



# CALL THE HANDS



**NHSA DIGITAL NEWSLETTER**

**Issue No.11**

**August 2017**

## **From the President**

Welcome to the 11th edition of Call the Hands, a newsletter for Society members and the broader Navy Family. A large part of this edition and the accompanying Occasional Papers is contributed by readers, members and volunteers which is greatly appreciated as your stories are generally untold.

The Society continued support for Navy with Treasurer, Nick Horspool attending the graduation of New Entry Officers Course (NEOC) 56 at HMAS Creswell and presenting the naval history essay prize. Long term member and volunteer, Leyland Wilkinson represented the Society at a ceremony in Iluka, NSW for the unveiling of a plaque to HMAS Waree a steam tug which was wrecked there on 17 October 1946.

Following receipt of a Community Heritage and Icons Grant from the Department of Environment and Energy to redesign of the Society's website work commenced in July on this important project. The website is central to most Society activity. A key feature of the website will be pages featuring 15 heritage sites of naval significance. Three of these are World Heritage listed. The Society looks forward to launching the new site in the coming months.

Acknowledgment of the significant contribution made by Mrs Mae Clark to the wellbeing of apprentices at HMAS Nirimba in our July edition brought to mind the efforts of another important lady. In this case, Mrs Carleen Angel whose selfless efforts made it possible for naval personnel to enjoy theatre experiences they may otherwise missed. Her contribution to Navy and the Defence community spanned more than 3 decades.

Finally, I acknowledge the generous response from members to our appeal for donations made as part of the membership renewal process last month. It was extremely gratifying. The money raised will be used to offset the cost of replacing the aging main computer server in the Boatshed. It cannot be allowed to fail. If you appreciate the Society's services why not join or assist with a donation.

David Michael  
President



Commander Nick Horspool RANR  
(Retd), NHSA Treasurer with Sub  
Lieutenant Quaelen Brooks RAN

## **From the Editor**

Our media strategies are continuing to mature as we continue to work on methods of sharing and engaging with all our members and subscribers. Our Facebook page has been sharing stories and photos every week with a growing group of followers and we will be opening the page up to accept stories and comments from members of the public.

If you have photos or stories that you would like to contribute you can either post them onto the Facebook page or email them to [callthehands@navyhistory.org.au](mailto:callthehands@navyhistory.org.au) and we will post your contribution for you.

David Stratton  
Editor and Digital Manager



**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](mailto:secretary@navyhistory.org.au)  
[www.navyhistory.org.au](http://www.navyhistory.org.au)

## In this Edition

| Page |   |
|------|---|
| 2    | Can You Assist? Images of HMAS Salamaua                           |
| 2    | Society Welcomes New Volunteer                                    |
| 3    | The DDGs in Vietnam: Lessons for the RAN                          |
| 3    | Coral Sea Update from Rear Admiral Andrew Robertson Retd          |
| 4    | Firefly Accidents: Letter from Gordon Cansdale                    |
| 4    | HMAS Gladstone II Preserved by Gladstone Maritime History Society |
| 4    | GAYUNDAH remains alive but barely                                 |
| 5    | Proto Oxygen Breathing Apparatus                                  |
| 6    | Great White Fleet Arrival in Sydney 20 August 1908                |
| 6    | Member Presentation 15 August: Sydney                             |
| 7    | Royal Navy clearance divers recover WWII bouncing bombs           |
| 8    | News in Brief   |
| 9    | This Month in History   |
| 10   | Rear-Admiral H.A.S SHOWERS, CBE                                   |
| 11   | Mrs Carleen Angel: The Theatre Lady                               |
| 12   | Trivia Corner   |
| 12   | Society Matters   |

## Can You Assist? Images of HMAS Salamaua

HMAS Salamaua was a Balikpapan Class LCH's gifted to the Government of New Guinea along with its sister ship HMAS Buna. They were decommissioned from the RAN and commissioned into the PNGDF on 26 November 1974. The Sea Power Centre Australia is seeking images of HMAS Salamaua.

