

# CALL THE HANDS

Issue No.29

April 2019

## From the President

Welcome to the April 2019 edition of *Call the Hands*.

Many commemoration ceremonies and anniversaries mark tragic events in our naval history. Fortunately, there are also events to be celebrated. This month we highlight two such anniversaries; Navy's 118<sup>th</sup> anniversary and the West Head Gunnery Range 60<sup>th</sup> anniversary.

An initiative by the Sea Power Centre Australia naval historians in support of Navy's birthday was a retrospective look at the employment and disposition of RAN units in 1919. Some ships had been absent from Australia for most of World War 1. This retrospective, along with the Chief of Navy's address is provided in Occasional Paper 50.

Occasional Paper 49 is a personal account by Society member, Gordon Cansdale about his experience in HMS Theseus after being conscripted into the Royal Navy in 1945. As an aircraft engine maintainer, Gordon's duties included flight deck operations where he experienced some extraordinary events. Following demobilization Gordon pursued several professions including teaching before commencing a very successful caravan manufacturing business in the 1950s. Gordon has lived in Australia for more than 60 years and at age 93 is an enthusiastic restorer of vintage motor bikes. We thank Gordon for sharing his story and look forward to receiving others.

Occasional paper 51 looks back at the design, construction and service of the Attack Class patrol boats. These small boats and their proud crews served Australia well for more than two decades with lessons learned applied in the design and operation of the two subsequent classes of patrol boats to serve in the RAN.

Society volunteers have been busy in recent months developing new walking history tours of Garden Island. Subject to formal Defence approval, anticipated in the coming weeks, the Society will commence regular tours of both the tunnel complex under the Northern Hill and the heritage sites and items located on the hill itself. These two new tours will complement the existing heritage tour of historic buildings, sites and facilities within the Dockyard. Details will be provided as soon as approval is received.

David Michael  
President

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<https://www.facebook.com/navalhsa>



## Support the Society

Although Call the Hands is a free service to the community produced by volunteers, it still incurs costs. Our objective is simply to promote preservation and understanding of Australian naval history. Voluntary contributions are essential to deliver this service to readers. If you value our work **please consider a donation.** <https://www.navyhistory.org.au/donate/>



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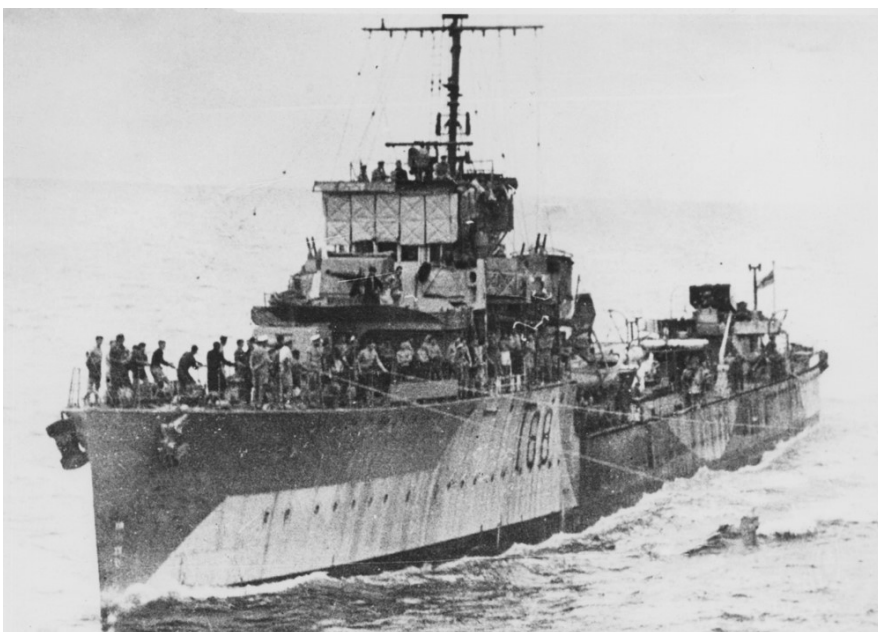
## In this Edition

