



# CALL THE HANDS



NHSA DIGITAL NEWSLETTER

Issue No.15

December 2017

## From the President

Welcome to our last edition of *Call the Hands* for 2017. I trust you will find it of interest. As usual, the content of this edition was determined to a large extent, by matters highlighted by readers and Society researchers during the preceding month. As the range of issues raised is always interesting, your feedback and contributions are highly valued.

As an example, the matter of the 1981 rescue of Vietnamese refugees by HMAS Melbourne highlighted in this edition is of interest given the present profile of asylum seekers and detention policy in Australia. Whilst the scenarios of the 1980s and present are quite different, protocols governing the safety of life at sea are unchanged. However, it is interesting to ponder the decision process in each case. Would today's commanders, in a similar situation have responded in a like manner or would additional factors be considered? Two articles on radar are also included in this edition. We would appreciate more technical stories if you have one to share.

As the Society's new website is nearing completion our plan to and change the format of *Call the Hands* to HTML is also drawing closer with the February edition now likely to be the first in this format. As advised in the September edition, this change involves a third party, MailChimp, having access to your e-mail address. Should this be a concern to you please advise us if you wish to 'unsubscribe'.

Members can expect the December edition of our Flagship quarterly magazine, *Naval Historical Review* in the mail during the second week of December. With 50 pages of previously unpublished, 'add free' articles it is excellent value.

This edition of the *Review* will feature the new HMAS Hobart on the front cover and the Incat built High Speed Craft (HSC) Francisco on the back. Feature ship building stories include "Our Spanish Cousins" and the "World's Fastest Ship". Other stories include; early Submarine Mining, an account of Bomb and Mine Disposal, Australian Political & Military Strategies in WW11, Coastwatchers, Malta as an important wartime base, Operation Hamburger and the important but often poorly reported Australian-Indian relationship.

New members joining in the coming weeks will receive the December 2017 edition. See the website for a Membership application form.

As the festive season rapidly approaches I wish you a safe and joyous Christmas and a prosperous New Year. We look forward to bringing you more interesting stories in 2018.

David Michael

Farewell HMAS Darwin: 21 July 1984 -  
27 November 2017



HMAS Darwin enters Sydney Harbour flying her paying off pennant



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## From the Editor

Thanks for joining us for this edition of *Call the Hands* and all the editions of 2017. I hope you have enjoyed them. Have a happy and safe Christmas and we look forward to sharing more interesting stories with you in 2018.

David Stratton  
Editor and Digital Manager

## Long Range Air Warning Radar, type LWO 2

The following is an extract from 'Some Historical Notes on Royal Australian Navy Radar' compiled in July 2006.

Author: Chief Petty Officer Ray Brown

HMA Ships *Yarra* and *Parramatta* were among the first RAN ships to be fitted with the powerful new Dutch made Long Range Air Warning Radar, type LWO 2, when these ships were commissioned in 1961, LWO 2 had an exceptionally large Radar aerial, which was fitted to the very top of the foremast on both ships. This caused the ships to 'roll on wet grass'. On later ships, the aerial was sited much lower to improve stability.

With such a powerful Radar, it was not realised what the ramifications would be when we 'let it loose on the unsuspecting populace'. To date there had been no negative or positive feedback from the public about Radar testing and use. This was about to change.

Following are some of the complaints received.

- The Gore Hill ABC studios: Radars upsetting the recording facilities
- RAAF: LWO 2 Radars had disrupted one of the RAAF's major exercises when *Yarra* & *Parramatta* were operating off the mid northern NSW coast.
- Crew: Scared hell out of sailors when there was terrific noise generated by much arcing and sparking in the waveguide run from the transmitter to the aerial.
- Newspapers: Navy 'death ray' fears. Strange beams of light at night. Budgerigars going crazy, telephones tingling, nosebleeds and spine tingling. Electrical appliances at a Woolloomooloo community centre 'acting strangely'. This story backed up by a soccer star who said Radar testing affected his hi-fi equipment and set off as many as three car alarms simultaneously.
- Independent MP Clover Moore used the publicity to champion the cause for those believing in death rays. In a letter to the Defence minister Kim Beazley, Clover Moore stated that the Navy freely emits millions of megawatts of focused pulse-powered radio energy, which slams straight through brickwork of residential building and human tissue. Moore also reported being told by a dockyard employee that when the Radar was tested during the day, data in the Defence Force Credit Union computer was erased. In another letter to Defence minister Beazley, Moore claimed that memories of VCRs, phones and remote control answering machines were being wiped.