If you can assist please contact SPC-A at [seapower.centre@defence.gov.au](mailto:seapower.centre@defence.gov.au).

## Society Welcomes New Volunteer

In July, the Society welcomed long term member, Edward (aka Jake) Linton aboard as a remote volunteer in Queensland. Jake, who is co-author of *United and Undaunted: the first 100 years: A History of Diving in the Royal Australian Navy 1911-2011* is assisting with document conversion.

Readers may recall that as a Clearance Diver Jake served in Vietnam. In this archive image, he was deciding the fate of a bomb right next to a village some 150 kms inland and not near any water, but that is another story.

Read more about Jake and his career at;

<https://www.navyhistory.org.au/a-naval-career-in-clearance-diving-jake-linton/>



Lieutenant Edward W. (Jake) Linton, in Vietnam, 1970 - 71

## The DDGs in Vietnam: Lessons for the RAN

Marking the 50th anniversary of the RAN involvement in the Vietnam War, the Naval Studies Group of the Australian Centre for Armed Conflict and Society will hold two seminars - the first is 'The DDGs in Vietnam & Lessons for the RAN' to be held at the UNSW/Australian Defence Force Academy on Thursday 17 August 2017. The second will be the RAN Helicopter Flight in Vietnam in October 2017.

Just two years after the first of three Charles F. Adams class guided missile destroyers (DDGs) entered service in the RAN, HMAS Hobart sailed for the Vietnam War. This seminar examines the impact of the DDGs on the RAN, their role in the Vietnam War, logistics and technical issues as well as the human dimension. The papers will be presented by a distinguished array of speakers, including five admirals with a deep understanding of the destroyer's service in the Vietnam War.



To register you can visit <https://www.eventbrite.com.au/e/the-ddgs-in-vietnam-lessons-for-the-ran-seminar-tickets-35028209317>

## Readers Forum

### Coral Sea Update from Rear Admiral Andrew Robertson Retd

Reference the Coral Sea Commemoration onboard the Intrepid Air and Space Museum New York on 4 May 2017 you may be interested in the stories of two of the three survivors from the USS Yorktown. They were both sailors on gun mountings during the battle and again at Midway a month later, and were both "tigers for punishment". Roger Spooner, having survived these events and volunteered for submarines. Having Qualified he was posted to the USS Jack based with the USN submarine squadrons at Fremantle. He did no less than 9 deployments off the coasts of Vietnam, China, and Japan from Fremantle. John Hancock spent about 18 hours in the water after Midway and was found accidentally all on his own on a wide, wide sea by a passing USN Cruiser. He decided he had had enough of the surface navy and volunteered for naval aviation becoming a Hellcat fighter pilot and, after taking part in a number of the huge later battles in the Pacific and having a number of victories to his credit, rose to the rank of Captain before retiring.



**RAN and USN Veterans of the Battle of the Coral Sea with Malcolm Turnbull MP, Prime Minister of Australia, on USS Intrepid, New York.**

**Rear Row Left to Right: John Hancock, Roger Spooner, Derek Holyoake, Malcolm Turnbull, Andrew Robertson, Bill White**

**Front Row Left to Right: Gordon Johnson, Norm Tame, Wendell Thrasher**



## Firefly Accidents: Letter from Gordon Cansdale

Re your article on the Firefly tragedy in the December Buzz. This July is the 70<sup>th</sup> anniversary of a similar accident in 1947 over Port Phillip Bay when two Fireflies collided whilst flying a 'T' formation over Melbourne killing 4 crewmen. A commemoration ceremony was held in 2007 to mark the 60<sup>th</sup> anniversary and a plaque was laid by divers. The planes were from HMS THESIUS demonstrating the use of carriers to the Australian Government prior to the purchase of the SYDNEY and MELBOURNE.

