



# CALL THE HANDS

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## From the President

I recently experienced a great sense of history and admiration for early Spanish and Portuguese navigators during visits to historic sites in Spain and Portugal. For example, the Barcelona Maritime Museum, housed in a ship yard dating from the 13<sup>th</sup> century and nearby towering Christopher Columbus column. In Lisbon the 'Monument to the Discoveries' reminds you of the achievements of great explorers who played a major role in Portugal's age of discovery and building its empire. Many great navigators including; Vasco da Gama, Magellan and Prince Henry the Navigator are commemorated. Similarly, in Gibraltar you are surrounded by military and naval heritage. Gibraltar was the port to which the badly damaged HMS Victory and Lord Nelson's body were brought following the Battle of Trafalgar fought less than 100 miles to the west.

This experience was also a reminder of the exploits of early voyages of discovery around Australia. Matthew Flinders, to whom Australians owe a debt of gratitude features in the June edition of the Naval Historical Review. The Review, with its assessment of this great navigator will be mailed to members in early June. Matthew Flinders grave was recently discovered during redevelopment work on Euston Station in London.

Similarly, this edition of Call the Hands focuses on matters connected to Lieutenant Phillip Parker King RN and his ship, His Majesty's Cutter (HMC) Mermaid which explored north west Australia in 1818. The well-known indigenous character Bungaree who lived in the Port Jackson area at the time accompanied Parker on this voyage. Other stories in this edition are inspired by more recent events such as the keel laying ceremony for the first Arafura Class patrol boat attended by the Chief of Navy. We explain the tradition of placing coins under ships masts or on the keel. Other stories are triggered by research queries such as the tragic HMAS Vengeance cutter accident in 1954.

The two occasional papers accompanying this edition of CTH were previously published in the Naval Historical Review. OP 55 is the story of Australian born Able Seaman Reuben Mitchell who served in HMAS AE2 and HMS E14 during the Dardanelles campaign. OP 56, is an entertaining recollection by Lieutenant Commander Peter Churchill RN (Rtd). He describes the early days of the Society, its activities and associated characters.

Since 1970, as Peter Churchill indicates, the Society has come a long way. Although it has not undertaken more heritage projects such as recovering the bow and stern sections of HMAS Parramatta 1 it has focused on information resources for members and the community. These include; the development of an extensive library, archive, website and publishing thousands of stories on a variety of platforms including social media. Our research service is also in continuous high demand.

You can assist by telling others about the Society.

David Michael  
President

## 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/>



## The Naval Historical Society of Australia

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## Bungaree

Bungaree was an indigenous man from Port Jackson who is remembered as an icon in the early days of European settlement in Australia. His special skill was communication and his ability to transition between the different worlds of the indigenous people and settlers. From a nautical history perspective, he is renowned for accompanying Matthew Flinders in the *Investigator* in 1801-02. He was the first Aborigine to circumnavigate Australia. In 1817 he accompanied Phillip Parker King to north-western Australia in *Mermaid*. His role was to assist contacting strange tribes and to quickly perceive their intentions. Both Flinders and King commended his even disposition and brave conduct. In 1804 he escorted back natives who had come to Sydney from Newcastle, and proved useful in preserving friendly relations with the Aborigines there.

Various governors and colonels gave Bungaree discarded uniforms and a cocked hat; in this garb he lived and slept. He affected the walk and mannerisms of every governor from John Hunter to Sir Thomas Brisbane and perfectly imitated every conspicuous personality in Sydney. He spoke English well and was noted for his acute sense of humour. Although he had no tribal authority his adaptation to the life of the settlement, his talent for entertaining and his high standing with governors and officials established him as the leader of the township Aborigines.

### References:

Bungaree by F. D. McCarthy, Australian Dictionary of Biography, Volume 1, (MUP), 1966, available at:

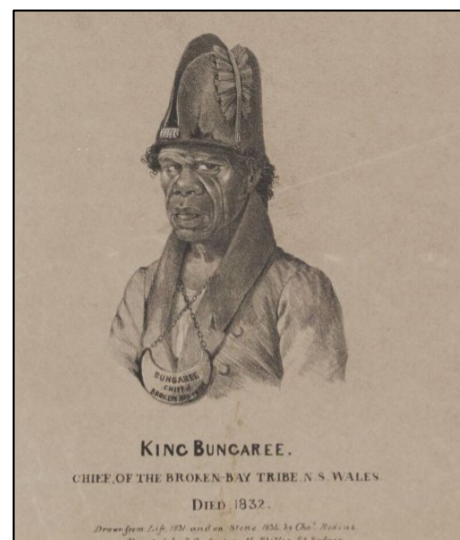
<http://adb.anu.edu.au/biography/bungaree-1848>

