

CALL THE HANDS

Issue No. 32

July 2019

From the President

Welcome to this 32nd edition of Call the Hands with which we also enclose three Occasional Papers on quite different subjects. These papers were previously published in the Society's magazine The Naval Historical Review. They, along with more than two thousand other stories are available on the Society's website. Visit the [Research Page](#) and enjoy searching. Stories published in the previous 12 months are available to members only. Members have the choice of receiving the quarterly magazine in print or digital format the members page of our website. Become a member in a matter of minutes by visiting the online shop. Included in this edition is a description of a bombardment of German occupied Tripoli in April 1941 by HMAS Perth. The author, Petty Officer Cook Roy Norris was one of the commissioning crew of HMAS Perth and served during *Perth's* deployment to the Mediterranean. Norris kept a diary and recorded the events he and *Perth* experienced. He was also a talented artist and painted a number of watercolours of scenes from the Med.

In 2005, the Society published the diary under the title, "A Cook's Tour". The book is a substantial and unique historical reference and is available from the Society. Contact us for details.

In recent days history was made with the decommissioning of two veterans of the Fleet. HMAS Success (II) decommissioned at Fleet Base East, Sydney on 29 June 2019 after more than 33 years of service in the Royal Australian Navy. HMAS Newcastle followed decommissioning one day later on 30 June 2019 after more than 25 years of service in the Royal Australian Navy. The Society acknowledges these ships and their companies which have served Australia with great distinction. We look forward to bringing more on their histories in the August edition.

Once again, we thank members and readers who have contributed to the body of knowledge on Australian naval history. Several interesting additions are provided for you in the Readers Forum.

Finally, we were pleased to publish the winning entry of our essay competition on that most important topic 'Autonomous Ships' in the June 2019 edition of the Naval Historical Review. The winner was LEUT Mario De Angelis, RD, RANR, from Melbourne, and the runner up Ms Miya Austin from Cairns. A special commendation was also awarded to Robert Kowalczyk a Year 10 student at Blacktown Boys High School and Sea Cadet at TS Nepean. Congratulations to them for their quality essays.

David Michael
President

Support the Society

Although Call the Hands is a free service to the community, produced by volunteers there are costs. Our objective is simply to promote 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

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

Page	
1	From the President
2	Video – Scuttling of HMAS Australia I
3	HMAS Perth: Bombardment of Tripoli
4	Rear Admiral W. J. Dovers, CBE, DSC (RAN, Ret'd)
6	Museum of Applied Arts and Sciences (Sydney) Artefacts
7	Photos of the Month
8	News in Brief
9	This Month in History
10	Readers Forum
12	Occasional papers
12	Society Matters

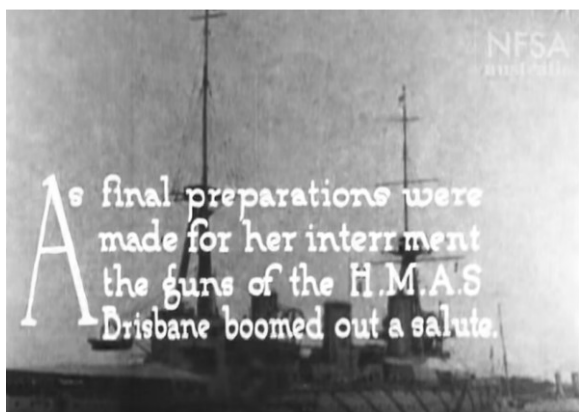
Request for Assistance: White Ensign Club, Nowra

The Society is seeking assistance from readers with a story about the White Ensign Club established in 1954 as an off base amenity for sailors posted to Naval Air Station Nowra. If you have an image of the Club with an Ensign flying from the flagpole in front of the building or other interesting images we would be most grateful.



Video – [Scuttling of HMAS Australia I](#)

After distinguished service HMAS Australia was decommissioned and eventually scuttled off Sydney Heads on April 12 1924. This film records the last moments of this important piece of Australian Naval history <https://www.youtube.com/watch?v=HLthUPfmUB8>



Other Videos of Interest

To access other naval videos of historic interest visit the NHA website [Research/Videos](https://www.navyhistory.org.au/category/videos/)
<https://www.navyhistory.org.au/category/videos/>

HMAS Perth: Bombardment of Tripoli

Saturday [19 April 1941] quiet.