There were others killed during these demonstrations on THESIUS and GLORY. I was luckily surviving a deck crash when a Firefly jumped a crash barrier and landed on another parked up front killing Air Mechanic Daly who had just helped the pilot out of the cockpit. I spent a few days in sick bay with acid burns.

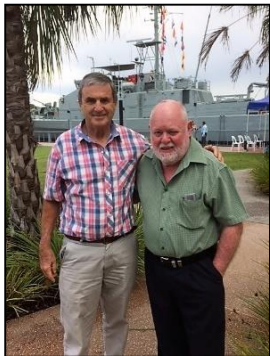
Air Mechanic (Engines) LFX/786429 Gordon Cansdale

PS: Not many of us left now, our 90<sup>th</sup> year.

## HMAS Gladstone II Preserved by Gladstone Maritime History Society

By Michael Storrs,

You may be interested in the attached photos of a plaque unveiling in Gladstone 9 March to mark the completion of the project by the local Maritime Museum to display FCPB GLADSTONE on a hard stand in the port precinct. Gary Sproule and I attended. Gary was the commissioning CO and I as CO WARRNAMBOOL was the consort for shakedown and work-up around September '84 in Cairns.



Mick Storrs with  
Commissioning CO of  
HMAS Gladstone Gary  
Sproule



HMAS Gladstone II, East Shores Maritime Precinct  
Image: Gladstone Maritime History Society

<http://gladstonemaritimemuseum.org.au/>

## GAYUNDAH remains alive but barely!

Following our June story on HMQS "Gayundah" Mick Storrs also contacted the Editor commenting,

'A sad end to Queensland's first Naval vessel presently rusting away at Woody Point on Moreton Bay. At least the Brisbane City Council has remembered her with one of their cross-river ferries. The RANR training vessel at MORETON for many years was named GAYUNDAH.



## Proto Oxygen Breathing Apparatus

This note from Alan Walker attached to documents sent for the Society archive include the following note on Proto Oxygen Breathing Apparatus used in the RAN.

'The Proto breathing apparatus was a 2 hour duration set, and always were operated in pairs so if one got into trouble the other was a backup. It was used in the HMAS Tarakan fire 25 January 1950.

It was a re-breathing set that was dosed by a small flow of oxygen from a 2 litre oxygen cylinder. The re-breathing bag was at the front of the body and the oxygen cylinder at the back. The canister at the front top was filled with soda lime to scrub the exhalation breath of Co2 the dose. These sets were in service until 1988 and were replaced with dragger oxygen re-breathers but these to were phased out in 1998 in preference of twin cylinder compressed air breathing sets.

From the beginning of the permanent fire service in 1884 up until World War 2, firemen used to have parades and demonstrations on frequent occasions. Note the image of the sailor in the foreground. World War 2 firemen were issued with "tin helmets" if they had to fight fires during hostilities.

Yours Sincerely, Alan Walker'



**Proto Oxygen Breathing Apparatus and HMAS *Tarakan I***





## Great White Fleet Arrival in Sydney 20 August 1908

Telegraph (Brisbane, Qld: 1872 - 1947), Friday 21 August 1908, front page

"After a long and weary vigil of many hours through the night the signalmen at the South Head first got a glimpse of the great American armada. They described it away to the east-south-east at 5 o'clock this morning. It was hazy at the time, but 15 battleships were distinctly visible 20 miles away on the horizon.

At 7.30 the signal master again discerned the armada approaching. The haze was very thick now, and he peered through the gloom for many minutes. A few who had the privilege to be handy at the moment heard him call, "Here they are again. In a few moments, the white sides of just five of the great fleet could be seen flitting like ghosts in and out of the mist. It was daylight now, and the approach of the battleships was just visible. They stood well on, although some miles to the southward, and again disappeared. A few minutes more, through the thin cloud in the edge of the mist, the armada was to be seen. Then it was patent that it was heading out to sea again. This was the last glimpse of the fleet for two hours.