King Bungaree and Matora, Australian National Museum, available at

[https://www.nma.gov.au/explore/features/aboriginal\\_breastplates/king\\_bungaree\\_and\\_matora](https://www.nma.gov.au/explore/features/aboriginal_breastplates/king_bungaree_and_matora)

Bungaree, Australian Museum: available at:

<https://australianmuseum.net.au/about/history/exhibitions/trailblazers/bungaree/>



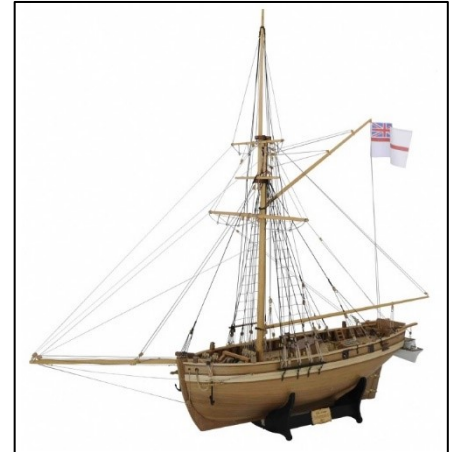
King Bungaree, chief of the Broken Bay tribe, N.S. Wales, painting by Charles Rodius, National Library of Australia image

Note: **HMAS Bungaree** was an auxiliary in the RAN and served during World War II. The ship was built as a cargo vessel for the Adelaide Steamship Company by Caledon Shipbuilding & Engineering Company at Dundee, and launched in 1937. The ship operated in Australian waters and was requisitioned by the RAN in October 1940. Decommissioned on 7 August 1946 and returned to her owners on 5 November 1947,

## HMC Mermaid

The Mermaid was built in Howrah, India in 1816. The vessel was very small, of wood carvel construction, originally cutter rigged with a length overall of 17 meters, a beam of 5.6 metres and a draught of 2.7 metres. The Mermaid became famous when used by Lieutenant Philip Parker King RN to survey parts of the Australian coastline missed by Mathew Flinders.

The Mermaid was commissioned on 16 October 1817 and was used in three of the four voyages made by Parker King between December 1817 and April 1822 on his task of 'Exploring and Surveying the Coast of Australia'. Philip Parker King was born on Norfolk Island in 1793 and has been described as one of the greatest early Australian marine surveyors. In HM Cutter Mermaid, Parker King circumnavigated the Australian mainland and conducted the first reliable survey of the Great Barrier Reef Inner Route, opening it to commercial traffic. It was on this circumnavigation that Parker King named Careening Bay on the Kimberley coast, after bringing the HMC Mermaid in for repair. Parker King carved 'H.M.C. Mermaid 1820' into the trunk of a conspicuous Boab tree in Careening Bay, in October of the year. The Boab is still there today.



Model of HMC Mermaid,  
Courtesy of Modelers Central

On its last voyage, the then HM Colonial Schooner Mermaid was sailing to Fort Wellington, Raffles Bay in what is now the Northern Territory, under Captain Nolbrow. The HMCS Mermaid was wrecked on June 13, 1829 and subsequently sighted by HMS Crocodile in 1830 on a reef six nautical miles due east of Frankland Reefs.

### Source:

Australian Government Department of Environment and Energy, Famous Australian shipwrecks  
<https://www.environment.gov.au/heritage/shipwrecks/famous-australian>

## WA Rock Art and Connection with the HMC Mermaid Voyage of 1818

A significant new finding of nautical and historical significance to Australia and the United Kingdom as well as the Aboriginal people of the west Pilbara made news on 16 May 2019 when a story about a scratched rock art depiction of a sailing ship believed to be the His Majesty's Cutter (HMC) Mermaid was published in Journal of Island and Coastal Archaeology. *Mermaid* visited the Dampier Archipelago (Murujuga), Western Australia in 1818.

The discovery was made by a University of Western Australia Archaeological survey team documenting Aboriginal petroglyphs across the Dampier Archipelago (Murujuga). The Researchers argue the depiction of *Mermaid*, is based on evidence from a range of historical sources used to interpret the image.