Beautiful weather and they gave the ships company roast turkey and trifle for dinner. During the forenoon a Fulmar shot down an Italian reconnaissance plane – at 1300 Air Raid Red – without preliminary warning. The *Formidable*'s fighters shot down another dago. At tea time scores were announced again. The fighters had intercepted a formation of five JU troop carriers enroute to Tripoli and our chaps shot down four of the five.



Information tonight reads:

"Tripoli is the only fully equipped supply port for German and Italian forces in Africa. The C in C intends to carry out a night bombardment of the port of Tripoli commencing at 0500 tomorrow Monday 21st April. The bombarding ships will be Warspite, Valiant, Barham, Gloucester, in that order accompanied by nine destroyers. Formidable will be operating aircraft in the vicinity and will be protected by Orion, Ajax, Perth and four destroyers while doing so."

The R.A.F will carry out a high level bombing attack preceded by incendiaries shortly before bombardment is due to commence. When R.A.F are clear F.A.A from Formidable will illuminate the target with flares and provide spotting aircraft for firing ships. They may also drop bombs and incendiary devices. Each battleship has been given a particular part of the port to demolish while Gloucester's duty is counter battery fire against shore batteries that may try to disturb the proceedings. We will probably not be very close in while securing Formidable but the utmost vigilance is necessary throughout the night as Formidable would be a prize for "E-boats and it is our duty to protect her. We close up at action stations at 0300."

It was dark and cold as we were called to the First Degree of readiness and the dim shapes stole along over a smooth sea with low hung dark clouds blotting out even the glimmer of the stars. All hands were very startled as a sheet of flame shot up suddenly from the *Formidable* and burned for a quarter of an hour. A box of flares had ignited accidentally.

At 0510 the clouds in the far distance were illuminated as the bombardment commenced and continued for 45 mins during which it is estimated each ship hurled 600 tons of H.E upon Tripoli. It looked like a violent electrical storm in the far distance and after Pireaus I had a lot of sympathy for any inhabitants of the port. We almost ran down one of our own destroyers in the murk much to their consternation. We rendezvoused with the Battle Fleet at 0715 and watched the planes of the F.A.A. return glinting like golden birds in the early

morning sunlight as they came out of the sunrise and dropped like bees to the flight deck of the *Formidable*. All of our ships returned safely but no details have been released except a few hints here and there.

We expected some reprisal but except for an Air Raid Yellow at 1130 we had a very quiet day. Plenty of floating mines have been sighted but no one succeeded in sinking or exploding any of them. They give one an uneasy feeling to watch them float by. Last evening at about 1900 as we were all at supper a couple of destroyers had a party chasing a sub – we were a couple of miles away but the depth charges shook us up sending all hands on the upper deck to watch. They continued their joyful pounding for about an hour so if the sub got through that it was very lucky. The buzz about going home seems to be an accepted fact with the ship's company now. I hope no one is disappointed.

Extract from [A Cook's Tour](#) by Roy Norris, published by the NHSA in 2013.

Rear Admiral W. J. Dovers, CBE, DSC (RAN, Ret'd)

By Tony Howland

Rear Admiral Bill Dovers contributed across so many areas of the Royal Australian Navy and is a figure of major significance to the history and development of our service. He also gave real meaning to the description 'larger than life'.

My personal experience of him was brief but had an immediate and major impact on me: he was the Captain of the Royal Australian Naval College when I joined that establishment in 1958 as a 15 year-old Cadet Midshipman. He was my first Captain, and so set a standard of dress, behaviour and management style which was to remain with me throughout my career. It would not be too much to say that he struck a degree of terror into the impressionable hearts of the 1958 Intermediate Entry.

The essential basics of his life and career alone make impressive reading. He was born 12 February, 1918 in Eastwood in Sydney, and educated at Wollongong and North Sydney High Schools. He entered the RAN College in 1932, and was awarded his Colours in cricket, Rugby Union, hockey and athletics. He was also awarded the Governor General's Cup for Best All-Round Sportsman. He was promoted to Midshipman in 1936. During World War II, he served in HMA Ships *Canberra*, *Napier*, *Nestor* and *Quickmatch*, and in 1945 was promoted as the CO of HMAS *Swan* and Senior Officer of the Wewak Force. After the War, as a Lieutenant Commander he commanded HMA Ships *Gladstone* and *Barcoo*. He was promoted to Commander on 31 December 1951 and after a stint in Navy Office as Director of Plans, he returned to sea for 18 months as the captain of HMAS *Arunta*. He then spent two and a half years in the UK, firstly undertaking the Naval Staff and Short Tactical Courses, and then as a member of the Directing Staff of the RN Staff College.



