performed by Mrs J. A. Beasley, (Wife of the Australian High Commissioner to the United Kingdom).
December 1951	HMAS SYDNEY, (aircraft carrier), suffered her second pilot loss when SBLT R. R. Sinclair was killed. His Sea Fury was hit by flak north-west of Chinnampo, and he bailed out, however he struck the tail of the aircraft in doing so. A rescue mission was mounted, but the helicopter crew found him to be dead when they arrived on the scene.
December 1957	The Official RAN Badge was amended by changing the Tudor Crown in the design to a St Edwards Crown, (Queen's Crown).
December 1962	The newly formed 16th MCM Squadron arrived in Australia with the six Bird class minesweepers.
December 1964	LEUT K. Murray, RAN, of HMAS TEAL, (minesweeper), was awarded the DSC for conspicuous service in Malaysian waters, during the Indonesian-Malayan confrontation.
December 1967	HMAS PERTH and USS HAMNER, (guided missile destroyers), came under heavy fire from Viet Cong shore batteries off Dong Hoi.
December 1970	HMA Ships AITAPE and LADAVA, (patrol boats), navigated a record 497 miles on the Fly River, New Guinea.
December 1974	HMA Ships BRISBANE and FLINDERS were the first ships to arrive in Darwin, to commence work as part of Operation Navy Help, the cleanup and rebuilding of Darwin following the devastating effects of Cyclone Tracy. FLINDERS surveyed the entrance to Darwin Harbour to ensure the safe passage of the RAN Task Group, and BRISBANE landed work parties to commence the massive job of cleaning up the devastated city.
December 1983	A sailor and an RAAF fitter were killed when a RAN Wessex helicopter, piloted by SBLT M. Henche, crashed in Bass Strait.
December 1984	HMAS KIMBLA, (oceanographic research vessel), was decommissioned at Sydney.
December 1995	The badly damaged hulk of HMAS DERWENT was finally scuttled, by charges set by CDT 4, in deep water to the west of Rottnest Island, WA. During the previous 10 weeks, the old ship had been subjected to a series of tests by DSTO staff, to observe the affect of bomb and shell damage on a warship. Due to the damage to the vessel she was sunk in very deep water to prevent divers attempting to dive on the wreck.
December 2000	HMAS OTAMA, (Oberon class submarine), was decommissioned. OTAMA, was the last of the RAN's Oberon class submarines to be decommissioned.
December 2011	817 squadron decommissioned and last Sea Kings withdrawn from RAN service

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.
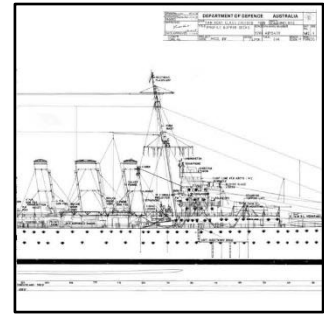https://www.navyhistory.org.au/research/on-this-day/

Ship Plans

The society has now made over 50 ship plans available for purchase from our website.
https://www.navyhistory.org.au/product-category/ships-plans/

The plans can be purchased online via a digital download or ordered as a printed copy delivered via the mail.

The available plans cover various vessels from over 100 years of RAN history.

Readers Forum

Australian Defence Industries (ADI)

Dockies Lament

Four thousand little dockies
Working along with glee,
Along came ADI,
And then there was three.
Three thousand little dockies,
Including me and you,
Along came rationalisation,
And then there was two.
Two thousand little dockies,
Not having a lot of fun,
Consolidation sounds a great idea,
And then there was one.
One thousand little dockies,
Trying to see it through,
We haven't got the contract,
So now it's me and you.
So pull your finger out,
I can't do the flaming lot,
Or let's have a toast to dockies past,
Before they're all forgot.

Rockie Dockie

Thanks to Robert Osborne for providing this little poem about downsizing and rationalisation within the Garden Island Dockyard commencing in the 1980s.

During the 1980s the Government of Australia recognised that Australia's defence's production facilities were badly fragmented and inefficient, having evolved to meet defence needs during two world wars and later conflicts in Korea and Vietnam. In the 1980s the munitions industry comprised seven facilities at seven different sites with vastly overdeveloped capacity for production

The process of rationalisation began with the closure of the unprofitable Department of Defence Support in 1984. Then followed a continuous process of restructuring, rationalisation and commercialisation overseen by several governments.

The process commenced on 3 May 1989 when Australian Defence Industries Pty Ltd (ADI) was created to take over the former Office of Defence Industries. The assets were transferred to a separate, limited liability company to be run as a commercial venture. The overall objective was to revitalise the Australian defence industry and make it globally competitive.

The corporatisation process actually begun in 19184 involved the rationalisation of government-owned dockyards and factories. The Garden Island dockyard was one of four ADI operating divisions with significant projects including the build of six minehunters and ongoing upgrade of the FFG-7 Adelaide class frigates. The government's perspective on competition in the naval shipbuilding sector was one of; Defence, being best served by an industry structure that can hold its own in the world market. Its objective was to foster Australian prime contractors able to achieve high levels of local content without subsidies. The ship building, ship repair and engineering industries exemplified this approach.

In 2001 the Australian government selected the Transfield Thomson-CSF Joint Venture to acquire ADI, as part of the ADI privatization process. ADI was then Australia's leading defence contractor, with revenues of approximately $A550 million and 2800 employees across 4 Divisions. The next step was the sale of ADI to the Transfield Thomson-CSF Joint Venture's at the end of September 1999.