*Mermaid*, an 84-ton cutter was under the command of Lieutenant Phillip Parker King RN. The expedition had sailed from Sydney on 22 December 1817 with a complement of nineteen including Allan Cunningham, John Septimus Roe and the Aboriginal Bungaree. By way of King George Sound and the North West Cape where the survey began.



The Enderby Island ship image showing view across Mermaid Strait to the Intercourse Islands.  
Courtesy: Murujuga Dynamics of the Dreaming ARC Project.

The reason for the survey was strategic. In 1817 the British government had decided it important to explore,

that part of the coast of New Holland ... not surveyed or examined by Captain Flinders. King's instructions from the Admiralty were to discover whether there was any river 'likely to lead to an interior navigation into this great continent', and by the Colonial Office to collect information about climate, topography, fauna, timber, minerals, and the natives and the prospects of developing trade with them.

In relation to *Mermaids* visit to the Dampier Archipelago The Conversation states '*The depiction of the boat on Enderby Island overlooks the bay where the Mermaid anchored two centuries ago. When they went ashore the crew observed Aboriginal camps, and the formidable rocky landscape. Bungaree went fishing, while the expedition's botanical collector Allan Cunningham planted a peach pip near a fig tree. While there, it appears someone scratched the image of the Mermaid.*' The engraved depiction of a single-masted sailing ship is on an elevated rock panel in an extensive Aboriginal engraving (petroglyph) site. As the ship depiction was made using a scratched technique the researchers are confident the ship was not made by the local Yaburara people who used a very different technique for the surrounding engravings.

There is no answer to the mystery of who made the image but there are some possibilities. The paper concludes '*The artist clearly knew the ship in great detail. The similarities to the Mermaid are profound, allowing us to rule out other possible vessels to visit the islands in later years such as two-masted whaling barques and pearling ships.*' Could it have been Bungaree?

#### References:

Alistair Paterson, Tiffany Shellam, Peter Veth, Ken Mulvaney, Ross Anderson, Joe Dortch & Jo McDonald (2019) The Mermaid? Re-envisaging the 1818 exploration of Enderby Island, Murujuga, Western Australia, The Journal of Island and Coastal Archaeology, DOI: 10.1080/15564894.2019.1604007, available at: <https://www.tandfonline.com/toc/uica20/current>  
The Conversation: <https://theconversation.com/the-murujuga-mermaid-how-rock-art-in-wa-sheds-light-on-historic-encounters-of-australian-exploration-116815>  
Australian Dictionary of Biography entry, Phillip Parker King, <http://adb.anu.edu.au/biography/king-phillip-parker-2310>

#### The R.A.N in WW2: Youtube Video

This 23 minute [documentary](#) produced in 1961 was produced for the television series, ANZAC. Episode 11, was dedicated to the RAN at War. Whilst the focus is on the Australian Navy's Involvement in WW2 it does provide insight into the Fleet prior to the war and as it was in 1961.