- Other complaints included interruption to TV and radio reception, car and indoor alarms being Activated

A Navy spokesman admitted that some Radar transmissions did interfere with some electrical and electronic appliances, and that to minimise inconvenience, test transmissions would be carried out between midnight and dawn, specifically to eliminate interference with Channel 2 ABC transmissions. As well, the dummy load facility was invoked, which almost entirely stopped external transmission.



HMAS Yarra III

## RAN Aviation Radar

The following is an extract from 'Some Historical Notes on Royal Australian Navy Radar' compiled in July 2006.

By Cherub Log & "Skip" Distance

The two eras of RAN aircraft in operational use up to the mid 1950s were firstly the Hawker Sea Fury and the Fairey Firefly 5 & 6, both piston engine driven, and secondly the De Havilland Sea Venom Mk 53, and the Fairey Gannet. The Venom was powered by a centrifugal flow turbojet engine. The Gannet had a double Mamba 100 gas turbine engine driving contra-rotating co-axial four bladed propellers. The double Mamba was basically two side-by-side propeller turbine engines, each driving one propeller through independent gear trains. The port engine drove the front propeller. Both engines were necessary to launch this aircraft, but once airborne it could cruise comfortably on one engine only.



RAN Sea Furies over HMAS Sydney

The Sea Fury was a single seater fighter aircraft, with no radar fitted. The Firefly was a fighter bomber and carried a crew of two, viz pilot and observer seated in separate cockpits, the observer being astern of the pilot. The observer had control of the ANI APS IV "Ash Bomb" radar. The complete transmitter, receiver and antenna assembly was housed in a nacelle which was fitted to the underside of the aircraft's port mainplane (wing), and which looked like a long-range fuel drop tank or a large bomb. Control panel and modified "A" scan display were fitted in the observer's cockpit.



Operating frequency of the "Ash Bomb" was 10,000 Mcs using a cavity magnetron transmitter and klystron local oscillator. Intermediate frequency was 9 Mcs. Maximum range was 100 nautical miles at 10,000 feet altitude. The antenna dish reflector oscillated port to starboard 40 degrees from dead ahead at a rate of one complete sweep every 1.5 seconds. Thus, the operator had a continuous 80 degrees sweep ahead of the aircraft.

Firefly AS 5 and AS 6 were used to good effect operating from HMAS Sydney during her two Korean War tours. The last Firefly AS 6 was phased out of service in 1955.



RAN Firefly

The Sea Venom came into service with the RAN in 1955 and was phased out of service in 1963. Unlike the Sea Fury which the Venom replaced, this fighter aircraft carried a crew of two, viz pilot and observer seated side by side. Behind a Perspex dome which was the nose of the aircraft the transmitter, receiver and antenna assembly of the air intercept radar type AI 17 (ARI 5807) was fitted. AI 17 operated at 3,000 Mcs. The antenna was a sector sweep dish.



RAN Sea Venom

The primary role of the Gannet was anti-submarine warfare. The search radar fitted was the AS Mk 19B. This radar operated in the 3 centimetre band (10,000 Mcs), generated from a power klystron. The transmitter, receiver and antenna assembly were fitted in a radome housed beneath the aircraft's belly. When operational, the observer would cause the nacelle to lower some 120 centimetres below the aircraft's fuselage. This would allow unobstructed transmissions and receptions for a full 360 degrees of antenna continuous rotation, or selected sector sweep.

The Gannet carried a crew of 3, viz pilot, observer and crewman, seated in separate in-line cockpits. Both observer and crewman could operate the Mk 19B radar, each having his own control unit and PPI display.



