



Call the Hands



Issue No. 91

June/July 2025

From the President

Welcome to our first 91st edition of *Call the Hands* which is now in its tenth year. I trust you will find it and the three accompanying occasional papers of interest. A feature of this newsletter and our papers is the wide variety of stories about events and people across the decades of Australia's rich naval history. Similarly, our authors who provide personal insights and reflections from their own careers add to that richness.

Two of occasional papers with this edition are personal accounts. Occasional Paper 194 by Richard Menhinick is his reflection on the First Gulf War 1990 – 1991 during which he served in HMAS *Brisbane* as the Direction Officer with responsibilities for air warfare and combat systems. In Occasional Paper 195 Rob Everett who was serving as a signaller on the bridge of HMAS *Melbourne* on the fateful night of its collision with HMAS *Voyager* describes his odyssey to find the HMAS *Melbourne* bridge communication log book for the night of 10th February 1964.

As we often overlook the outstanding service of health professionals who are ever present during conflict, we present Occasional Paper 196, the story of Sister Rosa Angela Kirkcaldie, a pioneering military nurse who served in the hospital ship *Grantala*, the Mediterranean and Europe during the First World War.

At this time of year many membership renewals fall due as a legacy from the days when the membership period corresponded with the financial year. To the many who have recently renewed, thank you. Thank you also for the many generous donations added to your renewal payments. You can be assured it will be put to good use.

I am pleased to report that the history of the aircraft carrier, HMAS *Melbourne* by Ross Gillett which we launched in May 2025 is again available after a second print run. A copy of 'HMAS *Melbourne* - 25 Years and Beyond' can be purchased in print or digital format through the Society's [shop](#). There are also several new [historical booklets](#) available through the shop. Details are on page 15.

Finally, have you considered volunteering? The Society has 50 to 60 volunteers across Australia. There is a concentration in Sydney manning the Boatshed, conducting cruises and tours. Those working from home contribute to research, writing, website content and other tasks. The Society would cease to exist without them. If you have time to give and skills you feel will assist, [please get in touch](#). Our most valuable volunteers are those that are happy to turn their hand to any task and give it a go. For more information visit the website [volunteering page](#). We look forward to hearing from you.

Kind regards,
David Michael



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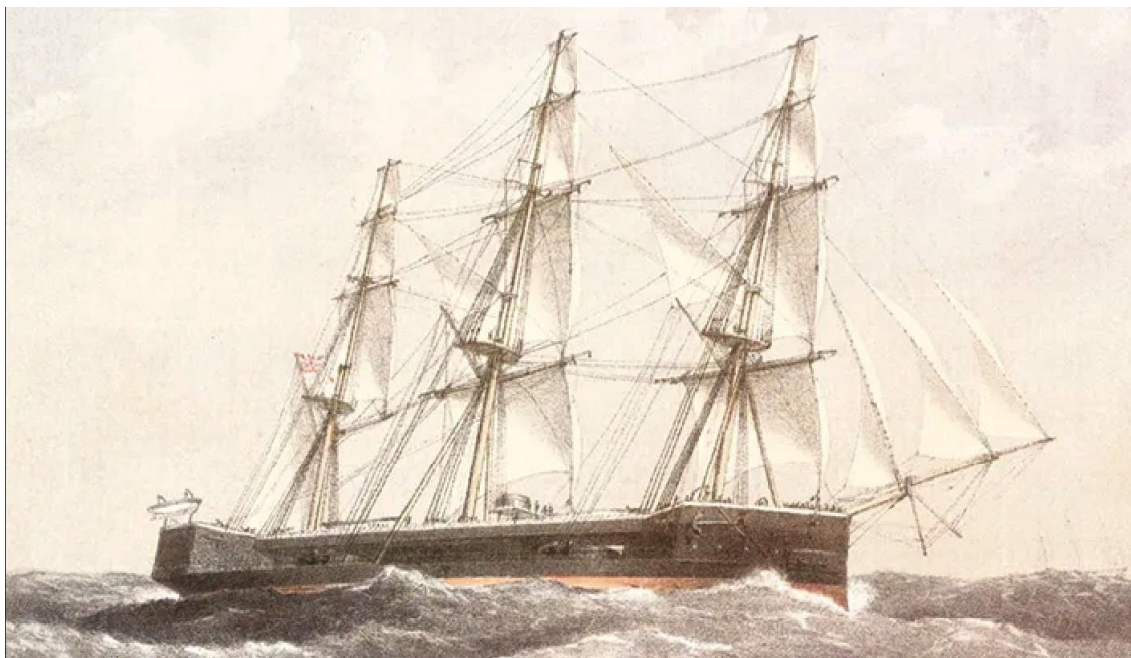
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HMS Captain