The fleet manoeuvred in the vicinity of the lighthouse for the better part of an hour, the sight as the fog rose being a magnificent one. Eventually, at half-past 11 the fleet, emitting volumes of smoke, made for the heads, the great spectacle being watched by thousands of persons, who lined the various points of vantage along the coastline.

Northward the great white fleet came and when within six miles of Sydney Heads, it was seen that they were approaching in single line, the interval between each battleship being precisely a quarter of a mile. Indeed, the distance appeared from the heads to have been actually measured out. The battleships made a line of about four miles in length. It was a glorious array of the might of America upon the sea. The battleships with their white sides and yellow funnels and superstructures, hurrying north in line, with the morning sun showing their snow white hulls up to perfection, presented a beautiful picture."

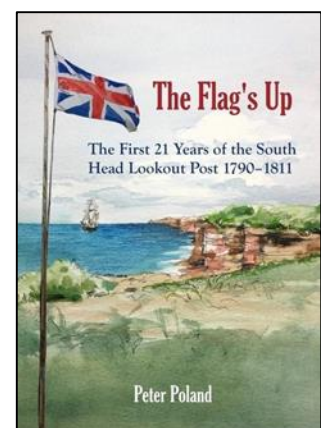


## Member Presentation 15 August: Sydney

This presentation by Peter Poland OAM, addresses Sydney's famous South Head Signal Station and his recent book, *THE FLAG'S UP*.

Full details are at <https://www.navyhistory.org.au/event/27529/>

Copies of Peter's book will also be available for sale.



## Royal Navy Clearance Divers Recover WWII Bouncing Bombs

Clearance divers from the Royal Navy's Faslane-based Northern Diving Group (NDG) helped recover historic World War Two bouncing bombs from the bottom of Loch Striven.

On Wednesday, July 19, three of the famous "Highball" bombs broke the surface of the Argyll Loch for the first time in over 70 years. They were among an estimated 200 of the Barnes Wallis designed munitions tested on the loch ahead of the famous Dam Busters raid in 1943.

The Royal Navy divers and bomb disposal experts were first contacted about the initiative in 2015 when Dundee University lecturer, Dr Iain Murray, got in touch seeking their help in recovering the bouncing bombs.

Dr Murray, who is the author of "Bouncing-Bomb Man: the science of Sir Barnes Wallis", has spent the last decade trying to find a way of raising the bombs from the loch, which lies off the Firth of Clyde about 30 miles west of Glasgow.



A few years ago, a friend put him in touch with Mark Paisley, the British Sub-Aqua Club's North West Regional Coach, and the doctor soon enlisted his help in surveying the loch to track down the bombs. They were eventually located in 35m and 55m of water. Although the munitions were used for test purposes and are thought not to contain explosives, the Northern Diving Group experts were enlisted to dive to the bombs to check them, give the all clear, and then raise them to the surface.

Attaching specialist lifting equipment to the heavy metal Highballs, the NDG team then winched them out the water and onto their workboat the "Cato". After being secured they were then moved to shore ready for transport in wet tanks containing a special salt-water solution to prevent them from corroding.

"Unfortunately, when Dr Murray first contacted us, we were unable to assist because of a busy operational programme," explained Lieutenant Commander Hampshire. "But we made contact again early this year and identified this summer as the ideal time to help Dr Murray and the British Sub-Aqua Club diving team.

"We are very happy to participate as part of our Maritime Explosive Ordnance Disposal capability." The concept of the bouncing bomb was first described by engineer Sir Barnes Wallis in 1942 and was originally envisioned for use by the Fleet Air Arm. However, in November 1942 the project was split into two strands – codenamed "Highball" and "Upkeep" – with one weapon designed for use against ships and the other, heavier, Upkeep bombs for targeting dams. The unique design of the bombs meant they could skip over the surface of the water, avoiding anti-torpedo nets and defences, to hit their targets.