Page	
1	From the President
2	Search for Wreck of HMAS Vampire I
3	West Head Gunnery Range: 60 <sup>th</sup> Anniversary and a Proud History
4	Bradleys Head Forts, HMAS Sydney 1 Mast and Royal Australian Navy Memorial Renaming Ceremony
6	Special Service Squadron 'down under' March to April 1924
8	Public hearings for the Defence Honours and Awards Appeals Tribunal review of recognition for Edward 'Teddy' Sheean
8	Ship plans available online for purchase
9	Videos of interest
10	Photo of the Month
11	News in Brief
12	This Month in History
13	Readers Forum
14	Occasional papers
14	Society Matters

## Search for Wreck of HMAS Vampire I

On 9 April 1942, HMAS Vampire (I) was sunk by Japanese bombers in the vicinity of Batticaloa, Ceylon (Sri Lanka) with the loss of nine lives. At the time *Vampire* was protecting the Royal Navy aircraft carrier HMS *Hermes*. *Vampire* was one of the Royal Navy V and W class of destroyers which were transferred to the RAN in 1933. The other vessels transferred included *Vendetta*, *Voyager* and *Waterhen*.

A Defence media release on 7 March 2019 announced that a search for the wreck of *Vampire* will soon commence and hopefully solve this outstanding World War II mystery. The search will be a joint operation between the Royal Australian Navy and the Sri Lankan Navy.



HMAS Vampire (1) 1933 to 1942. RAN image

The search will be centred on a refined datum which has recently emerged. Until now *Vampire*'s location has only been a rough location. Research by both Australian and Sri Lankan hydrographers in recent months concluded that there is a strong chance HMAS *Vampire*'s final resting place has been identified.

The Australian hydrographic ship HMAS *Leeuwin* and mine hunter HMAS *Diamantina* are in the region to assist with a more thorough search.

### Further Reading:

- [HMAS Vampire Memorial Address](#), by Captain Paul Martin, OAM, RAN Rtd on 9 April 2017, NHSA Occasional Paper 7 published 1 May 2017
- [HMAS Vampire \(1\) History](#), Sea Power Centre Australia
- Ian Pfennigwerth, *Bravo Zulu, Honours and Awards to Australian Naval People*, Volume 1 Page 207 published by Echo Books

## West Head Gunnery Range: 60<sup>th</sup> Anniversary and a Proud History

On 12 March 2019, West Head Gunnery Range (WHGR) celebrated 60 years of providing high quality operator and maintainer gunnery training to the Fleet. Since 1959 more than 50,000 sailors and officers have learnt the intricacies of naval gunnery in a live-fire environment which is both safe, and controlled prior to posting to sea going units. The occasion involved a tour by members of the local community, a demonstration firing of fitted systems 12.7mm machine gun and 25mm Typhoon Weapon system, and an afternoon tea with ceremonial cutting of the birthday cake.

NHSA senior research officer, Commander John Smith RAN Rtd, the first Officer posted in Charge of WHGGR attended as a guest of honour and reported that 'today's modern facilities are vastly different to 1959 but the smell of gun smoke was very familiar'.

First used by Australian Colonial Forces in the 1890s as a shore battery to deter a possible Russian invasion, the rugged cliff faces of West Head were again used by the Australian Army during the Second World War. It was in only 1958 that the Royal Australian Navy took ownership of the picturesque yet occasionally hostile coastline, and converted it into a permanent live firing gunnery range.

The West Head Gunnery Range was officially opened by then Minister of Navy, John Gorton, in 1959. When opened, the firing grid consisted of two 4-inch mountings and one anti-aircraft 40/60 Bofor gun. Between 2008 and 2009, an extensive redevelopment was conducted to replace the increasingly ramshackle buildings with brand new facilities. The redeveloped facility was officially re-opened by Rear Admiral Steve Gilmore in 2009, ushering in a new era of training using the Fleet's modern close-range weapons.



A 25mm Typhoon firing serial is conducted at West Head Gunnery Range (WHGR) during the 60th anniversary of WHGR at Flinders, Victoria. RAN image: POIS Nina Fogliani

## Bradleys Head Forts, HMAS Sydney 1 Mast and Royal Australian Navy Memorial Renaming Ceremony

Recently there was a change of name on the State Heritage Register of 'Bradleys Head Forts, HMAS SYDNEY I Mast and Associated Memorial' to 'Bradleys Head Forts, HMAS SYDNEY I Mast and Royal Australian Navy Memorial'.

The new name better reflects the fact that the site is home to the Navy Memorial, dedicated in 2013 and a memorial walk commemorating RAN ships lost in war.

