



# CALL THE HANDS

Issue No. 50    March 2021



## From the President

Welcome to this 50<sup>th</sup> edition of Call the Hands. I trust you will find the stories of interest. This edition also heralds some changes for members and subscribers as the Society works to both attract new members and make the package of member benefits even more attractive. You will receive separate correspondence on these initiatives during the month.

The first of March is a significant day in Australian naval history for two quite different reasons. On 1 March 1942, the Australian light cruiser HMAS Perth was sunk in the battle of the Sunda Strait with the loss of more than 350 members of her ships company. On 1 March 1967 during RAN involvement in the Vietnam War the Australian White Ensign was hoisted for the first time and has been flown with growing pride ever since.

This month Occasional Paper 104 republishes the story of HMAS Hawkesbury's involvement with the repatriation of Perth survivors to Australia post War. The paper highlights the emotion those *Perth* survivors experienced on seeing *Hawkesbury* and meeting her crew after enduring more than three years of captivity in Changi. Emotion that we can only begin to imagine. Subscribers will find this story on the [Society website](#).

Although we have regularly featured personalities in these pages because of their contribution to the development of the RAN or for distinguished service, there are many others with these credentials who are little known in the wider community. In future editions we will highlight these historic figures. We start with Captain Stanley Darling, OBE, DSC\*\*, VRD, RANR this month.

On 11 March the latest video documentary produced by Society volunteers will be launched and made available through the [website shop](#). Entitled *A Curious Spectacle: From Gunpowder to Relics* this two-part documentary traces the fascinating history of this first Australian naval armament depot from 1788 to the present. We will advise when it is available.

Finally, and importantly, the Society's phone numbers changed with no notice on 2 March. The new numbers are below. In the coming week all references to our contact details will be updated.

Kind regards,

David Michael

### New Phone Numbers

Service	New Number
Administration & Research	(02) 9537 0047
President, Secretary, Treasurer	(02) 9537 0035
Membership	(02) 9537 0034
Tours & Naval Historical Review	(02) 9537 0038



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## Support for Queensland Maritime Museum

As Members will read in the March 2021 edition of the Naval Historical Review, the Society holds concerns for the future of the invaluable Collection held by the Museum including; ex HMAS Diamantina, tug *Forceful*, the Carpentaria Light ship and many more. Recovery from closure would be extremely difficult and put these vessels at great risk. It deserves our support.

Members and subscribers are invited to assist with donations to the Museum via the following link. <https://shop.maritimemuseum.com.au/donation>



## Australian White Ensign: 54<sup>th</sup> Anniversary

On 1 March 1967 the Australian White Ensign (AWE) was introduced into service during the Vietnam War. Popular both within the RAN and the Australian community the AWE has now flown proudly for 54 years in many theatres of operation. The involvement of RAN ships in the Vietnam War where they were flying a distinguishing ensign identical with that of another country not engaged in the war, lent logic and urgency to the proposal for change championed by the Chief of Naval Staff, Vice Admiral McNicoll. Soon after, a design submitted by then Commander G.J.H. Woolrych RAN was warmly accepted.



**Further Reading:** Naval Historical Society of Australia, *The Australian White Ensign*, Naval Historical Review published June 2002, available at: <https://www.navyhistory.org.au/the-australian-white-ensign/>

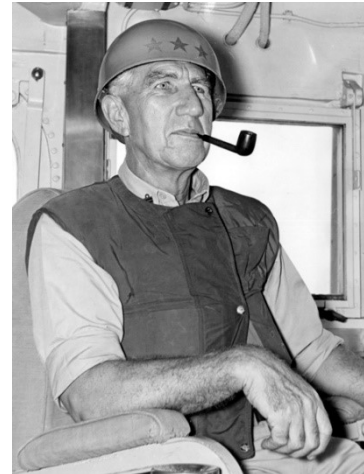
## McNicoll's Legacy

In addition to Vice Admiral Sir Alan Wedel Ramsay McNicoll's visible legacy, the Australian White Ensign, he is credited with dramatically changing the RAN during his term as Chief of Naval Staff from 1965 to 1968. In this difficult period following the loss of HMAS Voyager and subsequent Royal Commissions, McNicoll inherited a three-year naval program with which he did not agree. He had to work hard to correct its omissions.