Many of the spherical Highball bouncing bombs were tested on Loch Striven, with bombers from RAF Turnberry flying up the loch to bounce their bombs towards old ships which were used as targets.

The project to raise the Highball bombs is an important one as there are currently no examples on public display. The recovered munitions will eventually be re-homed in the Brooklands Museum in Surrey and de Havilland Aircraft Museum in Hertfordshire in time for the 75th anniversary of the Dam Busters raid next year. Chief Petty Officer Gareth Spence, who led the Northern Diving Group descent to recover the bombs, said: "It was a privilege to be part of this dive. Not only was it a useful training exercise, but it also gave us a tremendous sense of satisfaction knowing that we have played a part in helping to preserve these important pieces of our Wartime history.

## RECOMMENDATION FOR AUSTRALIAN FLEET AIR ARM

The Defence Advisory Council yesterday recommended that the Royal Australian Navy should establish its own fleet Air Arm.

This recommendation will come before Federal Cabinet next month.

The Council recommended that 1000 volunteers should be trained as pilots.

It also recommended that the unit should build up 2000 trained personnel within five years.

The Naval Air Station HMAS ALBATROSS, was commissioned the following year on 31 August 1948.

## News in Brief

- A high-tech Chinese spy ship has been spotted off the Queensland coast monitoring joint military exercises between Australia and the United States, in what Defence officials have described as an "unfriendly" and "provocative" act.



- The Royal Navy's new £8 billion fleet of Type 26 frigates will be called City-class, and the first of the eight ships will be called HMS Glasgow. The ships are due to replace the ageing Type 23 Duke-class vessels. But just eight are planned - despite the existing frigate fleet being 13-strong. The Navy now has just six destroyers, many of which are in dock, and will rely on the destroyers and City-class vessels to protect the Queen Elizabeth aircraft carrier, which began sea trials last month.



- A team of Indonesian and Australian divers has made the shocking discovery that 60 per cent of World War II shipwreck HMAS Perth has vanished, with evidence of large-scale illegal salvaging for scrap metal at the site off the coast of Java. "This isn't what we were hoping to find," said Australian National Maritime Museum director Kevin Sumption. "It is with profound regret we advise that our joint maritime archaeologist diving team has discovered sections of the Perth missing." Mr Sumption said interim reports after a research dive conducted on May 14 to 17 and an earlier remote sensing survey indicated only about 40 per cent of HMAS Perth remained.