On his return to Australia, he was promoted to Captain and posted in command of the RAN College in January 1958, overseeing its move from *Cerberus* and re-establishment at Jervis Bay. He then took command of HMAS *Voyager* for a year. Late one night, in mid-Tasman, returning from a cruise to New Zealand, he received a lengthy signal from Navy Office asking if he would accept a posting to take command of the fledgling Royal Malayan Navy. His response was immediate and typically forthright. 'Yes', was his only reply. His impact on that service over the next two years was notable, particularly for the wisdom and energy he brought to an extremely sensitive political and diplomatic situation.

He returned to Australia to take command of HMAS *Sydney*. It was during his time in command that five young officers under training were tragically lost in a whaler accident in the Whitsunday Islands. The

subsequent court martial found him guilty of neglect of duty 'in failing to keep himself informed of the whaler's progress.'

In view of his record and good character, he was given a reprimand. Typically, though obviously deeply disturbed by the incident, he was known to believe that the only way to meet a crisis like that is 'to take your medicine and look to the future.'

Even as the Naval Board met to review the verdict, which was quashed, Captain Dovers was returning to the UK to attend the Imperial Defence College – a sure forerunner to further promotion.

On return again to Australia, he was posted in command to HMAS *Supply* for a year, before returning to Navy Office in Canberra, firstly as Deputy Chief of Naval Personnel and then as Acting Second Naval Member. He was promoted to Rear Admiral on 11 December, 1967 and confirmed in his posting as Second Naval Member. He moved in February, 1968 to Defence as the first Director of the Joint Staff, a position he held for three years. It was during this period, on 1 January 1969, that he was awarded the CBE. The citation listed the major highlights of his career, and concluded 'The award is in recognition of long, meritorious and devoted service in the Royal Australian Navy.'



Midshipman William Dovers, RAN is congratulated by his father Rear Admiral William Dovers, CBE, DSC, RAN on being awarded the RAN College Jubilee Memorial Sword in 1972

He returned to sea as the Flag Officer Commanding HMA Fleet between April 1971 and December 1972. After a brief six months back in Navy Office as Deputy Chief of Naval Staff, he returned to HMAS *Kuttabul* for his final posting in the RAN as Flag Officer in Charge, East Australian Area.

After retiring from the RAN in February 1975 he became chief project officer of the Australian Defence Force Academy and served in this difficult role for eight years; the academy eventually opened in 1986 after several years of Departmental inertia. He and Ray settled in the Canberra suburb of Deakin and Bill played regular golf, supported the arts and local rugby and was active in the Salvation Army Red Shield Appeal.

Rear Admiral Bill Dovers passed away in Canberra on 4 October 2007. He was survived by his daughter and son (also named William who had joined the RAN and also reached the rank of rear admiral).

Author Howland, Tony

First published in the December 2007 edition of the Naval Historical Review (all rights reserved)

Museum of Applied Arts and Sciences (Sydney) Artefacts



An early naval telephone, made in England by Alfred Graham & Co. in about 1911. It was used on board the battlecruiser HMAS Australia I to communicate between the bridge and the ship's engine room.