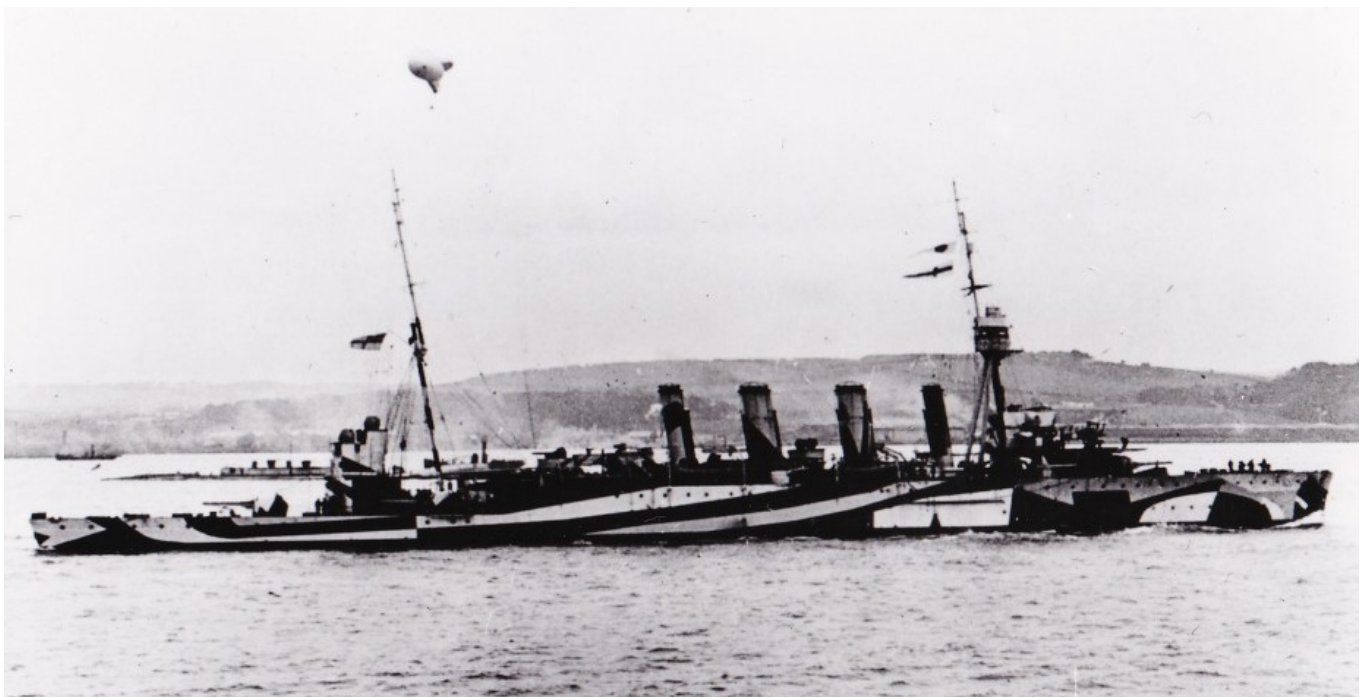
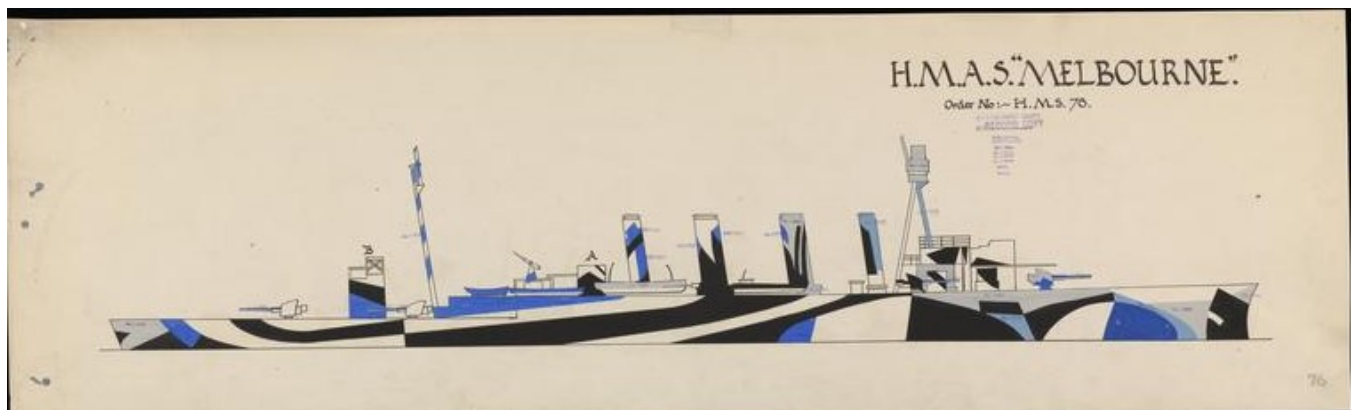
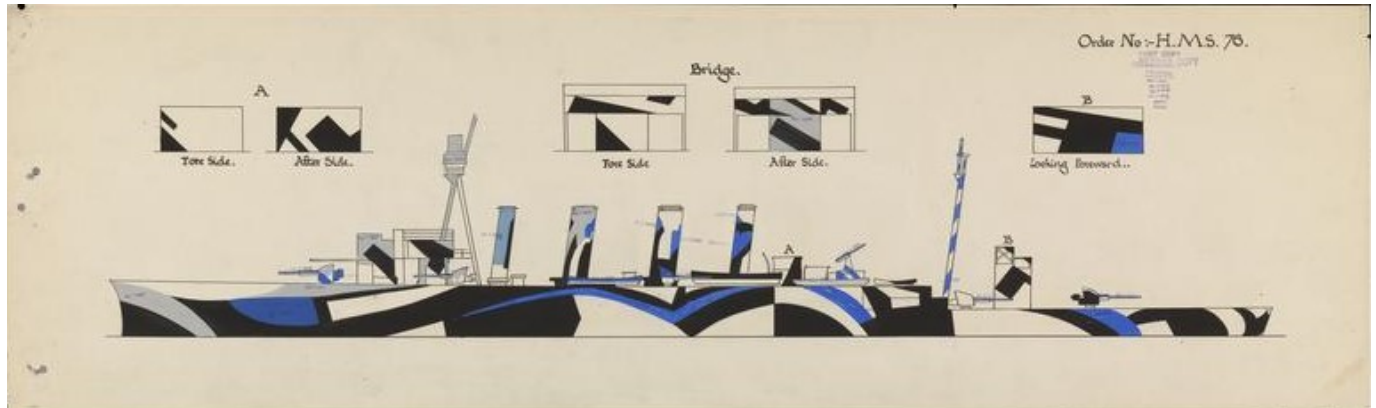
[https://www.youtube.com/watch?v=Lse\\_8De5t54&fbclid=IwAR1WO7LEio8AH6Xs4ouwwUEOWIByUXy6rlszJarfBRUkb\\_h40Q72z5w4ssc](https://www.youtube.com/watch?v=Lse_8De5t54&fbclid=IwAR1WO7LEio8AH6Xs4ouwwUEOWIByUXy6rlszJarfBRUkb_h40Q72z5w4ssc)