XA343 above the skies in NSW, with the EKCO ASV Mk19 radar transducer lowered.  
Image from Fleet Air Arm Association of Australia

## News in Brief

- After 33 years of service, HMAS *Darwin* has arrived in her home port of Sydney for the last time before decommissioning. During maritime operations spanning the globe, *Darwin* steamed more than a million nautical miles and has been involved in operations in the Middle East seven times, as well as in East Timor and the Solomon Islands. *Darwin* was commissioned on 21 July 1984 and will be decommissioned at a formal ceremony at Fleet Base East on 9 December 2017. On her facebook page are videos and more information on her final harbor entry. <https://www.facebook.com/HMASDarwin/>
- During a recent visit to Australia British MP Harriet Baldwin announced the intention to look at the feasibility of fitting the Australian CEAFAF radar on future British warships. A capability study to fit CEA Technologies CEAFAF radar to British ships will begin early next year at the second Australia/UK Defence Industry Dialogue in Adelaide. CEAFAF is an active phased array radar with a microwave tile-based design. The combination of the microwave tile and the Digital Beam Forming backend provides a modular, programmable





and scalable solution say the manufacturer. Defence Minister Pyne said CEA Technologies designed and manufactured this advanced phased array radar for the eight Anzac Class Frigates as part of their Anti-Ship Missile Defence Upgrade Programme.

- The fleet of 12 new Royal Australian Navy offshore patrol vessels will be built by German ship designer Lürssen as prime contractor, the Australian government announced on November 24. The government further stressed that OPV project, which is worth up to AU\$4 billion, will be delivered by “Australian workers, in Australian shipyards using Australian steel”. The design for the 12 new vessels will be based on Lürssen’s OPV80 design adapted to Australian requirements. Somewhat bigger than the four OPVs Lürssen built for the Royal Brunei Navy, Australian OPVs will be 80 metres in length with a displacement of 1700 tonnes and a draught of 4 metres. The vessels will be fitted with a 40mm gun for self-protection, three 8.4m sea boats, and command and communication systems. This will allow the OPVs to operate alongside Australian Border Force vessels and other Australian Defence Force units. The vessels will accommodate up to 60 personnel, including a crew of around 40 Navy personnel and have the ability to accept modular mission packs such as unmanned aerial systems. First two ships will be built by ASC Shipbuilding in Adelaide and the project will then transfer to the Henderson Maritime Precinct in WA where Lürssen will use the capabilities of Austal and Cvmec to build 10 OPVs, subject to the conclusion of commercial negotiations. The first of the 12 OPVs will start production in the fourth quarter of 2018 and is expected to enter service in 2021 starting the replacement of the current Armidale-class patrol boats.



## This Month in History

December 1875	HMVS VICTORIA went to the rescue of the clipper ship TIENSTIN, foundering in Bass Strait. The crew of the disabled ship was taken off, and an attempt was made to tow TIENSTIN to safety, but she rolled over and sank.
December 1904	CAPT William Creswell was appointed Director of Naval Forces.
December 1910	Commonwealth ships HMAS PARRAMATTA and HMAS YARRA, (torpedo boat destroyers), the first warships built for the Australian navy since Federation, arrived in Port Phillip, Melbourne, Victoria, the Federal Capital of Australia.
December 1915	The last personnel of the RAN Bridging Train, (RANBT), left Suvla Bay at 0430 making them the last Australians to depart the Gallipoli Peninsula. A 50-man team under SBLT C. W. Hicks, RANR, had been left behind to maintain the pier near Lala Baba, and had been subjected to several days of heavy Turkish shell fire before they were evacuated, early on the morning of the 20th. HMAS PIONEER engaged German forces at Nazi Bay, East Africa. An attempt to land was beaten back by the defenders.
December 1917	Flight Lieutenant F. N. Fox, RNAS, flew a Sopwith Pup aircraft from HMAS AUSTRALIA, (battle-cruiser). This was the first successful aircraft take-off from an Australian warship.
December 1939	The German pocket battleship GRAF SPEE took the first Australian naval POW's of WWII, after sinking the merchant ships DORIC STAR and TAIROA, in the South Atlantic. The Australians were DEMS ratings of the RANR.
December 1940	HMAS NAPIER, blew off her own galley funnel in sub-calibre shoots in Scapa Flow.
December 1942	The minesweeper HMAS ARMIDALE, (LCDR D. H. Richards, RAN), was sunk by 12 Japanese bombers, 70 miles south of Betano Bay, Timor