In addition to the high level of commitment to Indonesian 'Confrontation' with Malaysia and the Vietnam War McNicoll managed the arrival of the new British designed Oberon Class submarines and American built guided-missile destroyers. Both brought significant challenges in terms of tactics, manpower, training, logistics and technology. Similarly, the fate of fixed wing aviation in the RAN hung in the balance and there were many personnel issues to be resolved.

McNicoll managed all these actual and potential crises thereby ensuring both the Oberon Class submarines and Adams Class destroyers became successes. The new Attack Class of patrol boats was also introduced in to service at this time and the Fleet Air Arm re-equipped with American aircraft.

Reference: Sea Power Centre Australia, Vice Admiral Sir Alan Wedel Ramsay McNicoll, available at: <https://www.navy.gov.au/biography/vice-admiral-sir-alan-wedel-ramsay-mcnicoll>



Vice Admiral McNicoll aboard HMAS Perth off Vietnam, circa February 1968. RAN image



## Captain Stanley Darling

Located amongst the modern training facilities of HMAS Watson is the Captain Darling Building but who was Captain Darling?

Captain Stanley Darling, OBE, DSC\*\*, VRD, RANR was a most successful Australian U-Boat killer who saw distinguished service in Royal Navy trawlers during World War 2.

Stan Darling had joined the RANR as a 14 year old midshipman in 1925 and later was an ABC radio announcer and acoustics engineer until the outbreak of WW2. At this stage he was a lieutenant commander of nearly three years seniority



Captain Stan Darling as LCDR commanding HMS *Loch Killin*

and on mobilisation was appointed as Assistant Staff Officer Operations, NOIC Sydney. After anti-submarine training at HMAS *Rushcutter*, he was

posted to the Royal Navy on loan service in UK waters where he took command of a group of converted A/S trawlers engaged on escorting east coast convoys through the dangerous waters of 'E Boat Alley'.

In this role and in command of the new A/S frigate HMS *Loch Killin*, he proved remarkably successful sinking three U-boats with each sinking rewarded by the award of a DSC. *Loch Killin* was armed with Squid (the latest deadly ahead-throwing A/S weapon) and multiple depth charges.



The Captain Darling Building, HMAS Watson. RAN image

The first victim was U-333, destroyed in the Plymouth area on 31 July 1944 after initial detection and a well-directed attack. A week later in the same area U-736 was detected at short range and a deliberate Squid attack forced her to the surface. This time an exciting episode ensued with *Loch Killin* herself under torpedo attack, which was thwarted by the countermining effect of the Squid explosions. During the engagement *Loch Killin* ran over the bow section of the U-boat but managed to save her asdic dome and propellers, coming to a grinding halt. With her stern in the air and conning tower just off the port quarter the U-boat's surviving crew members were able to clamber onboard *Loch Killin* without getting their feet wet! His third successful engagement occurred at night off Start Point in the English Channel on 16 April 1945. On this occasion three Squid salvos forced the submarine to the surface with a fully jammed rudder. It was finished off by the depth charge thrower.

Post war Stan Darling continued his naval career in the Reserves retiring in 1961. In addition to the Captain Darling building the prestigious Captain Stanley Darling Award is presented annually to the most outstanding anti-submarine specialist student at HMAS *Watson*.

### Further Reading

Obituary: Captain Stan Darling, OBE, DSC\*\*, VRD, RANR, June 2003 edition of the Naval Historical Review, available at, <https://www.navyhistory.org.au/obituary-captain-stan-darling-obe-dsc-vrd-ranr/>

## HMAS Watson

Located at Sydney's South Head, HMAS Watson was commissioned as the Royal Australian Navy's Radar Training School on 14 March 1945. Although HMAS Watson has evolved significantly since World War 2 into the RAN's premier warfare training establishment its history as a Defence facility dates back to 1871 when Artillery emplacements to defend the Port of Sydney were constructed.



Several buildings from that era known as the Barracks Group including Cliff House are listed on the Register of the National Estate. The history of HMAS Watson and the Barracks group can be found on the [Society's website](#).

