

CALL THE HANDS

NHSA DIGITAL NEWSLETTER
Issue No.13 October 2017

From the President

The Naval Historical Society of Australia (NHSA) has grown over more than four decades from a small Garden Island, Sydney centric society in 1970 to an Australia wide organization with Chapters in Victoria, WA and the ACT and an international presence through the website and social media. Having recently established a FACEBOOK presence with a growing number of followers. Society volunteers have been busy in recent months enhancing the Society's website. The new website will be launched in December 2017 at our AGM. At the same time, we plan to convert *Call the Hands* into digital newsletter format in lieu of this PDF format. This will provide advantage for readers and the Society.

The most significant benefit of NHSA membership of the Society is receipt of our quarterly magazine, the Naval Historical Review which is add free, up to fifty pages in length and includes 8 to 10 previously unpublished stories on a variety of historical and contemporary subjects. Stories greater than two years old are made available to the community through our website. The membership form is available on the website. If more information is required on either membership or volunteering for the Society, please give us a call or e-mail us.

Activities by our regular band of willing volunteers in the Boatshed, continue to be diverse, interesting and satisfying but we need new helpers as the range of IT and web based activities grows. Many of these can be done remotely. Other activities range from routine mail outs to guiding dockyard tours, responding to research queries, researching and writing stories. There is something to interest anyone who is motivated, resourceful and willing to give their time in a friendly, welcoming environment.

Accompanying this edition are two Occasional papers addressing events in October 1913 and 1940. The first, (arrival of the first Fleet Units) will be well known given the recent 100th anniversary commemorative events. The second, is an account by Lieutenant Commander Mackenzie Gregory RAN Rtd of the difficult rescue of aviators in the Atlantic by the crew of HMAS Australia. Lieutenant Commander Gregory will be known to many as the inspiration behind the naval memorial statue in Port Melbourne, *Answering the Call*.

David Michael
President

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Answering the Call
Statue Station Pier,
Port Melbourne



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From the Editor

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 and we will post your contribution for you.

David Stratton
Editor

817 Squadron onboard HMAS Sydney - Flying Operations in Korea October 1951

The 21st CAG began carrier qualifications aboard HMAS *Sydney* in April 1951. On 14 May, 817 Squadron were advised that they would form part of a new *Sydney* Carrier Air Group and deploy to Korea later that year. New pilots, many straight out of training, hurriedly converted to local operating procedures and the squadron's aircraft, Firefly AS.6s, had to be replaced temporarily with AS.5 aircraft borrowed from 816 Squadron and the Royal Navy. The reason for this was that the AS.6 model Firefly did not have any guns whereas the AS.5 did. 817 Squadron departed for Korea aboard *Sydney* on 31 August 1951. *Sydney* arrived in Japan on 19 September and prepared for a handover from HMS *Glory*. The aircraft of the *Sydney* CAG now bore black and white markings signifying that they were on operations with the United Nations.

Sydney's CAG launched its first air strikes on 5 October 1951. It did not take long before the squadron earned a reputation as being a proficient strike unit having carried out a number of very successful missions against rail and road bridge targets. Rail and road interdiction became the main role of the squadron throughout the Korean War and this often required the pilots to use low level attacks against heavily defended targets behind enemy lines. Anti-aircraft fire was particularly effective under these circumstances and several Fireflies were lost or damaged as a result. Anti-submarine patrols were also flown by 817 Squadron around the *Sydney* task group and spotting tasks were also conducted for ships involved in Naval Gunfire Support off the Korean coastline.