December 1944	HMAS WARRAMUNGA, in the Philippines, served the following Christmas menu: Breakfast; fresh fruit, tea and coffee, cereal, fried eggs and bacon. Dinner; roast turkey and ham, beans and peas, plum pudding and brandy sauce, fruit trifle and jelly, nuts and beer. Tea; Christmas cake, nuts, iced fruit juice; supper: giblet soup, cold roast pork and ham, potato salad and mayonnaise, iced fruit juice.
December 1951	HMAS SYDNEY suffered her second pilot loss when SBLT R. R. Sinclair was killed. His Sea Fury was hit by flak north-west of Chinnampo, and he bailed out, however he struck the tail of the aircraft in doing so. A rescue mission was mounted, but the helicopter crew found him to be dead when they arrived on the scene.
December 1966	The Prime Minister, Mr Harold Holt, announced to Parliament that the new Australian White Ensign was formally approved.
December 1967	HMAS PERTH sank four and damaged four, enemy supply craft near Dong Hoi, Vietnam. Later, on the same day, PERTH fired on three barges alongside a pier at Song Giang, setting fire to the pier and one barge. The RAN's 135th Assault Helicopter Company, (LCDR. N. Ralph, RAN), made a successful withdrawal of the US 199th Light Infantry Brigade from a well defended Vietcong bunker position.
December 1970	Gunships of the RAN Helicopter Flight in Vietnam operated as a security force over a South Vietnamese military camp in the Ca Mau Peninsula, during a Christmas visit by President Nguyen Van Thieu.
December 1974	Operation Navy Help, to assist with the clean up and re-establishment of services in the shattered city of Darwin, commenced. The first RAN asset to arrive was an HS748 aircraft, on 26 December, carrying blood transfusion equipment and a team of Red Cross workers. Shortly after a second HS 748 arrived carrying personnel from CDT1. HMAS MELBOURNE and HMAS BRISBANE sailed from Sydney. HMA Ships STUART, STALWART, SUPPLY, HOBART, and VENDETTA, sailed two days later. HMA Ships BALIKPAPAN, BETANO, BRUNEI, TARAMAN, and WEWAK, also sailed from Queensland ports, in what was to become the largest peace-time mission mounted by the RAN. The first ships arrived on 31 December, and over the next 4 weeks the RAN provided over 18,000 man days of effort to clean up Darwin, create temporary accommodation, restore some services, and bring in supplies and material to help the civilian population.
December 1985	HMAS SUPPLY was paid off into reserve at Sydney.

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/>

## AWM Last Post Ceremony - Senior Stoker Percival James Cameron

The Last Post Ceremony at the Australian War memorial on 22<sup>nd</sup> January 2018 we will be telling the story of Senior Stoker Percival James Cameron who was killed when HMAS Patricia Cam was bombed and sunk on 13<sup>th</sup> January 1943.

HMAS PATRICIA CAM was attacked and sunk by a Japanese sea plane off the Wessel Islands in northern Australia. The plane attacked from out of the sun with engines cut and dropped a single bomb which struck amidships, and blew the bottom out of the ship. PATRICIA CAM sank within one minute. The Japanese aircraft then attacked the survivors in the water with another bomb, and machine gun fire, before landing among the survivors, picking up the Reverend L. N. Kentish, who was taking passage in PATRICIA CAM to his mission at Echo Island. The aircraft then departed. The survivors from PATRICIA CAM managed to get ashore and were rescued seven days later by HMAS KURU. 5 ratings and 3 natives onboard were killed in the attack, or died from wounds and exposure. The Reverend Kentish was taken to Dobo, (Aru Islands Group), where he was questioned and later executed by the Japanese.