### Further Reading

Naval Historical Society of Australia, HMAS Watson Heritage Details. available at,

<https://www.navyhistory.org.au/naval-heritage-sites/hmas-watson/>

Sea Power Centre Australia, HMAS Watson History, available at,

<https://www.navy.gov.au/history/base-histories/hmas-watson-history>

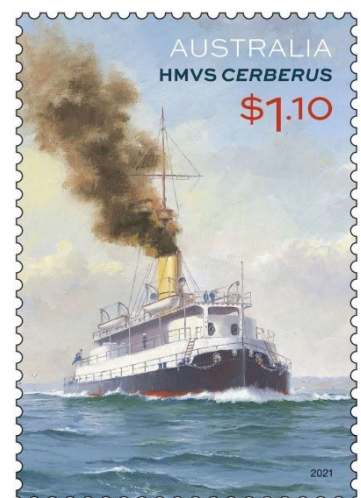
## HMVS Cerberus Anniversary: New Stamp

To commemorate the 150th anniversary of the arrival of HMVS Cerberus in Victoria, Australia Post has commissioned a postage stamp. The stamp depicts Cerberus as she appeared in the mid-1880s. The painting is by Ian Hansen, a former member of the Royal Australian Navy.

The stamp will be released by Australia Post on 22 March 2021.

*Cerberus* sailed from Chatham on 29th October 1870 under the Red Ensign. After a nightmare trip of 5 months and 9 days, the arrival of the ironclad created a considerable amount of excitement. Many believed she would not make it.

The story of HMVS Cerberus which is today a World Heritage wreck is available on the website [Naval Heritage Sites page](#).



## Zoom Presentation: Battles of the Atlantic

The Society's next Zoom presentation for members is entitled *Battles of the Atlantic* to be presented by Lieutenant Commander Desmond Woods, RAN.

After an introduction to the first Battle of the Atlantic in WWI the emphasis in this illustrated presentation is on the range and variety of the many battles fought including those fought in the Arctic. The campaign to defeat the German surface fleet and U Boats was political as well as tactical on both sides. The failure of the German High Command to invest in Admiral Karl Doenitz vision early enough was undoubtedly one factor that allowed the Royal Navy time to develop the tactical responses which over time were successful. Doenitz failure to believe that his Enigma Code was being broken and read left him blind to the reason so many convoys escaped his wolf packs. The failure by Air Marshal Arthur (Bomber) Harris of the RAF to divert resources to Coastal Command delayed the success that only air and sea working together could bring in sinking submarines. The failure by Admiral Earnest King, USN to learn the lessons that were available to him in 1942 and his Anglophobia allowed U Boat Commanders to enjoy a second happy time off the US Eastern Seaboard as they sank unescorted allied ships with impunity. The success of the Allies in the Atlantic in 1943 meant that the Invasion of Europe in 1944 was possible and successful. Without that Victory over the U Boats it would have been Soviet troops which occupied all of Germany in 1945.

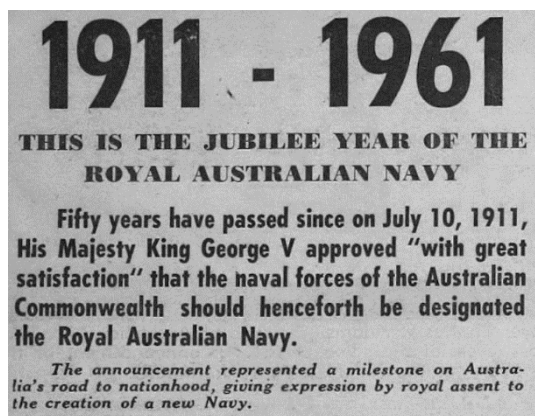
Further details and the joining link will be e-mailed to members during the previous week.

### Video of the month

Over the years the Australian Navy's birthday has remained a source of some confusion. The date now accepted is 1 March 1901. The previously accepted date of 10 July 1911 is not the birth date of naval forces in Australia, rather it was the date that the Sovereign granted the title 'Royal Australian Navy'. As with other forces institutions the name has changed over the last 101 years, but for the Navy the date of 1 March 1901 marks the creation of Australia's Navy. This is made inviolable by the fact that by 1911 Australia had already possessed a unified naval force for more than a decade, as proclaimed in the Australian Constitution

**In 1961 the 50th anniversary was celebrated and the video below has footage of the occasion.**

**Link:** [Royal Australian Navy 50th Anniversary \(1961\) - YouTube](#)





## US Fleet Visit 80 years ago - March 1941

**Video Link:** [Australia Welcomes Us Fleet \(1941\) - YouTube](#)

After two years of war in Europe and a decade of Japanese aggression in Asia the reaction by Australians to this visit was not unexpected. The visit occurred eight months before the attack on Pearl Harbor and declaration of war upon Japan. The jubilation of Australians reflected relief felt that a great ally may come to Australia's assistance in a time of great need.