The following is an address delivered during the ceremony recognizing the change and the sites importance.

**Commodore Robert Plath, RAN  
Deputy Fleet Commander  
27 February 2019**

Good morning ladies, gentlemen, distinguished guests and welcome to this magnificent location - a significant place to so many of us.

For those of you unfamiliar with this site's history, and I would hazard a guess that it's not many, please allow me to share with you how this headland gained its name.

Bradleys Head, formerly known as Bradleys Point, is named after the First Lieutenant of the HMS Sirius, William Bradley. The Sirius – captained by John Hunter – was one of the 11 ships that sailed into Sydney Harbour in 1788, collectively known as the First Fleet.

William Bradley was also a diarist. His recordings began in December 1786, just prior to the Fleet's departure in May of 1787. The journal now provides us with a detailed account of the voyage to NSW and subsequent surveys of Sydney Harbour with Hunter.

It was a formative period in Australia's colonial history and the logbook, signed by William Bradley, written in his neat hand and illustrated with maps and small coastal profiles, has recently been gifted to the Sydney Museum.

I think of significance is that William Bradley's main interest was in the First Nations People, whose appearance and behaviour he describes in his journal.

In November 1789 Bradley was one of the party ordered to capture [Colebee](#) and [Bennelong](#), two now very famous local men; an action which Bradley describes as 'by far the most unpleasant service I ever was order'd to execute'.

Lieutenant Bradley was undoubtedly a man of courage and compassion, and I have no doubt that he would be delighted that the title Royal Australian Navy Memorial has been ascribed to this magnificent site where we are today.

HMAS Sydney (1) arrived here, in her namesake port, on 4 October 1913, and less than a year later, on 4 August 1914, World War 1 broke out. *Sydney* served with distinction throughout the war including escorting the first ANZAC Convoy and famously sinking the German raider Emden on 9 November 1914. This was Australia's first naval engagement, forever etching Sydney's name in our national history.



HMAS Sydney (1) Mast on Bradleys Head

After a relatively short, if exciting life, HMAS Sydney (1) was decommissioned on 8 May 1928. The mast erected here was purchased by the Mayor of Mosman in 1934 as a memorial to those who died in the Emden action. Since that time has stood as a naval monument, and is the only naval monument in Australia to which ceremonial honours must be rendered by all passing naval ships.

In 2013 the mast was conserved to coincide with Navy's Grand Fleet Entry to Sydney Harbour, at that time 22 memorial trees were planted and plaques installed to commemorate all Australian Navy commissioned ships and submarines lost in combat.

Which brings us to today, where I am delighted to announce that the site formally known on the State Heritage Register as Bradleys Head Forts, HMAS Sydney 1 Mast and Associated Memorials, is now known as Bradleys Head Forts, HMAS Sydney (1) Mast and Royal Australian Navy Memorial.

I would like to thank the members of the Bradleys Head Memorial Management Committee, for their determination in realising this significant achievement.

I would also like to acknowledge VADM Tim Barrett AO CSC RAN Rtd, former Chief of Navy for his significant contribution to restoring the mast and for recognising the importance of the site as being worthy of the title Royal Australian Navy Memorial.

I thank all those involved in this project for helping to assure our sailors and their vessels lost in battle are never forgotten, and their sacrifice for our nation is remembered.



RAN Memorial, Bradleys Head. NHSA image



Commodore Robert Plath, Mr Robert Auston, Bradleys Head Memorial Management Committee, Councillor Carolyn Corrigan, Mosman Council and Rear Admiral Guy Griffiths AO DSC DSO RAN Rtd unveiling Memorial sign. RAN image

## Special Service Squadron 'down under' March to April 1924

It is 95 years since the Royal Navy's Special Service Squadron visited Australia and New Zealand. This was British public relations initiative and a subtle reminder to friend and foe alike that Britannia still ruled the waves. During the course of the cruise more than one million people visited the Squadron.

### Ships involved:

Battlecruisers under Rear Admiral Sir Frederick Field;

- HMS Hood (Captain John Kim Thurn)
- HMS Repulse (Captain Henry Parker)

Light cruisers under Rear Admiral Sir Hubert Brand

- HMS Danae (Captain F Austin)
- HMS Dauntless (Captain C Round-Turner)
- HMS Delhi (Captain J Pipon)
- HMS Dragon (Captain B Fairbairn)
- HMS Dunedin (Captain AF Beal)
- HMAS Adelaide joined in Australia.