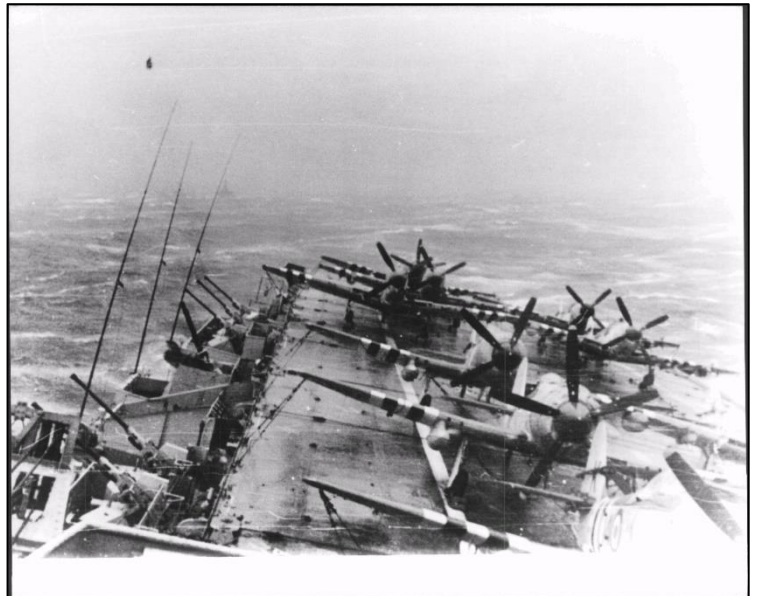


On 11 October, just six days after flying its first sorties, *Sydney's* CAG achieved a light fleet carrier reco Commander-in-Chief Far East Station:

'Your air effort in the last two days, unprecedented in quantity and high in quality, has been a magnificent achievement on which I warmly congratulate you. Though it is invidious to particularise – the spotters especially did a first class job and New Jersey with the Commander of the 7th Fleet embarked said they were the best she has had yet. Eighty-nine sorties in one day is grand batting by any standards, particularly in the opening match...'

Aircraft engineers and maintenance crews also won much well deserved praise achieving remarkable serviceability and turn-around rates to keep the aircraft flying. Ordnance crews were also required to load armaments of up to 227 kg in all weather, day and night.

On 14 October, 817 Squadron's personnel were subjected to the full force of Typhoon Ruth. Battling an estimated force 12 sea at its height, and with waves up to 45 feet high crashing over her deck, *Sydney* rode out the storm at sea with 13 of her aircraft exposed on deck. It was hardly surprising that five of them were written off with at least one being washed overboard. The carrier itself sustained damage and several of her personnel suffered minor injuries.



During flying operations on 25-26 October, three of *Sydney*'s aircraft were shot down and a fourth badly damaged. One of these, a Firefly from 817 Squadron, piloted by SBLT Neil MacMillan and CPO Phillip Hancox was forced down in a frozen rice paddy 50 miles behind enemy lines. The two downed aviators resisted capture by enemy soldiers with the aid of an Owen sub-machine gun and a protective overhead umbrella provided by Sea Furies from *Sydney* and Meteor jet fighters from the Royal Australian Air Force's (RAAF) 77 Squadron. The two airmen were later rescued by *Sydney*'s Dragonfly helicopter which had flown 172 kilometres to carry out the rescue at the limit of its endurance. It then recovered to Kimpo and returned to *Sydney* with its passengers the following day. The helicopter pilot, CPO Arlene 'Dick' Babbit, USN, was awarded the Commonwealth Distinguished Service Medal as well as the United States Navy Cross for his efforts that day, earning the distinction of being the only allied serviceman in Korea to receive the awards of two nations for the same action.

The Construction of the model HMAS Sydney III

80 year-old Max Montague has spent 14 months constructing the model HMAS Sydney III as it was in Korea, complete with the Sea Furies and Fairey Firefly aircraft.

Max is kindly donating the model to the Fleet Air Arm museum at HMAS Albatross, Nowra NSW, Australia.

You can watch a video of the models construction on youtube at <https://www.youtube.com/watch?v=xDdZOa6MuFk&feature=youtu.be>



Loss of HMAS Alatna

H.M.A.S. ALATNA was a supply vessel, the official designation being a “tender”. She had a displacement of 28 tons, a length of 62 feet and a beam of 14.5 feet; was propelled by a 275 H.P. engine and had a maximum speed of 20 knots. She was commissioned on 2nd February, 1944.



On 21st September, 1945 the ALATNA together with H.M.A.S. BARCOO and several other small RAN ships entered Macassar, situated on the southern part of the Celebes Island and disembarked an advance occupation force of army personnel from the 21st Brigade, 7th Division, A.I.F. A feature of the ships' arrival was a guard formed on the wharf by Royal Navy P.O.W.s, survivors of H.M. ships EXETER, STRONGHOLD and ENCOUNTER.

In December 1945, H.M.A.S. QUICKMATCH, a “Q” class destroyer was in the midst of a two-month stint around the Islands (New Guinea, Borneo etc.) checking on groups of Japanese P.O.W.s awaiting repatriation home. Also “showing the flag” to assist the British in the re-establishment of their rule throughout the area.