Occasional paper 103 for members provides further detail on this visit by the United States Naval Squadron to Brisbane and Sydney.



### **GREAT WELCOME TO U.S. SQUADRON.**

### **CHEERING CITY CROWDS.**

### **500,000 See Street March.**

### **VISIT "SOMETHING MORE THAN GOODWILL."**

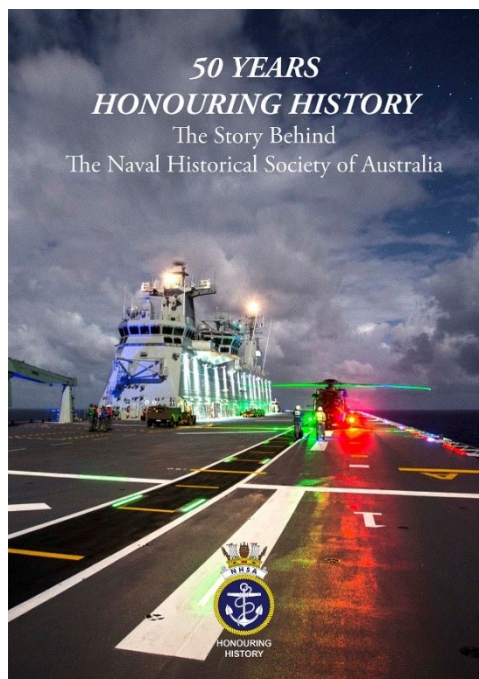
The United States naval squadron which arrived in Sydney yesterday was welcomed with the most tumultuous popular demonstration seen in the city for very many years.

The enthusiasm was evident among the crowds which rose at dawn to see the seven ships—two cruisers and five destroyers—steam through the Heads. It rose to fever pitch at midday, when 600 men of the squadron marched through the streets; it continued through the afternoon and night, when great crowds thronged the city and besieged the sailors with offers of hospitality.

The early morning was cloudy, and the vessels entered the Heads in a fine mist of rain, but the weather was clearing as they berthed at Woolloomooloo, and the sun shone as the city march began.

It is estimated that 500,000 people saw the march—one of the greatest crowds in Sydney's history. The cheering was deafening, and the men were showered with confetti, streamers, and flower petals.

## History of the Naval Historical Society: New Book



The Society's new Book commemorating The Story Behind the Naval Historical Society of Australia has been assembled and edited. It will soon be formatted and ready for sale in mid-2021.

This book will be available in print and three different electronic formats. We will advise as soon as they are available. Prices are available in the attached pre-order form.

You can assist the Society greatly to calculate how many print copies to produce by pre-ordering your printed copy now.

## Photo of the Month



HMS Paluma (later HMAS Paluma)

Photo from the Museum of Applied Arts and Sciences collection

A glass plate negative produced around 1895 shows the gunboat HMS (ex HMQS) 'Paluma' moored in Farm Cove, Sydney Harbour. The gunboats 'Gayundah' and 'Paluma' were ordered by the Government of Queensland in 1884 to provide the nucleus of a small force which could defend the area of Moreton Bay and the mouth of the Brisbane River. At varying times they became units of the Queensland Navy, the Royal Navy and the Royal Australian Navy.

The very low bow of the 'Paluma' was to allow the ship's largest fixed gun (8 inch, 203 mm) to fire over the bow as the vessel itself had to be aimed when it was fired. Until 1901 'Paluma' was used more often as a survey ship and was lent to the Royal Navy for this purpose. In this image 'Paluma' is painted white for sub-tropical use as a survey vessel.

In March 1901 she transferred to the RAN on its formation and in 1916 she was sold out of the RAN and converted into the Victorian lighthouse support ship 'Rip' and was broken up in 1950.



## News in Brief

### Submarine spotting skills put to the test

Guided missile destroyer HMAS *Hobart* and submarine HMAS *Sheean* combined off the coast of South Australia in February so *Hobart*'s crew could practise its submarine detection and tracking skills. *Hobart*'s crew attempted to visually identify *Sheean* while she was at periscope depth, a task which proved much more difficult than anticipated. Able Seaman Boatswain's Mate Ricki-Leigh Viney was the first person to spot the Collins-class submarine from the bridge wing. "The upper decks were full with people using binoculars," Able Seaman Viney said.