## This Month in History

|             |   |
|-------------|---|
| 22 Aug 1848 | An historic tug-of-war between HMS BASILISK, (paddlewheel sloop), and HMS NIGER, (screw sloop), was conducted to prove the relevant efficiency of the two systems of propulsion. NIGER won the contest. Both vessels later served on the Australia Station.   |
| 13 Aug 1869 | Fort Denison in Port Jackson, Sydney, was garrisoned by the NSW Naval Brigade.  |
| 08 Aug 1900 | SS SALAMIS sailed from Sydney with men from the NSW Naval Brigade, (146 men), Victorian Naval Brigade, (170 men), and a platoon of Marine Light Infantry, (31 men), for service in China to suppress the Boxer Rebellion.   |
| 20 Aug 1908 | The American 'Great White Fleet', 16 warships plus auxiliaries, under the command of ADML Charles Sperry, USN, arrived in Sydney, and remained there until 27 August, when they sailed for Melbourne. The Prime Minister Alfred Deakin deliberately breached protocol by bypassing British authorities and despatching a timely invitation direct to Washington. It worked as intended, a direct challenge to Britain that there were alternatives to Australia in forming it's own navy, outside a British alliance. |
| 04 Aug 1914 | Great Britain declared war on Germany.  |
| 07 Aug 1915 | The RAN Bridging Train landed at Suvla Bay, Gallipoli. The force was used in building wharves and pontoons, and unloading supply ships.   |
| 27 Aug 1939 | The passenger liners MORETON BAY, ARAWA, KANIMBLA, and CHANGTE, were requisitioned by the Admiralty in Sydney. The first three were converted to armed merchant cruisers, and the CHANGTE became a victualling stores ship.   |
| 08 Aug 1940 | HMAS HOBART'S, amphibian aircraft, made a solo bombing raid on the Italian airfield at Zeila, Somaliland. Italian bombers retaliated by straddling HOBART with bombs.   |
| 12 Aug 1944 | HMAS SWAN, bombarded Japanese positions at Wide Bay, New Britain. The shooting was directed by Coastwatcher LCDR. Mckenzie.   |
| 15 Aug 1945 | Hostilities with Japan ended at 12 noon   |
| 31 Aug 1948 | The naval air station HMAS ALBATROSS, was commissioned.   |
| 30 Aug 1955 | LEUT J. R. Bluett and LEUT P. McNay, (of 805 Squadron) shot down a pilotless Auster aircraft, three miles to seaward off Sydney. The aircraft took off without its pilot from Bankstown Airfield.   |
| 11 Aug 1966 | Confrontation between Malaysia and Indonesia officially ceased. RAN units, including destroyer escorts, and the Ton class minesweepers, had been involved.  |
| 18 Aug 1967 | HMAS PLATYPUS, the new RAN submarine base, was commissioned at Neutral Bay, Sydney, conjointly with the Australian Fourth Submarine Squadron.   |
| 9 Aug 1968  | The Australian-developed Ikara missile system, was given its first public demonstration in HMAS PERTH.  |

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/>

## Rear-Admiral H.A.S SHOWERS, CBE

With his death in 1991 an historic link with the beginning of the RAN was been severed as Rear Admiral H.A. Showers, CBE was the last survivor of the first entry of Cadet Midshipmen who joined the RAN in 1913 when the College was temporarily housed in Osborne House, North Geelong. He was 92.

On passing out in 1916 at Jervis Bay he was awarded various prizes including the Albert prizes for theoretical and practical engineering. He had also gained his colours for rugby, cricket and rowing.

Aged 17, he became a midshipman on 1 January, 1917 and commenced his seagoing career in World War I as one of five Australian midshipmen posted to the light cruiser HMS GLORIOUS of the Grand Fleet.



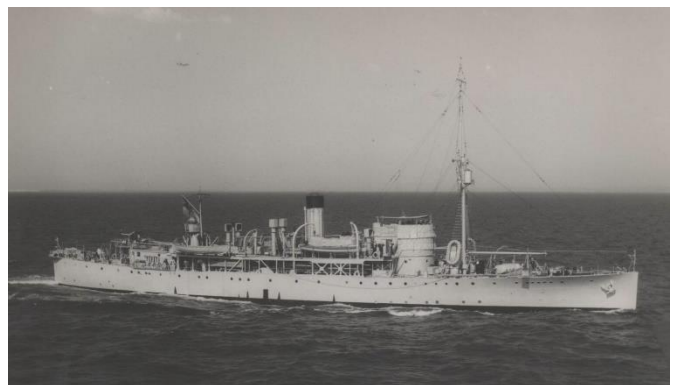
The GLORIOUS was, during part of that time, stationed at Scapa Flow. It was a little chilly. To keep fit, and warm, the midshipmen took up boxing. When a Grand Fleet boxing tournament was held, the five Australian midshipmen represented their ship in the five different divisions. Each won his division.

At the end of 1917 he joined submarine K14 at Rosyth. The disaster off May Island at the end of January, 1918 had two significant consequences for my grandfather. First, several years later when he was back in Sydney, he visited the family of his close friend from the Naval College, Dick Cunningham, who had been killed there. Then he met Dick's sister Jean, whom he subsequently married. Secondly, my grandfather's own submarine was damaged at May Island and he was given the task of restarting the batteries. He always maintained that the amount of chlorine gas he breathed in at that time forced him to take up smoking, so as to get rid of the taste of the chlorine. It must have been quite a taste, as he continued smoking ardently for the rest of his life.