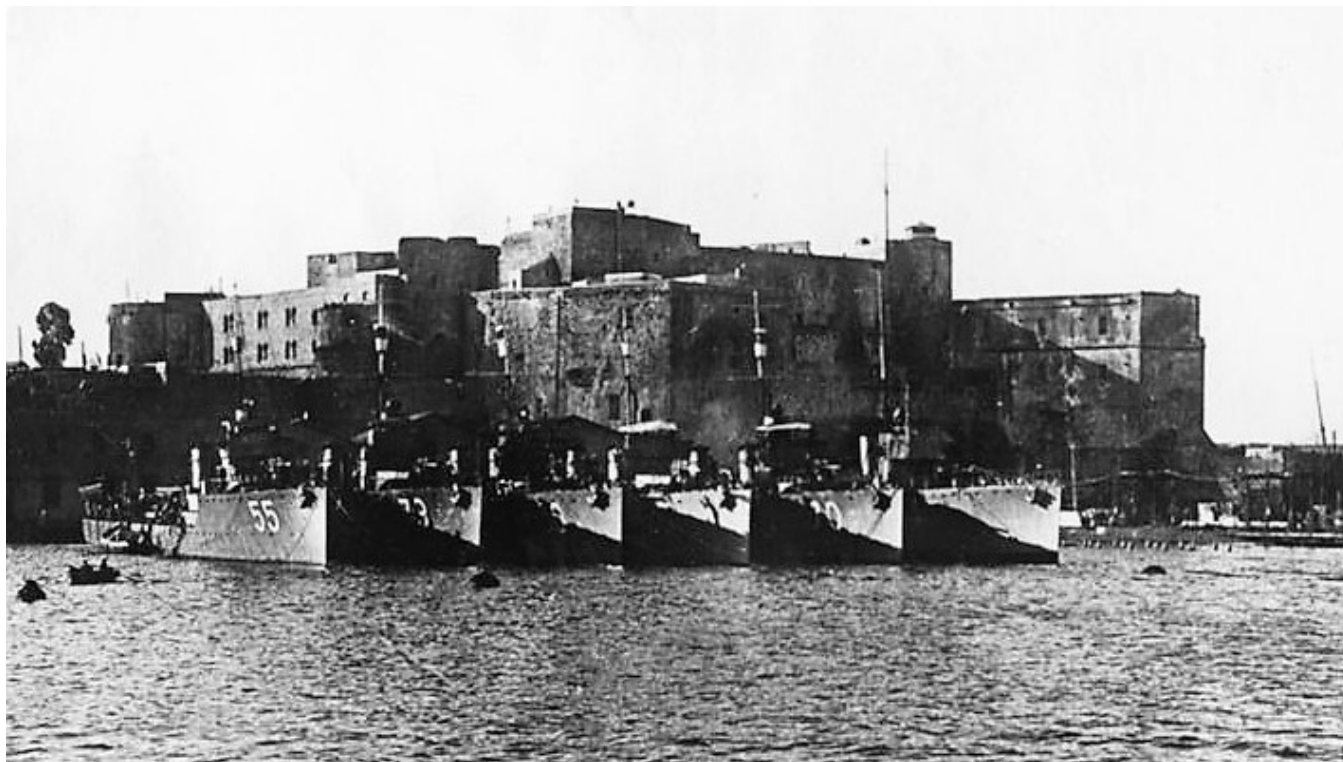


Pistol, electric firing, used on the battlecruiser HMAS Australia. The pistol is a form of contact maker used for local firing of 12 inch gun.

Photos of the Month: RAN Torpedo Boat Destroyers

Six River Class torpedo boat destroyers were built for the Royal Australian Navy between 1909 and 1916. During the First World War they formed the Australian Destroyer Flotilla. These ships were HMA Ships Huon (I), Parramatta (I), Torrens (I), Warrego (I) Swan (1) and Yarra (I). All 6 ships operated together for the first time in July 1917

Their Pennant numbers were; Huon 50, Parramatta 55, Swan 61, Torrens 67, Warrego 70 and Yarra 79.



Torpedo Flotilla in Brindisi Harbour July 1917. RAN image



Swan nested with her sister torpedo boat destroyers Torrens (I) Huon (I) and Warrego (1) at Sandakan in Borneo in 17 September 1916. RAN Image

News in Brief

HMAS Newcastle and HMAS Melbourne, the last two Adelaide-class frigates in Royal Australian Navy service, have returned from their final overseas deployments.

HMAS Melbourne, the oldest warship in the class, arrived at Gladstone Port in Queensland on June 11, concluding a three-month deployment throughout the Asia-Pacific region. She will decommission on 26 October.

Sister ship HMAS Newcastle became the last in the class to return from an operational deployment as it returned from the Indo-Pacific Endeavour tour. The ship is visiting its namesake city before returning to the Garden Island homeport in Sydney for the last time. She will decommission on June 30.



HMAS Newcastle enters the Port of her namesake city for the final time prior to decommissioning.

Photo: Royal Australian Navy

Of the six Adelaide-class frigates to serve in the Royal Australian Navy, HMA Ships Adelaide, Canberra, Sydney and Darwin have already been decommissioned, and the final two, Newcastle and Melbourne will retire later this year. The Government is yet decide on the two frigates' fates following their retirement. The first four ships were either scuttled or disposed of but media reports from the past two years have indicated that the frigates could be sold to other navies. Greece and Poland have previously expressed interest in buying the frigates.

HMAS Arunta officially rejoined the fleet after completing her Anzac Midlife Capability Assurance Program (AMCAP) upgrade.