"No one thought it would be that hard to spot the periscope, but it was really difficult." Following the submarine exercise, *Hobart*'s crew then conducted tests and trials of the ship's integrated sonar system, and the ship patrolled the gas and oil platforms in the Bass Strait in support of the Australian Government's commitment to maintaining a military presence in the region.



### Tasmanian pride on show as HMAS Sheean visits state

HMAS *Sheean* recently berthed at Beauty Point in northern Tasmania in the first of a series of port visits in the state. Navy Commander of Submarines Captain Doug Theobald said the Collins-class submarine would also visit Hobart, Burnie and Devonport in the coming months.

"This is significant for Navy and for Tasmania," Captain Theobald said. "Sheean's visits fall between maritime exercises in the area and provide a rare opportunity for Tasmanians to see one of their Navy's highly capable and regionally superior submarines.



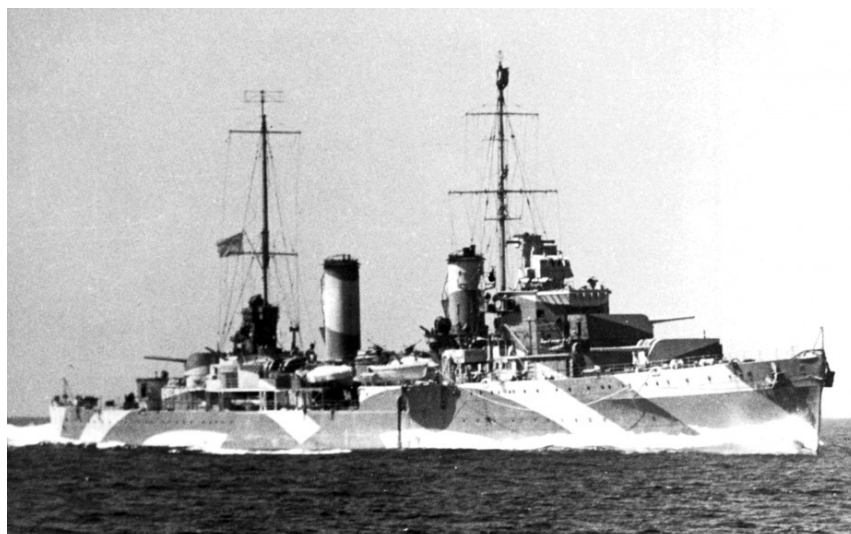
"While there will be no public open days on the boat, our submariners will participate in socially distanced recruiting initiatives and engage in community activities. "These visits will be particularly poignant for Tasmanian communities, with the submarine bearing the name of Ordinary Seaman Edward 'Teddy' Sheean who was born in north-west Tasmania. "The Queen posthumously awarded Ordinary Seaman Sheean the Victoria Cross in August last year for his distinguished service in action during World War II. Commanding Officer HMAS *Sheean* Commander Tim Markusson said his crew had been looking forward to the Tasmanian visits, particularly those who hailed from the island state.