In the mid-19th century, as naval technology transitioned from wood and sail to iron and steam, maritime powers around the world sought revolutionary warship designs. Among these, the Royal Navy developed the ill-fated HMS *Captain*, a turret-armed, ironclad warship.

Tragically this revolutionary low freeboard frigate capsized and sank off Cape Finisterre, Spain with the loss of nearly 500 lives in a moderate storm on 7 September 1870. The storm did not significantly affect other ships in the squadron.



An illustration of HMS Captain. Image courtesy of Wikimedia Commons

Captain was designed by the visionary Captain Cowper Phipps Coles and built by Laird's shipyard in Birkenhead despite strong objections from the Controller of the Royal Navy and the Chief Constructor. Construction proceeded as a result of parliamentary and public pressure in support of this radical concept and design. She commissioned in 1869 despite a failed stability test. The weight of the turrets and rigging made it dangerously top-heavy.

The design was intended to combine the firepower of rotating turrets with sails and steam

propulsion. Unlike traditional broadside ships, its twin turrets offered 360-degree firing arcs. Its iron hull and steam engines were cutting-edge for the time. Its rigging allowed for extended voyages which were critical before the widespread availability of coal stations. HMS Captain measured 320 feet long, displaced 7,770 tons, and was armed with four 12-inch muzzle-loading rifles housed in armoured turrets.

As the 'Pride of the Victorian Navy' she was a highly sought-after posting, and as such several distinguished British naval officers – including the sons of prominent Cabinet ministers – were on board when she capsized during the gale. Captain Coles also perished.

Search for Wreck

Researchers at the University of Wolverhampton (UoW) are currently leading an international, multi-institutional effort to find the wreck of HMS Captain. Their research has involved the analysis of surviving historical evidence such as the logs of every warship in the combined fleet —carefully cross-referenced against survivors' accounts, court-martial testimonies, newspaper accounts and other sources.

The scatter plot established through this process indicates that the wreck lies at a possible depth of 1,300 to 1,700 metres with the wreck possibly on sloping, uneven seabed. This also means the wreck of *Captain* would be out of reach of most fishing trawlers and relic hunters. As there are relatively few destructive marine organisms at these depths with no sunlight and little oxygen, they are hopeful the wreck might be remarkably intact.



*Loss of HMS captain, Oil painting by Geoff Hunt.
Image courtesy of University of Wolverhampton.*

There are two interesting facts concerning the loss of HMS *Captain*. When she was commissioned, the ensign was mistakenly hoisted Union Jack downwards (a signal of distress) which sailors considered a bad omen. The second was that more men were lost aboard HMS *Captain* than at the Battle of Trafalgar (1805) or at sea during the entire Crimean War (1853-55).

Further Reading

- Find the Captain, [University of Wolverhampton](#), accessed 28 June 2025.
- The loss of HMS *Captain* in 1870, [Extracts from the Times newspaper](#), accessed 28 June 2025
- Lost British warship set to be investigated 150 years after sinking, [The Past](#), accessed 28 June 2025

Captain Gerald Haynes RAN

Captain Gerald Haynes's wartime career combined skill and daring at sea and in the air. He was officer of the watch in HMS *Victorious* in the chase that destroyed the *Bismarck*. Gerald Haynes said modestly that he won the Distinguished Service Order for, as he put it, "getting back" but the citation speaks of "great bravery, skill and determination in torpedo and dive-bombing attacks on enemy shipping and aerodromes".