After typical navy Christmas Day activities in Morotai, the QUICKMATCH was ordered to Macassar to take the ALATNA in tow and proceed to Labuan Island on the north-west coast of Borneo.

The tow proceeded smoothly until about 10.00 a.m. on 1st January, 1946 when the ships had reached the northern tip of Borneo. There a freighter, afterwards identified as the U.S. merchant ship MARINE RUNNER, was noticed steaming on a parallel course at quite a rate of knots. Suddenly, to the astonishment of all who were watching, the merchant ship veered and headed directly for the QUICKMATCH which took evasive action by increasing speed.

This prompt action saved the destroyer but unfortunately not the tow. The ALATNA was rammed and cut in two. The QUICKMATCH returned quickly to the scene of the collision, lowered boats and searched for survivors. All hands were rescued except one, Ordinary Seaman Raymond G. Dodgson – PA5012 of South Australia. Ray Dodgson was last seen by his crew-mates running aft but was not found in the water. It was considered most likely he was struck and injured or killed on impact and did not come to the surface. He had been in the navy a little less than one year and would have turned nineteen the next day – 2nd January, 1946.

A fitting climax came when a week, to the day, later the QUICKMATCH was again over the scene of the accident and stopped and carried out a traditional naval funeral service.

This Month in History

October 1867	HMS NELSON, (wooden line of battleship), was presented to the Victorian Navy.
October 1873	RADM J. S. Dumaesq, the first Australian-born Flag Officer to command the Australian Squadron, was born at Sydney.
October 1911	The existence of the new Australian Navy was formally advised when the Naval Board issued an historic order promulgating the designation 'Royal Australian Navy'. The order also directed that the permanent naval forces of the Commonwealth and for the ships of the Navy to be designated 'His Majesty's Australian Ships', and that all ships and vessels of the Royal Australian Navy were to fly at the stern the White Ensign as the symbol of authority of the Crown, and at the jack staff, the flag of Australia.
October 1913	The first RAN fleet, under the command of RADM Sir George Patey, RN, in HMAS AUSTRALIA, (battle-cruiser), entered Sydney Harbour. With AUSTRALIA were her consorts HMA Ships MELBOURNE and SYDNEY, (cruisers), HMS ENCOUNTER, (cruiser, on loan from the RN), and HMA Ships PARRAMATTA, YARRA, and WARREGO, (destroyers).
October 1928	HMAS AUSTRALIA, (cruiser), departed Wellington, New Zealand, to take up her position as rescue vessel for Captain Charles Kingsford Smith's trans-Pacific flight. Two Australian destroyers were also deployed as wireless relay stations.
October 1940	HMAS AUSTRALIA, (cruiser), rescued 9 the crew of 13 of a Sunderland flying boat which had force-landed in heavy seas, and gale-force winds, west of the Hebrides. 4 airmen lost their lives. In the rescue, CMDR J. M. Armstrong and 12 ratings were lowered over the cruiser's side on ropes to snatch the airmen from the sea.
October 1941	CAPT J. Burnett, RAN, informed the crew of HMAS SYDNEY, (cruiser), that a German raider was operating in Australasian waters. The identity of the raider, STIERMARK, (the original name of the KORMORAN), was known to the Australian Naval Board on 17 October 1941. CAPT Burnett concluded his address with an exhortation to his crew that he expected every man to be up to the highest pitch of training.
October 1942	The RAN Nursing Service was established. Twelve nursing sisters were appointed at both Sydney and Melbourne.
October 1951	Firefly fighter bombers from HMAS SYDNEY, (aircraft carrier), attacked railway tunnels on the west coast of Korea. One aircraft was lost in the operation, and crashed close to Communist positions. The pilot, SBLT M. D. Macmillan, RAN, and Observer 1st Class J. Hancox, were unhurt, and later rescued by a USN helicopter piloted by CPO A. K. Babbitt, who was awarded the US Navy Cross, and the British DSM, for the same act of gallantry.
October 1960	HMAS WOOMERA, (ammunition ship), was lost when dumping obsolete ammunition at sea, off Sydney Heads. A violent explosion, followed by a fierce fire, caused WOOMERA to sink in a few minutes. Two of the crew were killed in the explosion, but the other 25 were picked up by HMAS QUICKMATCH, (frigate). While in the sea the survivors were attacked by albatrosses.
October 1974	RAN Clearance Divers completed the disposal of 5,096 pieces of WWII ordnance in Papua-New Guinea.
October 1988	The International Bicentennial Fleet, with over 50 warships from 16 nations moored in Sydney Harbour, was reviewed by the Duke and Duchess of York, embarked in HMAS COOK, (oceanographic research vessel). An estimated 2 million people witnessed the historic review.
October 1999	The guided missile destroyer HMAS PERTH, (CAPT L. Rago, RAN), was decommissioned at Sydney after a career spanning 34 years. She was the first of the three DDG's to be paid off, and was eventually sunk as a dive wreck near Seal Rock, Albany, WA.
October 2005	A State Funeral was held at HMAS CERBERUS for Mr Evan Allen, who was the last RAN veteran from WWI, and also the last member of the Australian forces to see active service during WWI. Mr Allen joined the RAN in March 1914, and trained onboard HMAS TINGIRA, (Boys Training Ship), before seeing overseas service in HMA Ships ENCOUNTER and SYDNEY, (cruisers). He continued to serve in the RAN during the inter-war period, and nearly lost his life when swept overboard from HMAS AUSTRALIA, (cruiser), during a storm in the North Atlantic in 1928. During WWII he saw active service onboard HMAS MORETON BAY, (armed merchant cruiser), and as pier-master at HMAS LADAVA, (RAN depot at Milne Bay). He again escaped death when he was posted to join HMAS AUSTRALIA, (cruiser), in late 1944, but missed a connecting flight by only a few hours. The man he was meant to relieve was killed during the Kamikaze attack on AUSTRALIA at Lingayen Gulf, in early 1945. Evan retired from the RAN in 1947, after 33 years service, having attained the rank of Lieutenant, and became a farmer in southern Victoria.