## HMAS Melbourne – 1917 dazzle pattern

The drawings below are 1917 Schematic drawings for Dazzle camouflage, featuring hand-drawn and hand-painted views of the Chatham class Cruiser HMAS Melbourne I. They are in the IWM Collection.

HMAS Melbourne was the only RAN vessel in WWI painted in Dazzle camouflage



HMAS Melbourne – RAN Collection

**Photo of the Month:**



HMAS Warramunga: February 1951

An Australian and a Briton share a watch in Korean waters - Lieutenant R E Lesh, of Melbourne Victoria taking a bearing from the bridge of the destroyer - At right with binoculars is Sub-Lieutenant Nigel Buckley RN.jpg

## News in Brief

### Keel laid for Australia's first Arafura-class offshore patrol vessel

Chief of the Royal Australian Navy, Vice Admiral Michael Noonan AO, positioned a coin to commemorate the laying of the keel for the first vessel to be named Arafura. Photo: ASC The Royal Australian Navy's Arafura-class Offshore Patrol Vessel (OPV) program reached a new milestone on Friday as the keel for the lead ship in the class was laid at the Osborne Naval Shipyard in Adelaide. Chief of the Royal Australian Navy, Vice Admiral Michael Noonan AO, RAN positioned a coin to commemorate the laying of the keel for the first vessel to be named Arafura. "The keel laying ceremony represents a great naval tradition and I am honoured to be joined today by the two youngest shipbuilders in the Osborne shipyard in placing the commemorative coin under the keel," Vice Admiral Noonan said.



### Future HMNZS Manawanui arrives in New Zealand after 46-day voyage from Norway

The Royal New Zealand Navy's diving support and hydrographic survey vessel has arrived in New Zealand after a 46-day voyage from Norway. The former offshore support vessel MV Edda Fonn underwent conversion work in Denmark before heading for Wellington, via Panama. Future HMNZS Manawanui will officially be handed over to the Crown on May 21 in Auckland, before spending the rest of the year being fitted with military equipment. Once in service, HMNZS Manawanui will be utilized for disaster relief, search and recovery and explosives disposal in the Pacific. A typical mission for Manawanui could be to the islands in Fiji. Using just over three days to get to the islands and being able to hold station there for close to a month.



The purchase of the 85-meter vessel and its subsequent modifications will cost the Royal New Zealand Navy an estimated NZ\$103 million.

### Ships from the Royal Australian Navy's Indo-Pacific Endeavour 2019 (IPE 19) joint task force have returned to Australia following a three-month deployment to South and South East Asia.