### Australian Itinerary

- 27 February–01 March 1924: At Fremantle/Perth, Western Australia. Distance from Singapore: 2,356 miles. Total distance covered since leaving Devonport: 15,719 miles. *Hood's* Naval Brigade marches through both Perth and Fremantle. Departed for Albany, Western Australia on 01 March.
- 01–02 March 1924: Enroute to Albany, Western Australia.
- 02–06 March 1924: At Albany, Western Australia. Distance from Fremantle: 403 miles. Total distance covered: 16,122 miles. Crew resumed regular rig. The squadron departed for Adelaide, South Australia on 06 March.
- 06–10 March 1924: Enroute to Adelaide, South Australia.
- 10–15 March, 1924: At Adelaide, South Australia. Distance from Albany: 1,046 miles. Total distance covered at this point: 17,168 miles. The Squadron was visited by over 69,510 visitors. The ships departed for Melbourne, Victoria on 15 March.
- 15–17 March 1924: Enroute to Melbourne, Victoria.
- 17–25 March 1924: At Melbourne, Victoria. Distance from Adelaide: 526 miles. Total distance covered: 17,694 miles. Signal Boatswain Albert Punshon died after suffering a heart attack. The crew participated in several social events and sporting matches. Additionally, the Naval Brigade marched through the city on 18 March. The squadron departed for Hobart, Tasmania on 25 March.
- 25–27 March 1924: Enroute to Hobart, Tasmania.
- 27 March–03 April 1924: Arrived at Hobart, Tasmania. Distance from Melbourne: 557 miles. Total distance travelled: 18,251 miles. The squadron departed for Jervis Bay, New South Wales on 03 April.
- 03–05 April 1924: Enroute to Jervis Bay, New South Wales. Briefly stopped in Twofold Bay, New South Wales on 04 April.
- 05–08 April 1924: At Jervis Bay, New South Wales. Distance from Hobart: 577 miles. Total distance from Devonport: 18,828 miles. The squadron departed for Sydney, New South Wales on 08 April.
- 08–09 April 1924: Enroute to Sydney, New South Wales.
- 09–20 April 1924: At Sydney, New South Wales. Distance from Jervis Bay: 93 miles. Total distance from Devonport: 18,921 miles. *Hood's* Naval Brigade marched through the city on 09 April. The following day, the ship was placed in "At Home" status. Musical revue held aboard the ship. Departed for Wellington, New Zealand on 20 April. The squadron was joined by H.M.A.S. *Adelaide* upon departure.



*Special Service Squadron off Sydney Heads . 9.4.24.*



Crowds Inspecting HMS Hood at Princes Pier, Port Melbourne, Victoria, Mar 1924

Further Reading:

- [https://en.wikipedia.org/wiki/Cruise\\_of\\_the\\_Special\\_Service\\_Squadron](https://en.wikipedia.org/wiki/Cruise_of_the_Special_Service_Squadron)
- <https://web.archive.org/web/20070921185937/http://www.forcez-survivors.org.uk/empirecruise/rnsvisit1924.html>
- <http://www.hmshood.com/history/empirecruise/index.htm>

## Public hearings for the Defence Honours and Awards Appeals Tribunal Review of Recognition for Edward 'Teddy' Sheean

On 7 March the Minister for Defence Personnel, Darren Chester announced the Defence Honours and Awards Appeals Tribunal would hold public hearings on 25 and 26 March 2019 at Hobart Town Hall. The Minister was confident that this process would resolve the longstanding issue for Teddy Sheean's family.

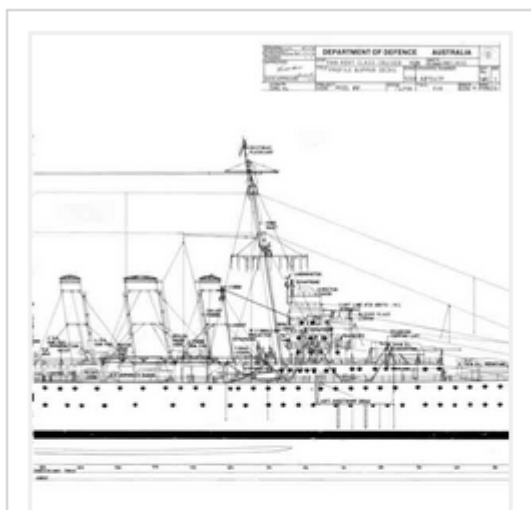


The review follows an application by Tasmanian Minister for Veterans' Affairs, the Hon Guy Barnett MP, who is seeking a Victoria Cross to recognise Ordinary Seaman Sheean's actions during the sinking of HMAS Armidale during the Second World War.