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/>

Photo of the Month:



HMAS OXLEY offshore, 1975

Royal Navy visit 70 years ago

HMS Theseus and HMS Glory visited Melbourne in July 1947 to give the RAN and the Australian public some familiarization with the light fleet carriers we were buying, HMAS Sydney and HMAS Melbourne.

Tragically this was the visit that ended in disaster when a freak series of three flying accidents claimed the lives of six fliers and destroyed five aircraft during the demonstrations in Port Phillip Bay on Sunday, July 20, 1947. There was a mid-air collision, and two aircraft that broke through the arrestor wires and crashed into parked aircraft on each of the carriers. The remains of two aircraft, and some human remains, were discovered by divers only several years ago, followed by a respectful decision that the site should not be disturbed.

Video relating to the exercise is available on youtube at <https://www.youtube.com/watch?v=eJVfQC10YAq>

You can also read a newspaper article from the period at [Trove](#)

**SIX KILLED IN
R.N. EXERCISES
Two Planes Collide;
Four Crash
TRAGIC DAY FOR
CARRIERS
Manoeuvres In Port
Phillip Bay**

Admiral Dumaresq -A Son of Australia

SYDNEY CAN CLAIM with a great deal of pride that it is the birthplace of a man who has made not only Australian, but Commonwealth Naval History.

In the harbourside suburb of Rose Bay, in a beautiful old home which has since been converted into a college, John Saumarez Dumaresq was born on 26th October 1873. At an early age his parents took him home to England. Following a strong inclination he entered the Royal Navy at the age of twelve, thus starting a great, but what was, unfortunately, to be too brief a career.

Passing through various grades of the Service, his aptitude brought him under the notice of Authority, and at an early age he was created a Lieutenant and commenced the specialisation in torpedo work and gunnery which was to make him famous.

John Dumaresq's special abilities seemed to lie along the lines of inventing gear to improve the current system of gunnery, and he devised special instruments, one in particular – the Dumaresq Range Finder – calculated to improve gun fire control and for determining the rate of movement of enemy ships. His inventions proved invaluable during World War I.

On 31st May 1916, then a Captain, he took part in the famous action of Jutland, aboard his ship HMS *Shannon*. He led the line of cruisers that screened Admiral, later Lord, John Jellicoe's battleships. For his part in the battle he was created a CB. In February 1917 he took command of HMAS *Sydney* I, thus becoming associated for the first time with the young Navy of his native land. Whilst aboard *Sydney*, Captain Dumaresq brought into being the first revolving platform for carrying aircraft aboard light cruisers. It seemed fitting that *Sydney* had the honour of being the first ship to be equipped with this modern adjunct to naval warfare.