He was one of the original Australian submariners serving in submarines until 1922 in the North Sea, Mediterranean and Australia. In 1918 he was sent to the "E" Class submarine flotilla based at Harwich and in 1919 was posted to the submarine J3 and was part of the crew bringing her out to Australia. I cannot imagine a more unpleasant task. The journey took three months and six days and only a few days were spent in each port. The submarines had no ice, no fresh bread and no fresh water facilities. When asked why he had chosen submarines, he mentioned that it was primarily due to the fact that he could not bear sleeping in a wet bed. He reasoned that if his bed became wet in the submarine, sleep would be the least of his concerns.

All through those early naval days he played sport whenever he could, representing his ship, flotilla or squadron in rugby, boxing, soccer, hockey and cricket. In 1920, whilst studying at Greenwich and again in 1925 when studying at Portsmouth, he was selected in the squad for the All England Rugby team. Unfortunately, both times he was thwarted by injury.

As a result of his studies in the early 1920s, he was an accomplished engineer, navigator and astronomer. He then pursued his career in the Navy as a navigator. In this time he discovered, in 1927, while fixing the stars from a position here on Garden Island that Sydney was not correctly placed on the map. It took four long nights to prove this to his superior officers; but prove it he did. The maps and Captain H.A. Showers' s charts of the Barrier Reef made under his supervision while on the MORESBY in 1926-27 were the first of that area since Captain Cook and have only recently been superseded.

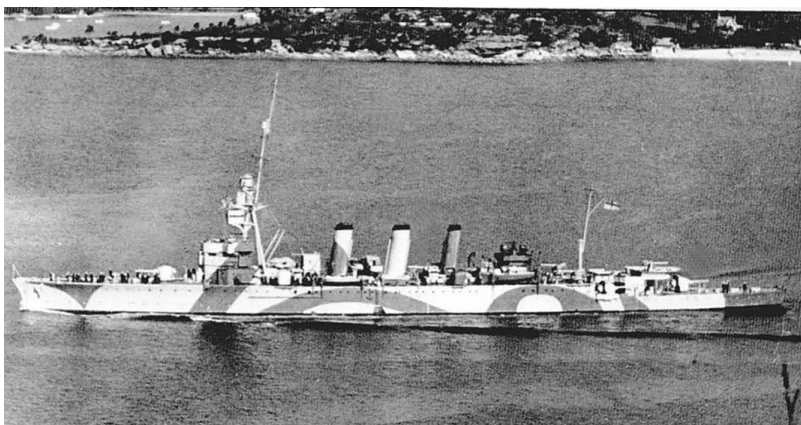


HMAS Moresby

He was squadron navigator for the third cruiser squadron of the Royal Navy's Mediterranean fleet during the

Abyssinian crisis. By the outbreak of World War II he had been promoted to Captain and was in command of the SWAN.

He spent the whole of the war in the Pacific, during which he commanded the cruisers HMA Ships ADELAIDE, HOBART AND SHROPSHIRE at various times between 1940 and 1944. On the ADELAIDE in September 1940 he was in charge of the coup by which the Free French Governor of the New Hebrides was taken to New Caledonia to prevent the Vichy Governor from placing that island in enemy hands.



HMAS Adelaide

At the end of 1944, he became the first graduate of the Naval College to be appointed to the Naval Board when he was sent to Melbourne as Second Naval Member with the rank of Commodore. He held this position until, in 1946, he again commanded the SHROPSHIRE in taking the victory contingent to England. After this he was appointed Commodore Superintendent of Training and spent the next two years in charge at Flinders.

Between 1948 and 1950 he was again the Second Naval Member of the Australian Naval Board. His personal attendances on the then Prime Minister Mr Chifley resulted in the implementation of a pension scheme for naval personnel. He always felt this was one of his proudest achievements.