### Further Reading:

- Royal Australian Navy, [Seaman Edward 'Teddy' Sheean, Biography](#)
- Naval Historical Society of Australia, [The Sinking of HMAS Armidale on 1st December 1942](#) Occasional Paper 9, July 2017
- Australian Government [Media Release](#) dated 7 March 2019

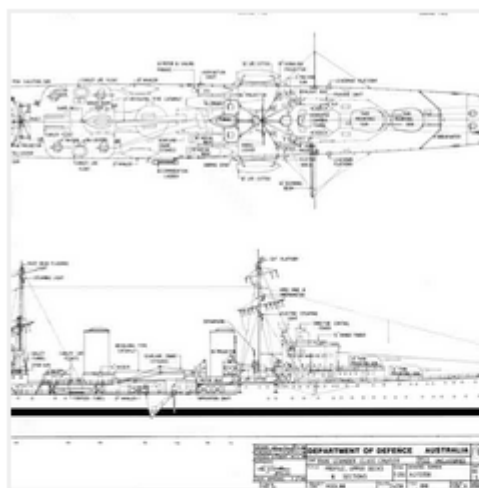
## Ship plans available online for purchase



**HMAS Kent Class Cruiser –  
1928 to 1954**

**\$20.00 – \$50.00**

**SELECT OPTIONS**



**HMAS Leander Class  
Cruisers – 1935 to 1962**

**\$15.00 – \$45.00**

**SELECT OPTIONS**

There are over 50 plans available at <https://www.navyhistory.org.au/product-category/ships-plans/>

## Videos of Interest

### Submarines in formation

Collins Class Submarines, HMAS Collins, HMAS Farncomb, HMAS Dechaineux and HMAS Sheean in formation while transiting through Cockburn Sound, Western Australia.

Link: [Collins Class Submarines Formation](#)

Published: 20 Feb 2019



### HMAS Hobart

The Royal Australian Navy Destroyer HMAS Hobart returned to Sydney after successfully completing a spectacular and challenging series of weapon firings off the United States West Coast. The ship tested its Aegis Combat System, its state-of-the-art phased array radar, and its arsenal of SM-2 missiles, hitting a range of stationary and moving targets, some of which were travelling at supersonic speeds. The ship's weaponry will enable enemy aircraft and missiles to be engaged in excess of 150km away

Link: [HMAS Hobart missile firing](#)

Published: 20 Dec 2018



### Video: Sea Fury & Firefly Deck Landings, HMAS Sydney c1951

This Australian War Memorial film of deck landings on HMAS Sydney off Jervis Bay made during the very early days of the Royal Australian Fleet Air Arm illustrates the dangerous nature of early carrier borne aircraft operations. At this time Sydney carried a complement of 6 Sea Furies and 6 Fireflies and 1 Sea Otter.

Link: <https://www.youtube.com/watch?v=6RTCWhZwyN0>



**Photo of the Month:**



Supermarine Walrus on board HMAS Australia II

## News in Brief

**Royal Australian Navy's Adelaide-class frigate HMAS Melbourne** got underway from her Sydney homeport to start a two-month deployment to the Pacific and South East Asia. After 27 years of faithful service to Australia, earning Battle Honours for service in East Timor, the Persian Gulf and the Middle East, Melbourne will be decommissioned in late 2019.



**The Royal Australian Navy's third Hobart-class air warfare destroyer Sydney** is set to enter operations a year earlier than originally planned following an accelerated capability upgrade. As explained the Department of Defence was able to streamline a technical upgrade to the ship during its build at the Osborne Naval Shipyard in South Australia. "Structural modifications to accommodate the MH-60R 'Romeo' helicopter into the Hobart-class were planned to be completed after operational acceptance trials, but an opportunity was identified to bring the aviation upgrade forward," Australian Defense Minister Christopher Pyne said.