Gerald Mellor Haynes was born in the Melbourne suburb of Brighton and educated at Haileybury and Melbourne Grammar before entering, at 13, the naval college at Jervis Bay. He served between the wars in cruisers, battleships and a destroyer. His first command was the drifter, *Crescent Moon*. He then transferred to naval colleges at Greenwich and Portsmouth; later he served as a watch-keeping lieutenant in HMAS *Canberra*.

His first love was engineering and he left the navy to train as a fitter, after which he bought an interest in the small ship *Defender*, in which he sailed as an able seaman. He had brief civilian pilot training and before World War II rejoined the Royal Australian Navy, being posted again to *Canberra* and flying as an observer with convoys in the Indian Ocean. Next, he was seconded to the RN Fleet Air Arm on the Navy's assumption, which he did not discourage, that his nine hours and 50 minutes' civilian flying was 950 hours.

Meanwhile he was the naval liaison officer to the captain of the *Mauretania* on convoy. He took a course of Fleet Air Arm sailors to Trinidad for navigation training after sandwiching in lots of pilot training hours on Harvards.

He joined 828 Squadron as senior observer on the aircraft carrier *Victorious* and flew in Swordfish and similar aircraft on Arctic convoys attacking naval targets. He was the officer of the watch in *Victorious* in the chase that destroyed the *Bismarck*, showing exceptional skill as a navigator both marine and air. While his squadron was enroute to Malta with him as second in command, he also served as officer of the watch in the new cruiser *Eurylaus*.

In Malta in November 1941 Lieutenant Haynes succeeded his Squadron Commander when the latter was lost. Haynes became very highly regarded. He was the first Australian to command a Fleet Air Arm squadron. He led many successful bombing, dive-bombing, torpedo and mining attacks on the Italian fleet and installations in Sicily, Italy, and North Africa. He experienced more than 1,000 air raids while in Malta, where conditions were very grim and was awarded the DSO.

Later he hitched a ride in the *Stirling Castle* to Australia. Then followed a stint at instructing 100 Squadron in New Guinea on torpedo dropping. After this he took himself off to England again. He became chief instructor in the School of Naval Warfare at St Merryn, Cornwall, for two years. His job on D-Day was to fly in a Hellcat armed with rockets.

He assisted in the formation of the Australian Fleet Air Arm and ended up in Australia as a staff officer in navy planning. He attained the rank of lieutenant commander and was discharged from the RAN as commander.

After the war he led a group that built, owned, chartered and operated small merchant ships around the Australian coast, to Papua New Guinea and New Zealand.

Fist published in the [March 2000 edition](#) of the Naval Historical Review

U.S. Navy ship sunk by torpedo from HMAS *Farncomb* during RIMPAC 2012

On 24 July 2012 the former United States Navy Ship, USNS Kilauea (AE-26) was sunk by a Mk 48 torpedo fired by the Collins Class submarine HMAS Farncomb, on the Pacific Missile Range Facility off Hawaii, during Exercise Rim of the Pacific (RIMPAC) 2012.



The 12,106-ton vessel was struck just below the bridge and promptly broke in two before sinking 40 minutes later.



*Former USNS Kilauea sinking after hit from a Mk 48 fired by HMAS Farncomb on 27 July 2012 off Hawaii.
Image courtesy of RAN*

Kilauea was the lead ship of her class of ammunition ships of the United States Navy. She was named for Kilauea, the Hawaiian volcano and commissioned on 10 August 1968.

Her encounter with HMAS *Farncomb* was not her first with the Royal Australian Navy. Kilauea was deployed to the Persian Gulf in August, 1990 as part of International Naval task force for Operation Desert Shield from 2 September 1990 to 20 January 1991. She was initially assigned to the 3rd Marine Amphibious Group and then the USS Theodore Roosevelt and USS Midway battlegroups for Operation Desert Storm from 20 January 1991 to April 17, 1991.

Kilauea was deployed to East Timor as part of the Australian-led INTERFET peacekeeping task force from 20 September to 2 October 1999.