In 1950 he was appointed Flag Officer-in-Charge, Eastern Australia Area with the rank of Acting Rear Admiral and moved to take up residence at Tresco; where he remained until he retired in 1955.

He was President of the USI of NSW from 1951-1954 and Federal President of the Navy League from 1957-1968.

For the next 14 years he was Secretary of the Nuclear Research Foundation within Sydney University. This permitted him to pursue his interests in science and engineering. He thought that the development of the microchip was the greatest technological advance he had experienced.

*Most of the above obituary formed part of the eulogy delivered by his grandson, Mr Ewen Crouch at Garden Island Dockyard Chapel on 7 august 1991*

Published in the September 1991 edition of the Naval Historical Review (all rights reserved)  
<https://www.navyhistory.org.au/obituary-rear-admiral-h-a-s-showers-cbe/>

### **Mrs Carleen Angel: The Theatre Lady**

Mrs Carleen Angel served the Royal Australian Navy in a very special way for nearly fifty years. Having commenced employment in the Australian Public Service in 1959 she retired as personal assistant to the Chief of Staff, Naval Support Command in 1991. Her special contribution to Navy and its people was in a voluntary capacity providing a free ticketing service to personnel in the Sydney area. From a modest beginning with the Opera House, her network in the entertainment industry and number of recipients of free tickets grew dramatically over the decades. This work was all done in her own time with most lunch



Mrs Carleen Angel



hours spent liaising with ticket agencies in the CBD negotiating ticket allotments and collecting tickets for distribution to clients.

Mrs Angel was so dedicated to this benevolent work that she continued in the role for another 17 years following her retirement. On 27 May 2009 she was recognised with the award of a Chief of Defence Force Commendation presented by the Deputy Chief of Navy, Rear Admiral Russ Crane.

Importantly, Mrs Angel's legacy is the entertainment booking service now provided by Navy Canteens. Discounted tickets and preferential seating are available to all Australian Defence and APS personnel. Mrs Angel resides in Sydney and maintains a keen interest in Navy and Theatre.

### Trivia Corner

1. Which was the first RAN warship to transit the Panama Canal?
2. Which was the first RAN warship to transit the Suez Canal?

The answer to these questions will be provided in next month's newsletter.

### Answer to last month's trivia question:

1. Where was AE1 when she was lost?

Answer: AE1 was last sighted by HMAS *Parramatta 1* on 14 September 1914 to the south of Cape Gazelle, in East New Britain, Papua New Guinea.

2. What type of aircraft were destroyed in the hanger fire at HMAS Albatross in 1976?

Answer: Grumman Trackers flown by VC851 and VS816 squadrons were destroyed on 4 December 1976 in the H hangar fire at Albatross.

### Society Matters

#### Surplus Books? Help the Society Library

The Society maintains an extensive research library of naval books and other publications which are available to members and volunteers conducting research and writing for the Society. It also facilitates responses to numerous requests for information from the public. Additions to the collection are always welcomed from people downsizing or who simply no longer require their books.

If you are in this situation and would like to assist by donating books on Australian naval history please contact our librarian. We would be particularly grateful for copies of books from the series published by the Naval Historical Society in its early years entitled "Ships of the Royal Australian Navy". This series included books on HMA Ships; *Sydney, Hobart, Parramatta, Adelaide, Yarra, Canberra, Perth and Australia*. It also included volumes on the WW2 Fremantle submarine base, WRANs, Clearance Diving Branch, N Class destroyers and the scrap iron destroyers.

Phone: 02 93592372, E-mail: [Secretary@navalhistory.org.au](mailto:Secretary@navalhistory.org.au)

#### 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](mailto:callthehands@navyhistory.org.au).

For those wishing to unsubscribe, simply e-mail the editor at [callthehands@navyhistory.org.au](mailto:callthehands@navyhistory.org.au)