On 4th May 1917 *Sydney* was Flagship of her Squadron, composed of HMS *Dublin* and four destroyers doing patrol duties in the vicinity of the Dogger Bank, when a Zeppelin was sighted. The command was given to scatter, so they separated, thus offering smaller targets for the enemy to bomb. At first the Germans did not attack the patrol, but signalled to several U-boats who had arrived on the scene. The LBDs succeeded in sinking two of the U-boats by gunfire and then the Zeppelin turned her attention to the *Sydney*, dropping bombs in quick succession. Captain Dumaresq's cleverness in manoeuvring the *Sydney* saved her from destruction.

When *Sydney* went up for refit, Captain Dumaresq was transferred to the battle cruiser HMS *Repulse*. Whilst in command he again earned distinction with his ship on 17th November 1917, at the second battle of Heligoland.

After the signing of the Armistice in 1918, young Captain Dumaresq was promoted to the rank of Commodore, First Class, flying his broad pennant from HMAS *Australia*. It must have been a very proud day



HMAS Sydney I

for Commodore Dumaresq, when on Sunday 15 June 1919, *Australia's* own battle cruiser and her first Australian born Commodore arrived in Sydney Harbour. Two years later Australia had her own Rear Admiral, for Commodore Dumaresq was raised to that rank, thus becoming the first Australian to command the Royal Australian Navy. This post he held from 1919 to 1922 and during that period, he gained another distinction, that of being the first Australian Naval Officer appointed ADC to the late King George V.

Although the Rear-Admiral was a strict disciplinarian, he was very popular with his subordinates and indeed, loved by all who knew him, for his kind and cheerful disposition. He took a keen interest in sailing and entered in many of the 18ft skiff races on Sydney Harbour.

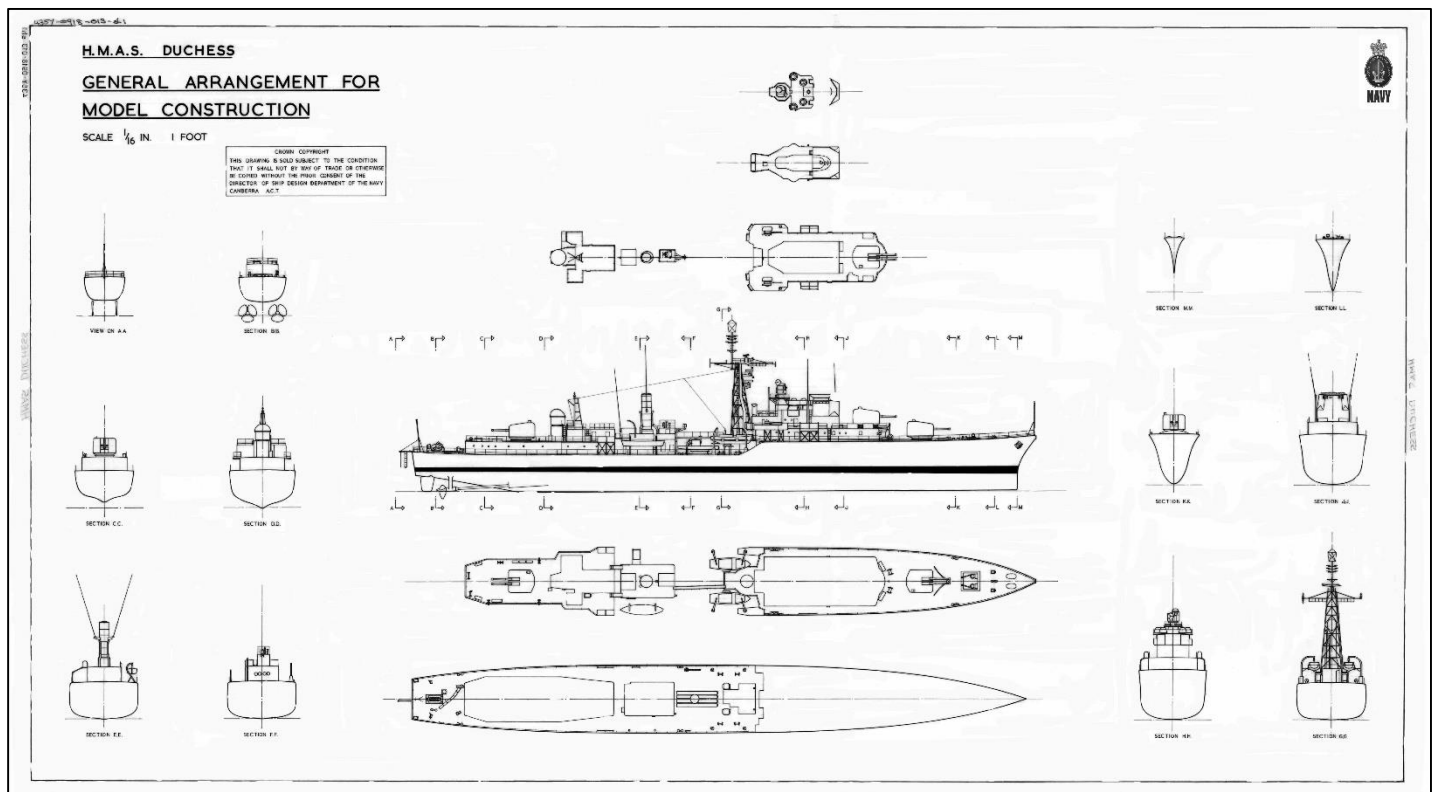
His last notable exploit took place in January 1922 when he was proceeding to New Zealand aboard his flagship, HMAS *Melbourne*, when, in a cyclone in the Tasman, the radio operator picked up an SOS from the sinking American schooner Helen B. Stirling, and proceeded to effect a spectacular and gallant rescue. USA showed her appreciation of this sea epic by presenting a gold watch and chain to the Rear Admiral and gold medals for the boat's crew.