The RIMPAC exercise which is the world's largest international maritime exercise which is conducted every two years provides the ADF with a realistic, high end training opportunity. In 2012 twenty-two nations participated in the exercise which included six submarines and 40 surface ships participating in a realistic warfare scenario.

Australian soldiers from 1 RAR also participated in the amphibious aspect of the exercise, alongside US Marines. RAAF AP-3C Orions and a Wedgetail aircraft also provided air support.

A primary objective of this exercise is to foster and sustain cooperative relationships between participants as interoperability is fundamental to coalition operations.



Mk 48 torpedo being embarked into a Collins class submarine. Image courtesy of RAN

King Charles III, Military Service

Having recently celebrated the second Kings Birthday holiday since King Charles ascended the throne on 6 May 2023 and became Commander-in-Chief, it is timely to look at his service record.

His military career with the Royal Airforce and Royal Navy took place between 1971 and 1976. Despite never being deployed to a combat zone, he had the qualifications to succeed, should he have been sent to one.



Photo courtesy of Max Mumby / Indigo / Getty Images

The then Prince Charles enlisted in the Royal Air Force while studying at the University of Cambridge in 1971. Here he was given flying instructions by the Royal Air Force. After passing his private pilot's licence flying test and qualifying for the award of the preliminary flying badge on Chipmunk aircraft he moved on to the Basset CC1 clocking a further 90 hours flying.

In 1971, he was posted to RAF Cranwell for the full jet training course as a No.1 Graduate Entry with the rank of flight lieutenant. After passing out at RAF Cranwell, he embarked on a career in the Royal Navy, following in the footsteps of his father, grandfather and both great-grandfathers.



Photo Credit: Fox Photos / Getty Images

As a 22-year-old acting sub-lieutenant he joined an 'accelerated graduates' course at Britannia Royal Naval College in Dartmouth on 15 September 1971. Two months later he was posted to the guided missile destroyer HMS *Norfolk*, and then to the frigates HMS *Minerva* and HMS *Jupiter* for one year. He served as gunnery officer in *Minerva* during its West Indies patrol.

During this year he also undertook submarine emergency escape training at HMS *Dolphin*, sea rode the nuclear-powered attack submarine, HMS *Churchill* and studied navigation at HMS *Mercury*.

After returning to England from HMS *Jupiter* in the Pacific he studied naval aviation and clocked 105 hours in the cockpit of a Wessex Mk5 in 707 Naval Air

Squadron. In 1974, after qualifying as a helicopter pilot, Prince Charles flew with 845 Naval Air Squadron from the commando aircraft carrier HMS *Hermes*.

After returning to Royal duties for the majority of 1975 he took up his final posting in the RN as the Commanding Officer of the Ton-class minesweeper HMS *Bronington*. His ten-month period in command included a variety of exercises and operations including dealing with Second World War ordnance and monitoring a Soviet submarine.

In December 1976, the future King's active naval career came to an end with the rank of commander.

HMS *Bronington* remained close to his heart and, in 1988, he attended its decommissioning ceremony.



Prince Charles in 1976 as commanding officer, HMS Bronington. Image courtesy of the Mirror.



HMS Bronington under way in Portsmouth harbour. Image courtesy of national Historic Ships UK.

After decommissioning ex HMS Bronington became part of the Warship Preservation Trust collection in 2002. She was open to the public until the Trust closed in 2006. The vessel then became the property of Mersey Docks and Harbour Company, following which she was laid up and deteriorated rapidly and sank at her moorings in 2016.

Further Reading

King Charles III: A look at the Commander-in-Chief's time in the forces, [Forces News](#), accessed 28 June 2025.

Photo of the Month



*HMAS Vendetta I
Gunnery Officer in heavy seas
Mediterranean 1940-41
Gordon Hill Collection - NHSA*

News

HMAS Arafura Commissioned

The Royal Australian Navy commissioned the first Arafura-class Offshore Patrol Vessel, (OPV) HMAS *Arafura*, into its fleet on 28 June, 2025. The Navy's OPVs will help patrol and secure Australia's maritime border alongside the evolved Cape class patrol boats. The vessels have a greater range of 4,000 nautical miles, and can perform roles that previously required numerous vessels. These OPVs will also have improved living quarters and amenities to better support personnel.