In 2000 Thomson-CSF was rebranded and became Thales with 33% French government ownership. Later in October 2006 Thales increased its 50 per cent share in Australian Defence Industries (ADI) to full ownership.

Sources:
Global Security.org
Australian Government, Report of the Senate Foreign Affairs, Defence and Trade References Committee on the sale of ADI, February 2000.

Navy appeals for public help in honouring maritime war dead

On 7 November 2018 the Australian public was invited by the Minister for Defence Personnel, Darren Chester to participate in compiling an updated Roll of Honour listing the 300 Australian Navy personnel who gave their lives in the First World War. The project led by the Naval History Section involves conducting a detailed examination of Australia's maritime war dead to improve the comprehensiveness of the roll.

Of the 300 names on Navy's list, only about 25 per cent are identified with a photo. The project aims to ensure that every Navy casualty is properly recognised by filling out their stories including the first Australian serviceman to die in the Great War.

Able Seaman William 'Bill' Williams was the first Australian casualty of the First World War when he was shot during an Australian raid on a wireless station at Rabaul in then-German New Guinea.

Families of naval members who died between August 1914 and August 1921 are invited to contribute images to navalhistorysection@gmail.com. The point of contact is Mr Greg Swinden.

First Casualties World War 1

The following is part of a telegram sent to the Minister for Defence by Rear-Admiral Patey, on H.M.A.S. Australia, dated September 12. 3.30 a.m.

> 'Herbertshohe was occupied, and the British flag was hoisted at 7.30 a.m. on September 11 without opposition. Simpsonshaven was swept and ready to be entered on September 12. A naval force landed under Commander J. A. H. Beresford, of the Australian Navy, to destroy the wireless station. They met with vigorous opposition. The advance party at dawn established a landing before the enemy was aware of their intention. From within a few hundred yards of landing in the bush they had to fight for almost four miles. The roads and fronts were also mined in places, and the station entrenched. The officer commanding the German force in a trench 500 yards on the seaward side of the station has surrendered unconditionally. Our forces have now reconnoitred the enemy in strength holding the station. I have landed 12-pounder guns, and if the station does not surrender intend shelling it to-morrow. I regret to report the following casualties;
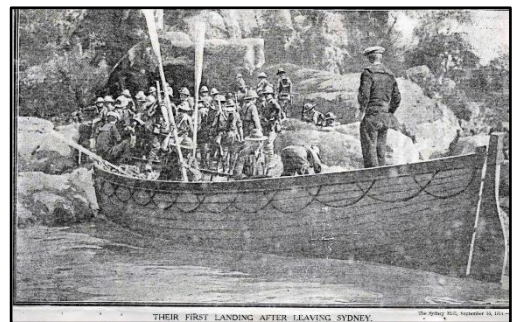
> **Killed**
> Lieut.-Commander Charles B. Elwell.
>
> Captain Brian Pockley (Army Medical Corps).
>
> William G. V. Williams, able seaman O.N. 294, No. 4 Company, Naval Reserves; next of kin, his mother. Mrs. B. Robin-son, 36 Beaver- road. Northcote, Melbourne.
>
> John Courtney, able seaman, No. 3 Company, Naval Reserves: next of kin, his wife, Mrs. Courtney, 54 Bank-street, North Sydney.'

Sources:
Sea Power Centre Australia, *The Capture of Rabaul and the Sydney/Emden Engagement, 1914*, John Perryman.

The Sydney Mail Wednesday 16 September 1914

Landing at Kabakaul to seize Bitapaka. Photograph by the late Captain Pockely (Army Medical Corps)

Occasional Papers in this edition

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

- Occasional Paper 41 SS William Dawes – A Ship is Burning
- Occasional Paper 42 German Fleet Surrenders in 1918
- Occasional Paper 43 The Press vs RAN Cricket Match 25 January 1933

Society Matters

Naval Historical Review

Become a member to receive quarterly copies of the Naval Historical Review the Society's flagship magazine.
Join online at;
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.

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/
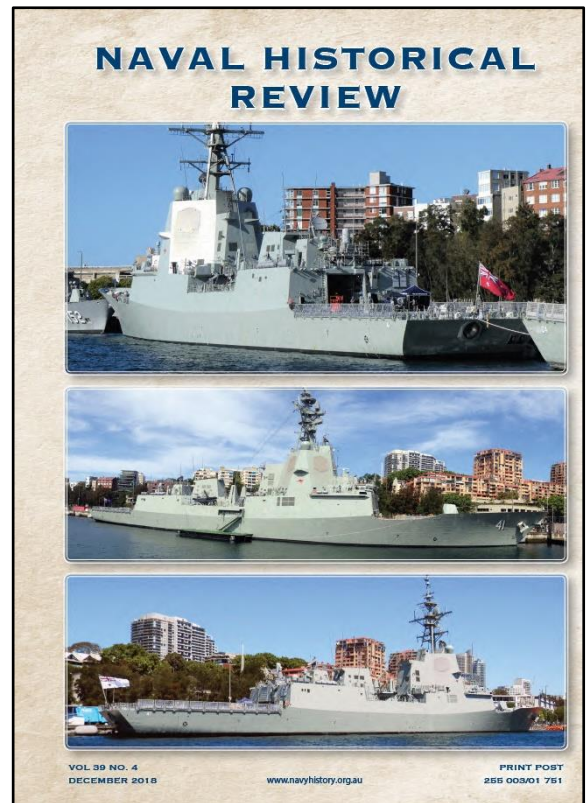
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Merry Christmas and Happy New Year