The flagship HMAS Canberra anchored off Darwin, having visited seven nations since March 2019 during the third IPE iteration since its inception in 2017. Chief of Joint Operations, Air Marshal Mel Hupfeld, said this third iteration of IPE was one of the most ambitious regional engagement activities undertaken by the Australian Defence Force (ADF). "With four ships and various aircraft; more than 1200 personnel from across the ADF, partner nations and defense industry; this was a landmark activity for our modern joint force," Air Marshal Hupfeld said. During IPE 19, HMAS Canberra was joined by HMA Ships Success, Newcastle and Parramatta, as well as embarked MH-60R maritime combat helicopters and MRH-90 maritime support helicopters. A Royal Australian Air Force (RAAF) P8-A Poseidon maritime patrol aircraft also participated in several regional visits. The Australian Army's 2nd and 3rd Battalions, the Royal Australian Regiment, the Australian Army Band, RAAF personnel and Australian Public Servants also formed part of the Joint Task Force.



An Australian Army Armed Reconnaissance Helicopter lands on HMAS Canberra's flight deck during Indo-Pacific Endeavour 2019. Photo: Royal Australian Navy



## The History of Placing Coins on New Vessels

This maritime tradition is said to have its origins in ancient Roman times. Archaeologists have found wrecks where coins have been found under the foot of the mast inside the socket of a ship's mast-step, which is a large wooden block installed atop the keel and floor timbers, near the centre of a vessel.

Today the ancient phenomenon of mast-step coins relates to the modern tradition of "luck coins" which prevails in shipyards, worldwide. The discovery of mast-step coins in association with numerous medieval and post-medieval ship-wrecks suggests that the interment of a coin in the hold, or in the mast-step mortise or along the keel is among the longest lived of ancient maritime customs.

A coin was recovered from an ancient wreck known as the "Blackfriars" ship in 1962. It was an Imperial Bronze coin that represented the base monetary unit of ancient Rome. It was ranked as one of the lowest denominations of Roman coinage. It was issued in the reign of Emperor Domitian in AD 88-89 and featured the Emperor on the face and the Goddess 'Fortuna' holding a steering oar on its reverse.

In theory this coin had been probably chosen for its reverse side in a hope that it'd bring good fortune to the ship. 'Fortuna' was a standard member of the Roman Pantheon and it was to show protection of the Emperor when travelling over the sea. Therefore the modern connection with Fortuna and the concept of 'Lady Luck'. Ancient Greeks and Romans also placed such coins under new buildings; therefore, it can't be considered exclusively of maritime nature. It was derived from a long standing religious tradition and this can be traced back to the consecration of the earliest Greek Temples, this tradition continued during the Roman era and was used in homes, civic buildings and of course ships.

These days the coin laying ceremony takes place at the keel laying in the early stages of the ship's construction, when the ship builder places one or two coins down as a symbol of good fortune. Coins are not usually fixed in place and are often retrieved when the ship sails out of dry-dock, although they are sometimes welded to the keel.

The keel laying ceremony for the first Arafura Class patrol boat ordered for the RAN was performed by Chief of Navy Vice Admiral Michael Noonan, AO, RAN on 7 May 2019.



Roman Coin, circa 134-138 AD. On the obverse side is Emperor Hadrian standing holding roll, clasping hands with Fortuna who holds cornucopia and rudder in left.  
Image by [Ancient Coin Traders](#)