After commanding the RAN for three years, during which time he brought the Fleet to a high standard of efficiency, the young Rear Admiral left for England by way of Japan aboard the Japanese line TSS Tango Maru. Nearing the Philippines Islands, Rear Admiral Dumaresq took seriously ill. He was taken ashore at Manila to the American Military Hospital. After a valiant fight for life Rear Admiral John Saumarez Dumaresq passed away on 22nd July 1922. He was buried with full Naval and Military honours at Manila. Paraphrasing the poet, we can say Rear Admiral Dumaresq's resting place will be, not only to his native land, but to the British Commonwealth, a place 'forever Australia'.

Originally published in January 1972 edition of the Naval Historical Review (all rights reserved)

HMAS Duchess

The Society has ship plans available. Contact our office for more information.



Upcoming Event:



Submarines Today and in the Future

The undersea environment is the most complex and challenging operating environment for Navies. This year's Goldrick Seminar will discuss these complexities and the new capabilities that will equip the Navy and other elements of the Australian Defence Force. This seminar is being held jointly with the Submarine Institute Australia. The venue will be the Adams Auditorium at UNSW Canberra at the Australian Defence Force Academy campus. Speakers will be drawn from senior levels of Defence, academia, industry and the media. The intention is for the proceedings to be both recorded and later published.

Seminar Speakers

- Senator the Hon Marise Payne *Minister for Defence*
- Rear Admiral James Goldrick
- Rear Admiral Greg Sammut *Head Future Submarine Program*
- Captain Geoff Wadley *Commander Submarines*
- Lieutenant Colonel Mika Ihalainen *Swedish Defence Attache Australia and New Zealand*
- Commodore Peter Scott
- Commodore Lee Goddard *Vice President ANI*
- Rear Admiral James Goldrick

Details:

- When: 8.30am – 4.00pm on Thursday, 26 October 2017
- Where: Adams Auditorium, UNSW Canberra at the Australian Defence Force Academy campus, Northcott Drive, Campbell, ACT 2600
- Dress: S7 / Business attire
- Cost: \$50.00 (includes morning tea and lunch); Students register FREE
- RSVP: [ONESTOP ADDRESS]
- Bookings for the 2017 Goldrick Seminar close at 4.00pm on Tuesday, 17 October 2017 at OneStop.

Jets from Nowra for WA

Eight Navy Skyhawk jet fighter-bombers begin a 3,500-kilometre flight across Australia today, to take part in a multi-nation exercise, 'Sandgroper', now getting under way off the Western Australian coast, a Department of Defence spokesman said yesterday.

The Navy Skyhawks from the front-line 805 squadron leave HMAS Albatross at Nowra on the NSW south coast this morning for RAAF base, Pearce in Western Australia.