## This Month in History

March 1801	LEUT John Murray, RN, in HMC brig LADY NELSON, explored and took possession of Port Phillip. He named the bay in honour of the first Governor of NSW, CAPT Arthur Phillip, RN.
March 1859	The Australia Station was established as a separate command. The Station was defined in a minute from the Admiralty: "Australia Station:- Bounded on the North by the Parallel of 10 degrees of South Latitude, on the East by the Meridian of 170th degree of West Longitude, on the South by the Antarctic Circle, and on the West by the Meridian of 75th degree of East Longitude". Ships from the Australia Station were involved in operations from Malaya to the west coast of America and the Pacific islands.
March 1901	The order was gazetted that all Australian armed forces should be transferred from the jurisdiction of the State Governments to the Federal Government, which under the Federal Constitution, would be the sole Australian Defence authority. The Commonwealth Naval Force came into existence. Its war equipment consisted of a motley collection of largely obsolescent warships, including, HMC Ships CERBERUS and PROTECTOR, torpedo boats CHILDERS, COUNTESS OF HOPETOWN, LONSDALE, NEPEAN, and MOSQUITO, gunboats GAYUNDAH and PALUMA, and a number of small naval auxiliaries. Naval personnel strength was 240 permanent members, and 1348 members of the Naval Brigade.
March 1910	Hospital charges for naval patients in civil hospitals were:- Seamen; 3 shillings per day. Officers; 12 shillings per day. Mental patients at Callan Park and Gladesville Asylums; 3 shillings per day for all ranks. The principal hospital for naval patients in Sydney was St Vincent's Hospital, Darlinghurst.
March 1916	HMAS PIONEER, (cruiser), intercepted and sank the German supply ship TABORA off Dar Es Salaam, East Africa.
March 1918	HMAS Psyche decommissioned for the last time. Psyche remained moored in Sydney Harbour and was eventually sold as a timber lighter on 21 July 1922. She later sank in Salamander Bay, Port Stephens.
March 1919	HM Ships ANZAC, TATTOO, SWORDSMAN, SUCCESS, TASMANIA, and STALWART were transferred to the RAN. The S class destroyers were replacements for the six torpedo boat destroyers used during the World War I.
March 1928	HMAS SYDNEY, (cruiser), starred in a film, depicting SYDNEY'S victory over the German armed merchant cruiser Emden, in 1914. Australian producer Ken Page made the film at Jervis Bay, NSW.
March 1936	The Seagull amphibian aircraft, from HMAS AUSTRALIA, (cruiser), was damaged when it fell from a crane at Malta. AUSTRALIA was on exchange duties with the RN at the time.
March 1940	HMS KANIMBLA, largely manned by the RAN, seized Soviet steamer VLADIMIR MAIAKOVSKY (3972grt) in the Sea of Japan and took her into control because she was carrying a cargo of copper from the United States to Germany.
March 1942	HMAS Perth was sunk by Japanese forces in Sunda Strait.
March 1943	HMAS QUICKMATCH, (destroyer), escorted the former RAN seaplane carrier, HMS ALBATROSS from Durban to Madagascar.
March 1949	First of 12 Vultee Vengeance aircraft were transferred from RAAF to RAN. They were taken to Nowra for use as Fire Fighting Training Aids.
March 1953	The first rescue operation by a helicopter of the RAN was affected when an injured lighthouse keeper was rescued from Point Perpendicular Lighthouse, NSW.
March 1958	805 Squadron Sea Fury's making a final farewell flight over Sydney Harbour with the squadron decommissioned on 26 March 1958.
March 1963	The first Wessex helicopter Search and Rescue (SAR) mission occurred when GPCAPT Mather ejected from his RAAF Sabre jet near Lake Bathurst in NSW, and was reported as having landed near 'a red farmhouse'. Wessex N7-200 was dispatched with two doctors aboard. The first red farmhouse they visited yielded only two dogs and a very scared cat. The second, however, produced a ute with a parachute in the back and the missing Air Force officer on the verandah sipping whiskey. The first SAR by the Wessex was a complete success!
March 1965	Bosun fibreglass sailing dinghies were introduced into the RAN as replacements for the 4.3 metre timber Island class dinghies.
March 1969	CPO A. V. Rashleigh, and AB A. J. Sherlock, of Clearance Diving Team 3, cleared an enemy log barrier more than 30mts long, blocking a channel in the Mekong Delta. Troops dispersed along the channel banks kept the enemy at bay, while the divers fastened explosive charges under the log barrier.