## This Month in History

June 1858	The Admiralty approved an expenditure of from £4000 to £6000 for rendering Garden Island, Sydney, available for the repair of HM ships.
June 1866	The Government Gazette proclaimed: 'The whole of Garden Island is now therefore permanently dedicated as a Depot for the use of Her Majesty's Ships'. Garden Island, Sydney, occupied 12 acres at this time. By 1900 it had grown to 19 acres due to reclamation, and in 1980 it was 2.5 acres.
June 1900	HM Ships LIZARD, MOHAWK, and WALLAROO, which were part of the RN Australian Squadron, were dispatched from Sydney to China, to join the squadron commanded by ADML Sir E. H. Seymour, that was involved in putting down the Boxer Rebellion.
June 1916	HMA Ships CHALLENGER and PIONEER, (cruisers), bombarded Dar Es Salaam, capital of German East Africa.
June 1924	HMAS GERANIUM, (survey vessel), embarked a Fairey HID seaplane. GERANIUM was the first Australian ship to use aircraft for surveying.
June 1927	HMAS TINGIRA, (training ship), was paid off at Sydney.
June 1936	HMS AMPHION, (cruiser), later HMAS PERTH, was commissioned at Portsmouth.
June 1940	HMAS VENDETTA, (destroyer), commenced a long refit at Malta. During this time her ships company were loaned to the Army, and became part of the force ready to repel a possible invasion of the island by enemy forces.
June 1945	HMAS COLAC, (minesweeper), was towed to Finschhafen, New Guinea, after suffering damage from Japanese shore batteries at Bougainville.
June 1954	723 Squadron took delivery of the RAN's first jet aircraft. LEUT P Goldrick accepted the de Havilland Vampire Mk T.34 at the de Havilland workshops in Bankstown before flying the aircraft to NAS Nowra
June 1961	The Chilean Navy's ESMERALDA, (barquentine), visited Sydney. The training ship was the first large sailing vessel to call at the port for ten years.
June 1969	LCDR I. D. Roberts, RAN, became the first Australian to command an Oberon class submarine.
June 1970	Two RAN Skyhawk aircraft, piloted by LCDR John P. Park, USN, and LEUT Errol Kavanaugh, RAN, set an Australian distance record by flying 3379 kms in four and a half hours.
June 1977	HMAS MELBOURNE, (aircraft carrier), launched two of her Wessex helicopters, each carrying a World War II cannon, from a position off Crete, and delivered the pieces to the newly built Cretan-Australian War Memorial at Stavromenos. Fifteen minutes later the helicopters returned with a section of the, band which played the National Anthems of both nations.
June 1984	The former HMAS MELBOURNE, (aircraft carrier), was sold to a Korean consortium for \$1.7 million. It was later resold before delivery to Chinese interests. HMAS BARBETTE, (patrol boat), was paid off. The sixteen-year old vessel streamed a 38.5 metre long paying-off pennant.
June 1993	HMAS Jervis Bay arrived at Townsville after second mission to Mogadishu, Somalia as a part of Operation SOLACE, the Australian Defence Force's contribution to the US-led operation to bring peace and humanitarian relief to the war torn African nation
June 1996	Last Sea King delivered to RAN FAA
June 2004	During a two week 'blitz' on illegal fishing vessels in Northern Australian waters, more than 15 Indonesian fishing vessels were detained. HMA Ships BUNBURY, WARRNAMBOOL, and WHYALLA, (patrol boats), assisted Australian Customs vessels to apprehend the illegal fishing boats.
June 2015	725 Squadron commissioned to fly MH-60R helicopters
June 2018	HMAS Tobruk II was sunk in the Great Sandy Marine Park, between Bundaberg and Hervey Bay, Queensland.

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

The 'This Month in History' entry for May 1955 published in the last edition of CTH recorded, 'The last flying operations took place in HMAS SYDNEY, (aircraft carrier). The ship was then converted to a training ship, and by the mid 1960's had been further converted into a fast troop transport, to convey Australian troops to South East Asia and Vietnam.

Andrew Robertson has subsequently provided the following, 'A small comment regarding HMAS Sydney's last flying operation in May 1955. Not so. She took 3 RAN helicopters and a battalion of the RAR to New Zealand in 1973 for an exercise with NZ forces as she was being developed as a Bulwark type commando carrier. She also embarked a helicopter from time to time in that year.

Andrew Robertson Captain HMAS SYDNEY 1973.'

By Editor

The primary source material for the "On This Day" feature on the Society website and *Call the Hands* comes from the book *Navy Day by Day: Historic Naval Events in Australia and Abroad* written by the late Lew Lind and published in 1997. To the extent possible, the Society has updated the material for events since publication.

Lind's book was a major undertaking because it was intended to be a comprehensive catalogue of events associated with the naval history of Australia. It wasn't just a list of 20th century events – the earliest events of deal with ships associated with the First Fleet. The book also covers the Australia Station administered by the Royal Navy as well as Colonial naval history.

### Two Die in Cutter Capsize: Port Phillip 1954

The following story is republished following a request for more information by the Naval Association of Australia in a recent *White Ensign Magazine*.