Arunta is the first ship to undergo the program which provides significant improvements to the ship's key sensor and communications systems. To mark the occasion, a number of elders from the Arrernte Tribe, that the ship takes its name from, travelled from the Northern Territory to Western Australia to undertake the traditional smoking ceremony, while a Welcome to Country was provided by local Noongar elders. A key component of the upgrade improves the Anzac-class air search capability by replacing the legacy long range air search radar with a new digital phased array radar developed by Australian company CEA Technologies. This radar complements the existing anti-ship missile defense system.



HMAS Arunta returns to Fleet Base West after completing upgrades at Henderson Shipyards in Western Australia. Photo: Royal Australian Navy

Royal Australian Navy oiler HMAS Success conducted its last foreign port visit before retiring after 33 years of service.

Success visited Makassar in South Sulawesi, Indonesia, in what was also the final port visit by the Indo-Pacific 2019 (IPE19) joint task group, which included HMA Ships Canberra and Newcastle. Success decommissioned at Fleet Base East on 29 June.



This Month in History

July 1903	Imperial ships of the Australia Station were:- ROYAL ARTHUR, (1st class cruiser); ARCHER, PHOEBE, and PYLADES, (3rd class cruisers); LIZARD, and TORCH, (gunboats).
July 1910	The Australian Government authorized the building of two light cruisers for the Australian Navy. The cruisers were named HMAS SYDNEY and HMAS MELBOURNE.
July 1911	HRH King George V granted the title of "Royal" for the Royal Australian Navy and it's Permanent Commonwealth Naval Forces and the Royal Australian Naval Reserve. RADM Sir William Rooke Creswell CNF, recently promoted to Flag Rank on 1st March 1911, was First Naval Member of the Naval Board of the now redesignated RAN. He was Australia's first Admiral (although ex RN) to occupy the position.
July 1914	LEUT A. M. Longmore, an Australian serving with the RNAS, made the first successful aerial torpedo drop by a naval pilot from a Short Folder seaplane.
July 1915	HMAS PIONEER, (cruiser), and HMS HYACINTH, (cruiser), bombarded the German cruiser KONIGSBERG, and shore defences in the Rufigi River, East Africa.
July 1925	A US Naval Squadron consisting of US Ships CALIFORNIA, COLORADO, IDAHO, MARYLAND, MISSISSIPPI, TENNESSEE, and WEST VIRGINIA, arrived at Sydney for a goodwill visit.
July 1936	HMA Ships AUSTRALIA and SYDNEY, (cruisers), were attached to the Mediterranean Fleet during the Abyssinian crisis.
July 1940	HMAS SYDNEY, (cruiser), was straddled by a stick of bombs while operating with the Mediterranean Fleet. The C in C, ADML A.B. Cunningham, recorded in his journal: 'On this day I saw the SYDNEY, which was in company, disappear in a line of towering pillars of spray as high as church steeples, to emerge unharmed'. HMAS AUSTRALIA, (cruiser), and HM Ships DORSETSHIRE, (cruiser), and HERMES, (aircraft carrier), covered the attack on the French battleship RICHELIEU at Dakar, by a British Fleet. After a preliminary bombardment by guns of the fleet a motorboat entered the enemy harbour and dropped depth charges under the battleship's stern, but because of the shallow water they failed to explode. A flight of torpedo bombers from HERMES then attacked the enemy battleship causing damage to her stern.
July 1944	TF74, HMA Ships AUSTRALIA and SHROPSHIRE, (cruisers), ARUNTA and WARRAMUNGA, (destroyers), and US Ships AMMEN and BACHE, continued close gun support on the American perimeter at Aitape, New Guinea. An American ground force report later confirmed the effectiveness of the support, which caused a Japanese force of more than 500 to retire, leaving many dead.
July 1953	RAN casualties in the Korean War were:- Killed; 1; Missing presumed dead; 2; Wounded; 6. The eight Australian vessels engaged were HMA Ships SYDNEY, ANZAC, BATAAN, TOBRUK, WARRAMUNGA, COMDAMINE, CULGOA, MURCHISON, and SHOALHAVEN. The three Fleet Air Arm Squadrons engaged were No. 805, Sea Furies; No. 808, Sea Furies; and No. 817, Fireflies. Eleven aircraft were lost and 77 damaged.
July 1962	HMAS MACQUARIE, (frigate), was sold out of service for breaking up in Japan.
July 1968	The Women's Royal Australian Naval Service Reserve, (WRANSR), was formed.
July 1973	The bow and stern sections of the WWI torpedo boat destroyer HMAS PARRAMATTA, were salvaged from a mud bank on the Hawkesbury River, where she had foundered in 1934. The sections were transported by sea and land to Sydney for inclusion in memorials to the ship. The patrol boat HMAS ARDENT, (LEUT J. Riley, RAN), rescued the crew of the fishing trawler ALECIA, which foundered and sank off South Babel Island, VIC.
July 1978	HMAS STIRLING, (shore establishment in Western Australia), commissioned. Located at Garden Island WA, near the town of Rockingham, the base is also referred to as Fleet Base West.
July 1983	RAN Fleet Air Arm Squadrons VF805, (Skyhawk fighter-bombers), and VS816 (Grumman Trackers), were disbanded.
July 1992	The RAN's Seahawk Helicopter Introduction and Transition Unit was commissioned as HS 816 Squadron, equipped with RAN S-70B-2 Seahawk helicopters. This squadron was originally formed in 1940, and served in the Mediterranean and Norway.
July 2012	HMAS Anzac (III) deployed to the Middle East region for Operation SLIPPER.
July 2013	808 Squadron was recommissioned at HMAS Albatross to fly the MRH-90 Taipan helicopter.
July 2015	HMAS Tobruk II decommissioned.