The Skyhawks will be led by 805 squadron commanding officer, Lieutenant Commander David Collingridge.

During the 11-day exercise the Navy jets will fly operational sorties from RAAF base Pearce.

Exercise Sandgroper, an ANZUS exercise involving ships and aircraft from Australia, the United States and New Zealand is under the direction of the flag officer commanding the Australian Fleet, Rear Admiral G. J. Willis.

It was foreshadowed

earlier this year by the Prime Minister, Mr Fraser and the American Vice-President, Mr Mondale during Mr Mondale's Australian visit.

Apart from the Navy's Skyhawk jets, other navy elements taking part include the fleet oiler, HMAS Supply, the destroyer tender, HMAS Stalwart, the Daring class destroyer HMAS Vendetta, the destroyer escorts Torrens, Swan and Stuart and two Oberon class submarines, HMAS Ovens and Onslow.

Naval News

- The U.S. Navy plans to use Xbox 360 controllers to operate periscopes aboard its newer submarines. The *Virginian-Pilot* in Norfolk, Virginia, recently reported that the Navy's Virginia-class subs don't have a traditional rotating periscope. They're being replaced by high-resolution cameras and large monitors. They can be controlled by a helicopter-style stick. But the Navy plans to integrate an Xbox controller into the system because they're more familiar to younger sailors and require less training. They're also cheaper. A controller typically costs less than \$30 compared to the \$38,000 cost of a photonic mast handgrip and imaging control panel. The Xbox controller will be included as part of the integrated imaging system for Virginia-class subs beginning with the future USS Colorado. It is supposed to be commissioned by November.
- The British Royal Navy is on a technology drive to rapidly increase capability, but may have to pay the price with the removal of platforms, the First Sea Lord Adm. Philip Jones said in a speech at the DSEI 2017 show Tuesday. Jones outlined numerous programs to drive capabilities at sea: the introduction of a new compact deployable IT system; hydrographic capability; and plans to accelerate the delivery of future mine countermeasures, and test flights for a remotely piloted helicopter from the deck of a Type 23 frigate next year. It's all part of a blitz to up the pace of technology introduction in the Royal Navy. But, he warned, the Royal Navy might have to sacrifice platforms to pay for the technology uplift.
- HMAS Hobart, the first of Royal Australian Navy's three new guided missile destroyers joined the Royal Australian Navy fleet in a formal ceremony at Garden Island in Sydney on Saturday September 23rd. The ceremony included the breaking of the commissioning pennant and hoisting of the Australian White Ensign for the first time, at which point, Hobart became the responsibility of Captain Stavridis. Witnessing the historic occasion were sailors from the former Hobarts which served with distinction in the Second World and Vietnam Wars.
- UK's last remaining D-Day landing craft will be receiving a much needed overhaul after receiving nearly £5million from The National Lottery and its Heritage Lottery Fund. This overhaul will allow the D-Day Museum in Portsmouth to have an original landing craft tank (LCT) on display. The D-Day Museum, an affiliate of The National Museum of the Royal Navy, is due to reopen in 2018 following a complete refurbishment also funded by the National Lottery. Offering a more in-depth narrative on the events that took place in 'Operation Overlord' on 6 June 1944, The D-Day Museum focuses on the Royal Navy. Landing Craft Tank 7074 – one of 800 similar vessels charged with ferrying tanks across the Channel and directly on to foreign sand – will take pride of place in the city's D-Day Museum as part of a multi-million revamp of the memorial/attraction for the invasion's 75th anniversary.



Society Matters

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

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/>

Tours of Garden Island, Sydney

Tours of Garden Island provided by Society volunteers on Thursdays are very popular with organized groups and retired naval personnel and their families. Tours of 1.5 to 2 hours which take in historic sites and buildings in the Dockyard including the Captain Cook Graving Dock are preceded by an introductory video in the Boatshed, Garden Island. Groups and individuals generally arrive by ferry from Circular Quay but arrangements can also be made for groups arriving by coach. The cost is \$20 per person. Should you be interested in booking a tour start by visiting the website, calling or e-mailing the Tour Coordinators.

Phone: (02) 9359 2243) Thursdays only

E-Mail: tours@navyhistory.org.au

Website: <https://www.navyhistory.org.au/garden-island-tours/>

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.

Further Reading

There are hundreds of articles online at our website. Visit <https://www.navyhistory.org.au/> for more stories and information