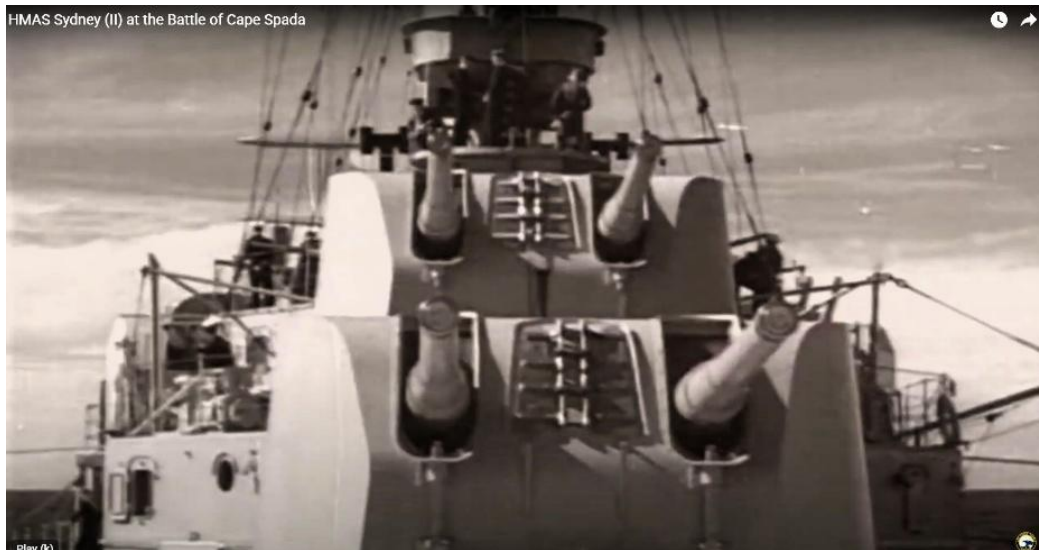
HMAS *Arafura* was built by German shipbuilder Luerksen Australia at the Osborne Shipyard in South Australia. The second OPV, NUSHIP *Eyre*, has been built and is awaiting acceptance by Navy. The remainder of the four ships are under construction at the Henderson Shipyard in Western Australia. OPV3 will be HMAS *Pilbara*, OPV4 will be HMAS *Gippsland*, OPV5 will be HMAS *Illawarra*, and OPV6 will be HMAS *Carpentaria*.



A video of the commissioning is available online at [HMAS Arafura Commissioning Ceremony](#)

Video of the Month

Battle of Cape Spada, 19 July 1940



Link: <https://www.youtube.com/watch?v=1Z9FQVKxAaw>

Sea Power centre Australia

Duration: 11 mins 15 secs

Description

In July 1940 HMAS *Sydney* (II) distinguished herself during the Battle of Cape Spada, when she came to the aid of a scouting group of Royal Navy destroyers that was under fire from two Italian light cruisers. She was to cripple one, which was later sunk, and severely damage the other. The action proved an important strategic victory in the hotly contested battle for sea control in the Mediterranean during World War II. This extract from the Royal Australian Navy production "The History of the Royal Australian Navy Volume Two, 1919-1945" recreates HMAS *Sydney*'s involvement in an action that was to make her a household name in Australia during World War II.

Occasional Papers

- Occasional Paper 194 - Reflections on the First Gulf War 1990
- Occasional Paper 195 - Finding the HMAS Melbourne Log Book by Robert Everett
- Occasional Paper 196 - Sister Rosa Angela Kirkcaldie