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 last Operational Flying Operation: Discussion Continues

Our thanks to Claud Tattersell who wrote;

'Call The Hands: Issue 31 June 2019, HMAS Sydney readers forum, page 10

The article on the *Sydney* is not quite correct. It stated *Sydney's* last flying service was in 1955. The last operational flying cruise was actually in 1956. *Sydney* had embarked two squadrons 805 (Sea Fury's) and a squadron of Fireflies (either 816 or 817). *Sydney* carried out work up exercises in Hervey Bay and then proceeded to Malaya to join the Far East Strategic reserve. The ship was at "battle ready status" at this time, and came under the command of the British admiral whose flag was on the cruiser HMS Newcastle.

The lower deck was cleared and our Commander, CMDR Allen Dollard addressed the crew concerning the *Sydney's* duties in the Malayan war that was in progress at that time. Australian troops were also involved in this struggle.

A consequence of *Sydney's* participation in the FESR at this time was eligibility of the crew to be awarded the AASM and the ASM medals with the FESR and Malaya clasps. This operation also entitled the crew to full returned from active service (RAS) benefits.

Note, the crew did not receive the NGSM. As this is a British award, and the government would not condone it. At the time the Australian government denied *Sydney* was on active service, as they did not want to award RAS benefits to the returning ship. While it is quite a long story, eventually under the mounting pressure and evidence, the government succumbed, and admitted that *Sydney* had indeed been assigned to a war time duty.

I as a NA1 (AH3) served on the HMAS Sydney from March 1956 till March 1957.

Regards,

Tattersell. C. (Mick.)'



Australian
Service Medal -
Far East
Strategic

Further Reading: The RAN, the Strategic Reserve and the Malayan Emergency

by John Perryman, available at, <http://www.navy.gov.au/history/feature-histories/ran-strategic-reserve-and-malayan-emergency>

This Month in History: HMAS Melbourne and USS Frank E Evans Collision

Our thanks to Tony Horton who wrote;

'In this Month in History, reference is made to a LCDR commanding an Oberon in 1969. Well-deserved no doubt, but a more significant moment in history would be the collision between HMAS MELBOURNE and USS FRANK E EVANS, and the loss of 74 USN sailors. That collision is of course, shown on the website on "In this Day". Of interest, a 50th anniversary memorial service took place two days ago at Garden Island Chapel, followed by a luncheon at the ANMM. And also, of interest, quite a few Melbourne officers and sailors received Imperial awards and Naval Board Commendations in 1970 for their bravery. The USN is presently making similar awards to some Melbourne crew - some posthumous of course - but three 1969 MELBOURNE sailors received theirs when attending the USS FRANK E EVANS Association 50th anniversary memorial service etc in California this last weekend.

I am reminded that some years ago, I invited the then responsible person at the NHS - unfortunately I cannot recall who it was - to amend the Lew Lind list by adding a couple of incidents where FAA crew lost their lives (the would-be observers were on course with me). The NHS chap did not think such additions were appropriate, but he took the action to include them.