**The keel for the lead ship in the new class of Royal Australian Navy Arafura-class offshore patrol vessel has officially been constructed, Australia's Defence Minister has announced.**

More than 50 tonnes of Australian steel has been assembled at Osborne Naval Shipyard, satisfying the contractual requirement for keel construction of the lead ship. Construction on the first OPV started in November last year. The first two OPVs will be built at the Osborne Naval Shipyard in South Australia, and the project will move to Henderson in Western Australia in 2020 where further ten OPVs will be built by CIVMEC in partnership with Luerksen Australia. A ceremony to mark the keel laying of the first ship, Arafura, the lead ship in the Arafura class, will be held soon after the blocks are structurally completed and moved to the fitting out facility.



**Thales UK sends first Collins-class replacement bow to Australia**

Thales UK announced it has recently completed the first of six new replacement bow sonar arrays for the upgrade of the Royal Australian Navy's Collins-class submarines.

The company says that the bow sonar array was delivered in time to meet the Royal Australian Navy's accelerated upgrade of HMAS Waller currently taking place at ASC in Osborne.



## This Month in History

April 1855	HMCS SPITFIRE, was launched in Cuthbert's shipyard, Sydney. The vessel was described at the time as 65 tons displacement, 51 ft long, 16 ft 6 in beam, ketch rigged, and armed with a single 32-pound swivel gun on a traversing carriage. SPITFIRE was not the first warship built in Australia, but she was the first built for Australia's defence.
April 1871	HMVS CERBERUS, (armoured-turret ship), launched in England in December 1868, arrived in Port Phillip, VIC, on her maiden voyage. At that time CERBERUS was the most powerful ship in the southern hemisphere.
April 1903	The first message received from a ship at sea to an Australian wireless station was transmitted by the Queensland gunboat, GAYUNDAH, to a receiving station in Brisbane. The historic message read:- 'Gun drill continued this afternoon and was fairly successful-blowing squally and raining - prize firing tomorrow. Marconi insulators were interfered with by rain but easily rectified and communication since has been good. Good night.' The ship's aerial was a tall bamboo pole lashed to the mast.
April 1915	The submarine HMAS AE 2, (LCDR H. H. G. D. Stoker, RN), unexpectedly encountered the British submarine HMS E14 (LCDR E. C. Boyle, RN), off Kara Burnu Point, in the Sea of Marmara. The British submarine had penetrated the Dardanelles the day before. Both captains agreed to rendezvous the next day, however, AE2 was sunk before the rendezvous could be made.
April 1931	HMA Submarines OXLEY and OTWAY decommissioned at Sydney and were re-commissioned next day as RN ships.
April 1941	HMAS PARRAMATTA, (sloop), passed a flotilla of Italian destroyers at night while escorting a convoy off Port Sudan. No sighting report was made by either side.
April 1946	The total number of gallantry awards made to RAN personnel between 3 September 1939, and 30 April 1946, was 1107. This number included 28 awards bestowed by the USA, four by the Netherlands, and four by Greece. 29 awards were won by RN personnel serving in Australian ships. Battle casualties suffered by the RAN in the period 3 September 1939, to 30 April 1946, totaled 2608. Officers - 183 killed, 75 wounded; Ratings - 1780 killed, 3 missing, 63 died as POWs, 504 wounded.
April 1957	The RAN Clearance Diving Branch suffered its first casualty when ABCD T. W. Aldridge drowned in an incident at Pittwater, Sydney.
April 1968	The Oberon class submarine, HMAS OTWAY, was commissioned. OTWAY was laid down in Scott's Yard, Greenock, Scotland, on 29 June 1965, and launched on 29 November 1966.
April 1977	HMAS DERWENT rendered aid to the disabled World War II landing ship, MV VALASNA, 40 miles east of Singapore.
April 1985	The former aircraft carrier HMAS MELBOURNE, departed Sydney under tow by the Chinese tug DE PING. She was bound for Canton, (Guangzhou), to be broken up. Despite inclement weather, hundreds of former crew members lined the foreshore to see her leave Sydney Harbour for the last time.
April 1992	The last naval pilots graduated from the RAAF's No.1 Flying School at Point Cook, VIC. They were SBLT Marcus McGregor, RAN, and MIDN Robert Needham, RAN. From then on, all pilot training was conducted at RAAF Base Pearce, WA.
April 2006	HMAS BRUNEI, (LCDR Charles Bourne, RAN), visited Lord Howe Island, as part of the 75th anniversary of the 1931 landing, by floatplane, on Lord Howe by Sir Francis Chichester, who became the first person to fly solo from Australia to New Zealand. Officers and crew members of BRUNEI were joined by Chichester's son, and other distinguished guests.