This Month in History - June

June 1899	HMS PIONEER later HMAS PIONEER, was launched at Chatham, England.
June 1913	The battle-cruiser HMAS AUSTRALIA, (CAPT S. H. Radcliffe, RN), was commissioned at Portsmouth, England. AUSTRALIA was laid down in John Brown Yard, Clydebank, Scotland, on 23 June 1910, and launched on 25 October 1911.
June 1916	HMS CHALLENGER and HMAS PIONEER bombarded Dar Es Salaam, capital of German East Africa.
June 1918	HMS SUCCESS was laid down at Doxford's Yard, Sunderland, England. She was launched on 27 January 1920, and shortly afterwards was among a number of vessels gifted to the RAN. She became HMAS SUCCESS, (although at one stage the RAN considered changing her name to Rabaul.
June 1924	HMAS GERANIUM embarked a Fairey HID seaplane. GERANIUM was the first Australian ship to use aircraft for surveying.
June 1933	The prototype Supermarine Seagull V amphibian aircraft, designed for the RAN, was tested. The aircraft, and the Walrus which developed from it, was used extensively in the RAN and the RN. HMAS AUSTRALIA was the last warship to carry the aircraft in battle in 1944.
June 1939	The modified Leander class cruiser HMAS PERTH, (CAPT H. B. Farncomb, MVO, RAN), was commissioned. PERTH was laid down in Portsmouth Dockyard, England, as HMS AMPHION, on 26 June 1933, and launched on 27 July 1934
June 1941	LCDR R. C. Robison, RAN, was awarded the DSC for 'bravery and enterprise' while serving in HMAS STUART at the battle of Matapan. Robison was later to command HMAS VOYAGER and was in command when the ship ran aground, and was subsequently destroyed, at Betano Bay, Timor, in September 1942.
June 1942	HMAS NESTOR was severely damaged when near-missed by two heavy bombs, 100 miles north of Tobruk. NESTOR was an escort for the Operation Vigorous convoy to Malta. The destroyer was taken in tow by HMS JAVELIN, but was sunk by JAVELIN on 16 June when it was realised she could not reach port.
June 1948	The RAN Nursing Service, (RANNS), which had been formed in October 1942, was disbanded. 57 uniformed nursing sisters had served in the RANNS during WWII. Civilian nurses were employed to provide care to RAN personnel from this time.
June 1954	Delivery of the first RAN Vampire trainer took place when Lieutenant Peter Goldrick, RAN accepted the de Havilland Sea Vampire Mk T.34 at the de Havilland workshop in Bankstown on behalf of 723 Squadron. The aircraft was then flown to its permanent home at HMAS Albatross where it was used as a land-based trainer for Sea Fury pilots converting to the soon to be delivered Sea Venom jet fighter.
June 1964	HMAS Quiberon paid off to Reserve. Quiberon was sold on 15 February 1972 for breaking up to Fujita Salvage Company Limited of Osaka, Japan, for \$68,260. On 10 April 1972 the Japanese tug Sumi Maru No 38 left Sydney for Japan with Quiberon and another former RAN vessel, Tobruk (I), in tow.
June 1969	USS FRANK E. EVANS was cut in two following a collision with HMAS MELBOURNE during exercises in the South China Sea. The bow section sank immediately, and 74 US sailors lost their lives. The stern section stayed afloat, and was later towed by a fleet tug USS Tawasa to Subic Bay. HMAS MELBOURNE sailed to Singapore for repairs, arriving on 6th June. This was the second collision involving MELBOURNE and an escorting destroyer in the space of five years.
June 1970	AB B. K. Wojcik, (Clearance Diving Team 3), was killed in a vehicle accident in South Vietnam. Despite the number of times the Diving Team contingents had been under fire during their service in Vietnam the unit's only death was in an accident.
June 1984	The remaining ten serviceable Skyhawk fighter-bombers of the RAN Fleet Air Arm, were sold to New Zealand for \$50.5 million.
June 1993	HMAS Sydney IV, departed for Operation DAMASK.
June 2004	The tanker MT DELOS, was purchased by the RAN as a replacement for HMAS WESTRALIA. MT DELOS was a 37,000 double-hulled tanker built in South Korea. The tanker was converted to an auxiliary oiler, and joined the fleet in 2006.
June 2015	725 Squadron commissioned to fly MH-60R helicopters
June 2019	HMAS Newcastle I decommissioned