Tony'

Editor's Note

Each month we select and publish a range of events across the decades of RAN history. It is our policy not to repeat previously listed events too often. Unfortunately, in the 2 previous years since commencing publication of CTH we have not listed the HMAS Melbourne and USS Frank E. Evans collision on 3 June 1969 which is unfortunate.

New events are added to the 'This Day' database as they come to attention. However, if you become aware of events not included please contact us.



USS Frank E. Evans (DD-754) at sea April 1963

The USS Frank E. Evans (DD 754) was an Allen M. Sumner-class destroyer which served the United States Navy from 1944 to 1969. It was named in honour of Brigadier General Frank Evans, USMC, a leader of the American Expeditionary Force in France during World War I. Operational service included, World War II, the Korean War and the Vietnam War.

Chief of Navy Essay Competition

Our thanks to the Australian Naval Institute for alerting the Society to this newly inaugurated Chief of Navy Essay Competition and invitation to assist with judging entries in the 3 divisions. The essay competition aims to promote knowledge of and interest in a thinking, fighting and Australian Navy. The topic is "With reference to any historical example, what are the implications for the future of the Royal Australian Navy?" There is no restriction on the area of the topic.

Details are provided in the attached flyer or visit the [ANI website](#) for details.

Bungaree - Burial Place and Reserve

Our thanks Peter Poland, President of the Woollahra Historical and Heritage Society who wrote the following about the indigenous guide, interpreter and Aboriginal community leader who died on 24 November 1830.

As a follow up to the excellent article about Bungaree in Call the Hands Issue 31, your readers might like to know that the Woollahra History and Heritage Society, at the leadership of my late wife June, in 2007 persuaded Woollahra Council to name the small public reserve opposite the Police Station on New South Head Road at Point Piper after Bungaree.

The evidence supporting this proposal was a report in the Sydney Gazette of Saturday 27 November 1830 which reported his death and said "he will be interred at Rose Bay beside the remains of his late Queen this day". The report added that a detailed account of his funeral would be printed the next Tuesday but sadly no such account appeared in any subsequent editions.

Keith Vincent Smith in his book *King Bungaree* wrote that in 1919 workmen in the vicinity of Rose Bay Park dug up a box containing a cutting of the Gazette's report of Bungaree's death. The Police Station is in Rose Bay Park.

Whilst the exact location of Bungaree's burial is not known, Woollahra Council accepted the proposal and the reserve now has a name board 'Bungaree Reserve' and a small plaque with some information about Bungaree.

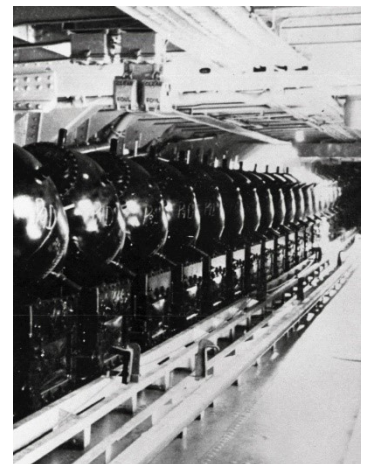
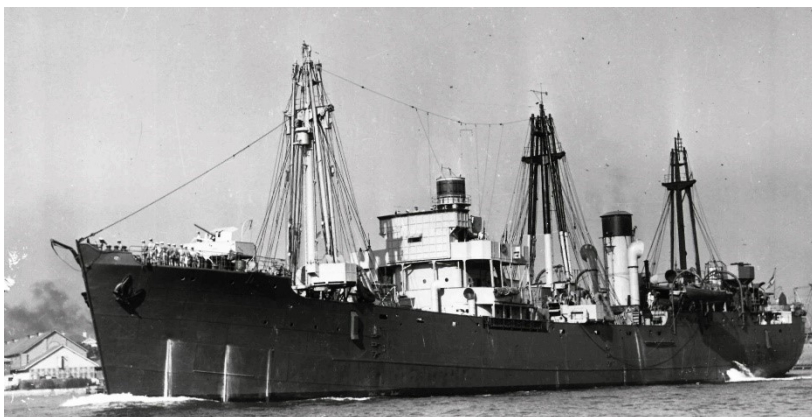
Kind regards,

Peter Poland OAM President

HMAS Bungaree: Auxiliary Minelayer

The 3043 tonne coastal cargo ship Bungaree, named in honour of the indigenous icon of early settlement in Australia was requisitioned as a minelayer on 10 October 1940 and immediately began conversion in Sydney. Her commission as the only RAN minelayer lasted from 9 June 1941 to 7 August 1946.