March 1972	The fast troop transport HMAS SYDNEY, (CAPT L.J. Merson, RAN), and the supply ship HMAS JEPARIT, (CMDR A.A.C. Philip, RANVR), returned to Sydney, thus completing the RAN's involvement in the Vietnam War. SYDNEY made 24 voyages to Vietnam, and JEPARIT made 43, carrying troops and supplies to the Australian forces involved in the fighting in Vietnam.
March 1973	HMA Ships Derwent and Perth sailed into Massawa, Ethiopia's chief port, firing a 21 gun salute which was returned by the Imperial Ethiopian Navy. His Imperial Majesty Emperor Haile Selassie dined onboard Perth during the visit. Whilst at Massawa, numerous sailors took the opportunity to ride a camel, the traditional 'ship of the desert'.
March 1980	AB J. Stewart was lost overboard from HMAS BRISBANE, (guided missile destroyer), 120 miles north-west of Honolulu before midnight on 12/3/1980, and was picked up 12 hours later by USS JOSEPH STRAUSS. AB Stewart stayed afloat by inflating a discarded plastic garbage bag. A large shark swam around him for the last two hours of his ordeal.
March 1987	HMAS OVENS, (Oberon class submarine), sank the stripped hulk of the navy tank cleaning vessel, ex-HMAS COLAC, off Sydney, with a Mk.48 torpedo.
March 1991	VADM M. Hudson was promoted to the rank of Admiral on his retirement as Chief of Naval Staff. At that time, he was the third officer of the RAN to reach the rank. The others were ADML Sir Victor Smith in 1970, and ADML Sir Anthony Synnot in 1979.
March 2000	TU 645.1.1, (LCH Task Group consisting of HMA Ships BALIKPAPAN, BRUNEI, LABUAN, and TARAKAN), awarded the Meritorious Unit Citation for service in East Timor.
March 2003	A boarding Party from HMAS KANIMBLA lead by LCDR M. D. Edwards, RAN, captured a number of Iraqi tugs in the Northern Arabian Gulf. Onboard these tugs, and a barge being towed by them, were 186 sea mines which were ready to be deployed, (one of the mines was later presented to the Australian War Memorial as a relic). Later that day a steaming party from KANIMBLA took control of the two tugs, and steamed them to Kuwait Naval Base, where they arrived the next day. During this short period the tugs flew the Australian White Ensign.
March 2006	The landing craft heavy, HMA Ships WEWAK, (LCDR Williams, RAN), LABUAN, (LCDR M. A. Verho, RAN), and TARAKAN, (LEUT C. J. Doolin, RAN), along with two Sea King helicopters from 816 Squadron, (under the command of LCDR R. Jose, RAN, and LCDR S. Palmer, RAN, respectively), were committed to providing support, to clean up, and restore services to, the area around Innisfail, QLD, following the devastation of northern Queensland by cyclone Larry. Named operation Larry Assist, the three LCH'S were under the overall command of LCDR Williams, and designated as CTG 627.3.
March 2020	WO Agnes 'Lennie' Maiden, the first woman to be promoted to the highest rank as a senior sailor passed away aged 82. WO Maiden served in the Women's Royal Australian Naval Service (WRANS) for nearly 29 years, from 1956 until 1984.

The entries selected for publication this month are randomly generated from an extensive database of historic naval events. The absence of a significant event is in no way intended to cause offence. The objective is to provide a cross section of events across time. 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/>



HMAS Perth (I) in camouflage paint scheme. RAN image



## Occasional Papers

Included with this edition of Call the Hands for members only are the following occasional papers;

- Occasional Paper 102 - Cliff House and South Head Early History
- Occasional Paper 103 - US Fleet Visit 1941
- Occasional Paper 104 - HMAS Perth Survivors 1945

## Society Matters

### **Ikara, Surfaced Launched Guided Anti-Submarine Missile**

Australia's reliance on sea lines of communication led to concern by Australia and its allies in the 1950s and 60s at the rapid build-up of the Soviet submarine fleet particularly in the Pacific Ocean. This led to the development the Ikara weapon system which gave the RAN a tactical advantage in anti-submarine warfare. Ikara was a small, winged rocket propelled missile which delivered a torpedo carried in the nose on a target up to a range of 20 km.



Ikara, Guided Anti-Submarine Missile - Government Aircraft Factory, Australia, 1972, Museums Victoria image.

of

Designed and built by the Government Aircraft Factory, the Ikara anti-submarine missile saw service in the Royal Australian Navy for more than two decades between 1966 and 1991. During this period, it out-performed (all known) similar AS weapons.

RAN ships fitted with Ikara included the River Class frigates and Perth Class Destroyers Guided Missile Destroyers. The weapon was also used by the navies of Britain, New Zealand, Chile and Brazil.

As the full history of Ikara has not been documented, a comprehensive history of the development and service of Ikara is currently being written by Society volunteers. This book is expected to be launched mid-2021.

### **Member Zoom Presentations**

All members can join our monthly presentation from any location. The Program runs in parallel with the physical attendance meetings traditionally conducted in Perth, Melbourne and Canberra. Members will be sent an invitation with the joining link one week prior.

### **Policy Change**

Please note that from March 2021 occasional papers will be distributed to members only in line with policy for the Society's quarterly magazine the Naval Historical Review. Papers will however be posted to the Society website after 12 months. To continue receiving the most recent editions subscribers may wish to apply for [membership of the Society](#) through our online shop.