This Month in History - July

July 1900	The Victorian Naval Brigade Contingent, for the Boxer Rebellion, sailed from Melbourne in the transport SALAMIS.
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 1916	The RAN Bridging Train maintained bridges across the Suez Canal for the army fighting in the Sinai. Heavy air raids were experienced at El Shatt and Port Tewfik during this period.
July 1918	HMAS ADELAIDE was launched at Cockatoo Island, Sydney.
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 1935	HMA Ships AUSTRALIA and BRISBANE represented the RAN at the Jubilee Review of HRH King George V, at Spithead, England.
July 1940	Gunner(T) Mr. J. H. Endicott, RN, in HMAS VAMPIRE was killed in an Italian air attack on the ship. He was the RAN's first battle casualty in WWII.
July 1942	HMA Ships AUSTRALIA, CANBERRA, and HOBART, joined the Allied Fleet for Operation Watchtower, the invasion of the Solomon Islands.
July 1944	Task Force 74, HMA Ships AUSTRALIA, ARUNTA, and WARRAMUNGA and the US Ships MULLANY and AMMEN, withdrew to Hollandia, after bombarding Japanese positions on Noemfoor Island. AUSTRALIA fired 288 rounds of 20.3 cm (8") shells.
July 1947	Units of the First Aircraft Carrier Squadron of the Royal Navy led a formation of nine warships into Sydney Harbor. They came through in-close order led by the aircraft carrier HMS <i>Theseus</i> flying the flag of Rear Admiral G. E. Creasy. The squadron also includes the aircraft carrier HMS <i>Glory</i> . In spite of the early arrival of the squadron, vantage points along the harbor front were lined by cheering spectators. HMAS <i>Australia</i> , which escorted the carriers through the Heads, fired a courtesy salute of 13 guns.
July 1951	HMAS Murchison was in action off the coast of Korea, destroying Chinese vehicles while on a coastal patrol. Murchison remained on patrol until 4 August bombarding shore installations, troop concentrations, gun emplacements and store dumps firing some 1,100 rounds of 4-inch ammunition.
July 1958	HMAS VENDETTA, accidentally rammed the caisson of the Albert Dock, at Williamstown Dockyard, VIC, where she was being built. The damage incurred put back her completion date by at least three months. The ship was commissioned on 26 November 1958.
July 1960	The first Junior Recruits, (boys aged between 15 and 17), commenced training at HMAS LEEUWIN, at Fremantle WA. The scheme was designed to provide boys with a year of academic and basic naval training, before they were sent to other bases for specialist training. The scheme continued until 1984, and over 12,000 Junior Recruits graduated from LEEUWIN during that 24-year period.
July 1967	Delivery of the RAN's first ten Skyhawks, eight A4Gs and two TA4Gs, began
July 1976	HMAS YARRA located the disabled yacht MARQUEEN in heavy seas off the Queensland coast. The yacht was towed to Trial Bay, NSW.
July 1984	RADM Nigel Berlyn was the last naval commander of Garden Island, Sydney.
July 1996	The Collins class submarine HMAS COLLINS, (CMDR P. R. Sinclair, RAN), was commissioned. COLLINS was laid down in The Australian Submarine Corporation Yard, Adelaide, SA, and launched on 28 August 1993
July 2007	HMAS Toowoomba II returned to Australia after operations in the Middle East region.
July 2015	HMAS Tobruk II decommissioned

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/>

Society Matters

Membership Renewal

The membership of a great many members falls due at this time of year. To those who have already renewed, thank you. The generous donations which many have included with their renewal is greatly appreciated particularly by the regular volunteers who view your support as vindication of the many hours they give to the Society. The membership secretary, Peter Colthorpe has recently completed a major exercise to ensure the Society's financial accounting records are synchronised with the website membership records and that all subscriptions are active. As a result, members will receive a reminder email during the week prior to their membership falling due.