Further reading: Sea Power Centre Australia, [HMAS Bungaree](http://www.navy.gov.au/hmas-bungaree), available at, <http://www.navy.gov.au/hmas-bungaree>



Contact mines aboard HMAS Bungaree,
RAN image

Occasional Papers in this edition

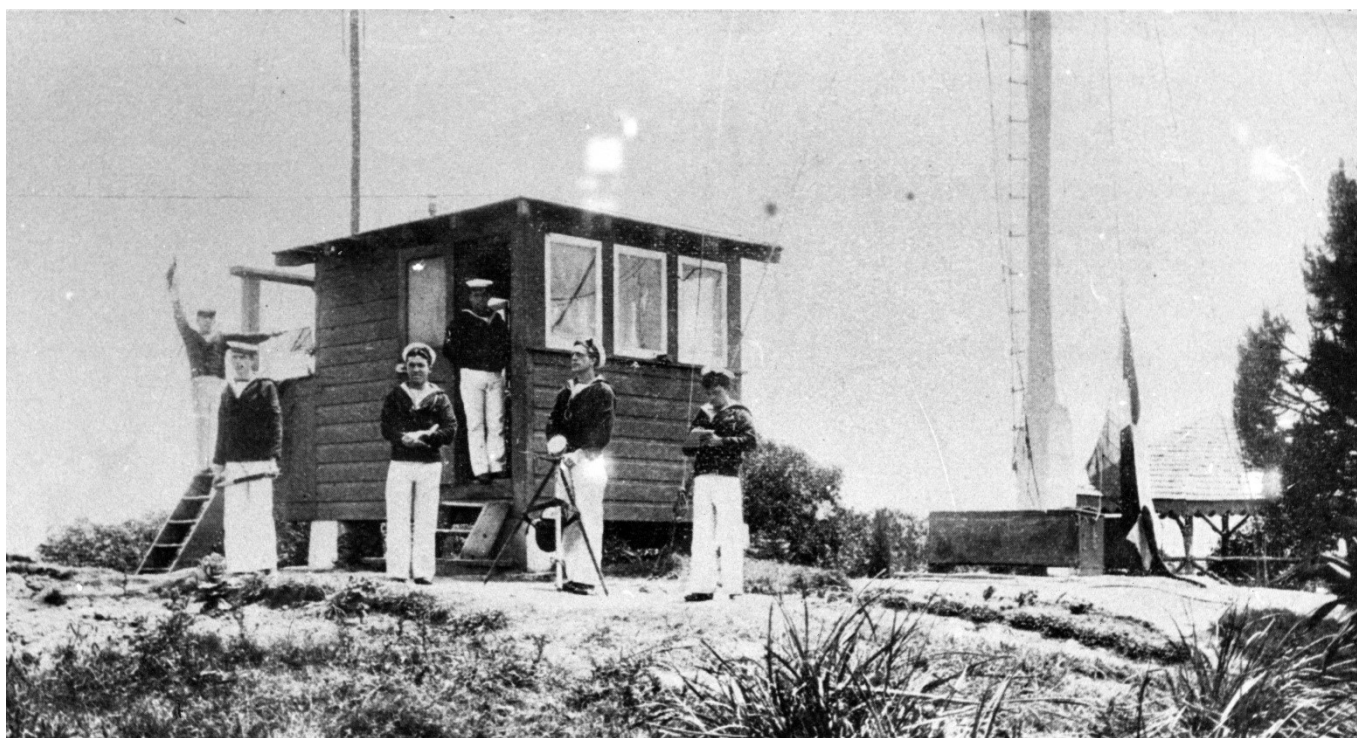
Included with this edition of *Call the Hands* are the following occasional papers: -

- Occasional Paper 57 The Naval Ode and Laurence Binyon
- Occasional Paper 58 Postcards Home
- Occasional Paper 59 Francis James Ranken

Society Matters

New History Tour Launched: Garden Island Northern End

On 11 August 2019 the Society will conduct its first Heritage Tour of the northern end of Garden Island, Sydney. The tour includes the Hill, old signal station, the lookout, indigenous history and the earliest marks made by Europeans in Australia. The tour is conducted one Sunday per month for up to 30 people who will arrive on the Island by public ferry. Full details are available on the Society website at <https://www.navyhistory.org.au/garden-island-tours/>.



Garden Island Signal station erected 1909

Society Events

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

Naval Historical Review

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

Subscription

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