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

### HMAS Sydney III Model

80 year-old master model maker, Max Montague, has spent 14 months constructing a model of Sydney III as it was in Korea, complete with Sea Furies and Fairey Firefly aircraft. It is a magnificent model. During the time of construction I took many photos on my weekly visits to Max. I have now created a video slideshow and uploaded it to YouTube. It's a 15 minute video detailing the work that has been put into this construction.

The link to the video is <https://youtu.be/xDdZOa6MuFk>

Laurie Pegler

Webmaster

<http://navyvic.net>

### RN Fleet Air Arm Firefly Operations 1947

The [August 2017 edition](#) of this newsletter included a letter from Gordon Cansdale about tragic Fleet Air Arm Firefly accidents in 1947 when HMS Theseus was demonstrating the use of carriers to the Australian Government prior to the purchase of HMAS ships *Sydney* and *Melbourne*. The first accident was a collision of two Fireflies whilst flying a 'T' formation over Melbourne which killed all 4 crewmen. Later, two others were killed during a deck crash on HMS Thesius when a Firefly jumped a crash barrier landing on another aircraft parked forward. Gordon Cansdale who is now 92 years old and has lived in Australia for 63 years has provided more detail about his life as an Air Mechanic (Engines) between 1945 and 47 and his narrow escape during the *Theseus* crash on deck. His story is in the accompanying Occasional Paper, Number 49. The Society salutes Gordon and his peers for their service and continuing contribution many decades on.

### Bradleys Head Precinct Renamed on the NSW State Heritage Register

Thanks to Allan Moffatt Allan Moffatt, OAM, President Federation of Naval Ship Associations for alerting the Society to a change of name on the State Heritage Register from 'Bradleys Head Forts, HMAS SYDNEY I Mast and Associated Memorial' to 'Bradleys Head Forts, HMAS SYDNEY I Mast and Royal Australian Navy Memorial'. The new name better reflects the fact that the site is home to the Navy Memorial, dedicated in 2013 and a memorial walk commemorating RAN ships lost in war.

The NSW State Heritage Register list sites and heritage items, in both private and public ownership in New South Wales which are considered significant for the whole State.

Allan also reported on the address by senior naval officer in attendance, Commodore Robert Plath RAN. The text of his address is available on page 4 of this newsletter.

### Occasional Papers in this Edition

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

- Occasional Paper 49 - The Good Times and The Bad Times A Personal Reflection by Gordon Cansdale on Firefly Aircraft operations
- Occasional Paper 50 - RAN's 118th Birthday
- Occasional Paper 51 – Attack Class Patrol Boats

## Society Matters

### Volunteering with the Society

In March we sought the assistance of a volunteer with an interest in converting books published by the Society to e-Book format. We were delighted with the response from Canberra based member, Dave Long who has made a great start on this project. We soon hope to have a range of books available in the online shop.

### Marketing Opportunity

For the financial health of the Society the conduct of guided tours and sale of Society products is fundamental. Marketing is a key part of this. If you are available to assist either from home or by attending at the Boatshed in Sydney a few hours a week promoting the Society will make a great contribution. If you can assist please contact us.

### Membership

If the material in these newsletters is of interest, please consider obtaining even more by becoming a Member. The Naval Historical Review, The Buzz and other Members Only material and benefits are available online to Members for just \$30.00 per annum. [Visit the website](#) now and join us!

### Society Events

Visitors are welcome. Details are provided on [the website](#) or contact Chapter points of contact.

ACT: 22 April	TBA
VIC: 29 April	<i>History of the RAN Volume II Chapter 3 'Ban Zai'</i>
NSW: 28 May	<i>No VCs for the Royal Australian Navy</i>

### 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](mailto:callthehands@navyhistory.org.au). Current subscribers can unsubscribe by emailing the same email address.

#### Garden Island Tours

Garden Island historical tours are the life blood of the Society. Without tour income the Society would struggle. At \$20 pp they are great value. Promote them with friends and colleagues and you assist the Society.

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



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