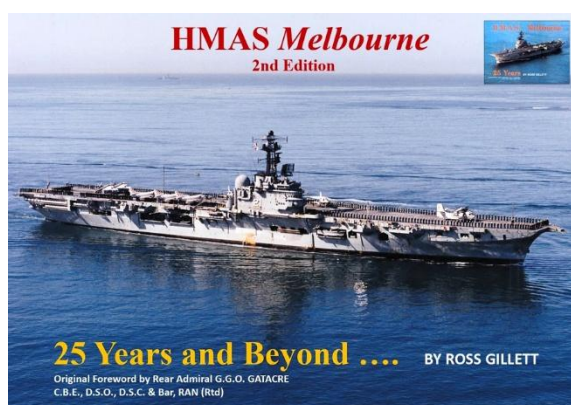
For non-members, it is always a good time to join and receive many benefits in addition to this newsletter. Rates have not changed in three years and are not expected to increase for sometime as the Committee has been able to contain costs despite pressures in many areas particularly the cost of postage.

To join, visit the website shop. [Click here.](#)

Choose from several options.
Printed or digital format and a
one-or three-year period.

One-year digital publications \$35	One-year printed publications by post \$85
Three-years digital publications \$105	Three-years printed publications \$270

New Book: HMAS *Melbourne* – 25 Years and Beyond



We are pleased to report that copies of this very popular book are available again following receipt of the second print run. Copies for those who preordered are now in the mail.

The digital version is also now available through the [website shop](#).

Digital (PDF version)	\$20
Printed including postage to an Australian address.	\$65

New on the Website - Six new historical booklets

In the 1970s and 1980s, the NHSA published transcripts of more than 100 presentations to members as monographs and sold them in printed format. They contained a wealth of historical stories that are being given new life in digital format. The first phase of this project was completed in 2017 when about 80 monographs were converted to A4 format, edited and had their images enhanced. Fifty-three of these converted monographs were uploaded to the Society's online shop for sale in pdf format and rebadged as historical booklets.

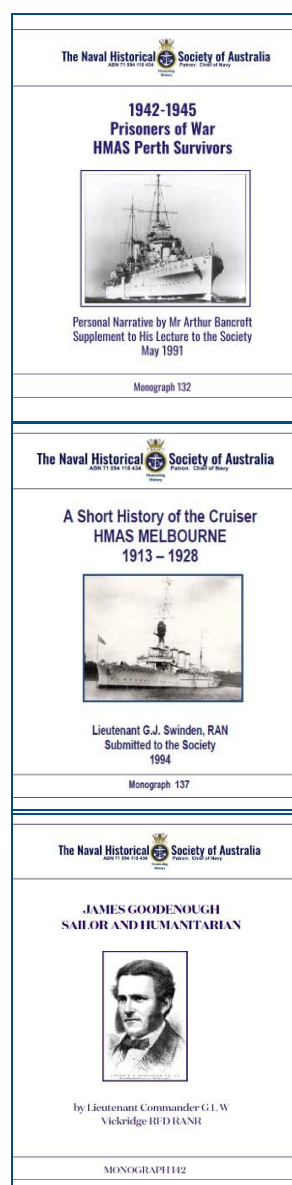
This year, volunteers are converting more monographs and putting them through the same process to make them publicly available.

We are pleased to report that a batch of six historical booklets have now been uploaded to the [website shop](#).

These are;

- Historical Booklet 132 - HMAS *Perth* POWs
- Historical Booklet 137 - A Short History of the Cruiser HMAS *Melbourne* 1913 – 1928
- Historical Booklet 138 - HMAS *Moresby* 1925 – 1946
- Historical Booklet 139 - LST 3501, HISTORIC VOYAGE TO THE ANTARCTIC 1947-48
- Historical Booklet 141 - ACTION, REACTION AND INACTION, THE NAVAL DEFENCE OF THE AUSTRALIAN COLONIES to FEDERATION
- Historical Booklet 142 - JAMES GOODENOUGH, SAILOR AND HUMANITARIAN

These booklets range from 7 to 33 pages and are good value at \$12 for a pdf download. Members receive a \$2 discount.



New on YouTube: Zoom Presentation Recordings



Please find our latest recordings on the Society's [YouTube channel](#). Both are excellent and well worth a watch.

[The Story of NIRIMBA Apprentices from 1956 to 1966](#)
by Bill Marcroft



[Sir John Franklin, Artic Explorer, Governor of Tasmania](#)
by Desmond Woods