Two stokers were drowned today when a naval cutter capsized in Port Phillip

Bay. They were Collin Neil Collins, of Morwell, Victoria, and Robert George Jarvis, of Gretna Tasmania. They were stationed at Flinders Naval Depot. The cutter was taking naval recruits and National Service trainees to the aircraft-carrier *Vengeance*. A mile from Frankston an eight-foot wave swept over the port side of the cutter. The cutter capsized and sank in 25 feet of water. Men trapped, Stokers Collins and Jarvis are believed to have been trapped in the cutter. Cutters launched from *Vengeance* and the destroyer *Bataan* took 20 minutes to reach the 33 survivors. Many of the men were exhausted and suffering from shock. *Firefly* and *Sea Fury* planes from *Vengeance* circled the area in a search for the missing men. *Bataan* made wide, sweeps of the area. A diver did not find the missing men. Sea cadets and fishermen helped in the search, which stopped tonight. In Sydney, the Minister for the Navy and Air (Mr. McMahon) said the Navy would hold a court of inquiry into the accident. Naval standing orders automatically provided for the inquiry. Mr. McMahon said the cutter was not overloaded. Ordinarily the cutter carried about 30 men, but it had an emergency life-saving capacity for 50.

**Source:** Daily Telegraph, Wednesday 10 March 1954, page 2



Sydney at anchor in Vung Tau, circa 1969.  
Defence image



HMAS Vengeance Cutter searching for survivors, Port Phillip, 9 March 1954, source, The Sun Newspaper 10 March 1954

## **Exhibition Australian Society of Marine Artists**

**Showcasing contemporary Australian Marine Art**

**Free**

**Venue:**

Royal Art Society of NSW  
Lavender Bay Gallery  
25 – 27 Walker Street North Sydney NSW

**Exhibition dates:**

14 – 30 June, 2019  
Hours: 10 am – 4 pm Monday to Friday  
11 am – 4 pm Saturday & Sunday

**Official opening**

The Exhibition will be officially opened by the Governor of NSW:

The Hon. Justice Margaret Beazley QC, AO  
Friday 14 June, 6-8 pm

<https://marineartistsaustralia.com.au/asma-small-group-exhibition-sydney/>



## **National Service 1951-1959**

As a result of the intensification of the Cold war in Europe, Communist insurgency in Malaya and South East Asia along with the conflict on the Korean Peninsula, the Menzies Liberal Government introduced the National Service Act of 1951.

The legislation required all males of eighteen (18) years of age as at or on or after 1<sup>st</sup> November 1950 to present themselves for service training of 176 days. These Trainees were required to remain in the Reserve for up to five years.

Trainees could nominate the Service they wished to enter. Those nominating the Navy (or Air Force) were only considered if they volunteered for overseas duty and did their 176 days in one stint. The first call-up notice was issued on 12 April 1951.

Between 1951 and 1959 over 500,000 men registered. There were 52 intakes (all Services), and some 227,000 men were trained for the three services.

In 1957 National Service for the Navy (and Air Force) was discontinued, although registration remained, numbers were reduced to almost a third (down to 12,000) by introducing a ballot for selection.

On the 24<sup>th</sup> November 1959 Cabinet decided to terminate all national Service call ups and arrangements for the January 1960 intake were cancelled.

Those undertaking Naval National Service (approximately 1,000 per year) did their training at Flinders Naval Depot. They also trained at HMAS Lonsdale, HMAS Leeuwin and Fleet Air Arm personnel trained at HMAS Albatross or HMAS Nirimba at Schofield NSW.



HMAS Mildura at sea with National Service Trainees embarked. Defence image



## Occasional Papers in this edition

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

- Occasional Paper 55 Reuben Mitchell DSM, RAN – Survivor of HMS E14
- Occasional Paper 56 Recollections of founding the Naval Historical Society

## Society Matters

### Membership

Joining is easy. The benefits are substantial. The cost is small. Visit the [website](#).

### Naval Historical Review

The Society's flagship magazine. Published quarterly in print or digital format. More than 2,000 previously published stories are available on line. Visit the website [research page](#).

### FaceBook

The Society's [Facebook page](#) hosts a wealth of interesting posts which are worthy of attention.



### Society Events

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

### Society Shop

Visit our [online shop](#) for a range of interesting products; books, documentaries, monographs and ships plans.

### Take a Tour of Garden Island

Garden Island became part of Australia's naval history just 16 days after the arrival of the First Fleet in 1788, firstly as a ships' garden. Its naval use further developed into a naval depot near the end of the 19<sup>th</sup> century, and ceased to be an island in 1945. The Society now offers different options to explore quite different aspects of the historic Island. Call us to discuss options; (02) 93592243



### Make a Donation

If you value the Society's efforts, consider a [donation](#). We have many exciting but as yet unfunded projects to pursue.

## Subscriptions to *Call the Hands*

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.