## Photo of the Month:



HMAS Sydney Korea 1951-2 Naval Airmen R Miller of Melbourne, and K Pascoe of Coffs Harbour, NSW, affix a 60 lb rocket projectile to a Sea Fury aircraft of 805 Squadron on HMAS SYDNEY. IWM (A 32000)

## Readers Forum

### RAN 75<sup>th</sup> Anniversary of Diver Training at HMAS Penguin

By Leyland Wilkinson

I believe a small error may have crept into Allen Kelssler's interesting article on RAN Diver Training (November issue 14), which mentions that the "private ferry Lady Denman" was used in their activities, however during the period referred to, Lady Denman was a very busy Sydney Harbour passenger ferry (1912-1979), and surely would not have been the ferry referred to. However, the Lady Denman did have a few close encounters with the Navy, before coming to rest in her own Maritime Museum in Huskisson, Jervis Bay.

I think the ferry referred to in the article may have been the Lily Brayton, a small passenger launch / ferry, owned by Messenger's Boatshed, Double Bay, which could be hired out as required for general harbour use, picnic party cruises, spectator boat for sailing races etc.

6 November 2017



## **Lady Denman's Close Encounter**

On 3rd January 1980 the Lady Denman was towed by harbour tugs out through Sydney Heads into the open sea where HMAS Snipe was to take her into tow to Huskisson. However, a southerly buster came in and HMAS Snipe, fearing the Lady Denman would sink turned around (tow and all) and made it back to Garden Island. Navy later declared the ferry too unseaworthy to be towed to Huskisson, and unless the ship was repaired the navy would not consider a second attempt. Despite the uncertain future volunteers from Huskisson set about fund raising \$30,00 through a public appeal for repairs. Funds were duly raised and Lady Denman was commercially towed to Jervis Bay.



HMAS-Snipe-alongside Lady Denman

## **Ferry Encounters**

The Lady Denman and HMAS Snipe encounter was not the first incident between the Navy and Sydney Harbour ferries.

Lady Denman, on 20 May 1960 suffered severe damage to her hull after colliding with HMS Anchorite at night. Fortunately, there was no loss of life during this frightening experience for all on board Lady Denman.

HMS Anchorite was an Amphibion class submarine and one of ten RN submarines based in Sydney during the period 1949 to 1969.

On 3 November 1927 Surgeon Lieutenant Commander William Paradice lost his life along with 39 other passengers including a Garden Island foreman painter on the Sydney Harbour ferry Greycliffe. Greycliffe was cut in half by the Union Steamship Company's mail steamship Tahiti. Surgeon LCDR Paradice was at that time serving in depot and accommodation ship HMAS Penguin (II) at Garden Island. Penguin (II) was the former light cruiser HMAS Encounter. A historian and photographer William Paradice was responsible for many images of Garden Island.

## **References:**

Lady Denman – HMS Anchorite Collision: <http://jervisbaymaritimemuseum.blogspot.com.au/2014/05/lady-denman-collides-with-submarine.html>

The Greycliffe-Tahiti Disaster of 1927: <http://perdurabo10.tripod.com/ships2/id49.html>

## **Motor Launch Lily Brayton**

The motor launch Lily Brayton mentioned earlier by Leyland Wilkinson was in the news in 1951 when 52 men were fined a total of £140 for illegal betting offences onboard her in Sydney. The fines ranged from 18/- for being found in a common gaming house, to £15 for using a place for betting. When raided by the police, betting was being conducted on sailing races, a 'two-up' game was in progress and liquor was being sold.

## Refugee Rescue: June 1981

In response to a research query regarding an RAN refugee rescue in the 1980s the following facts were extracted from 'Australian Aircraft Carriers 1929 -1982' by former Society President Vince Fazio.

The ship involved was HMAS Melbourne II and the dates were 21 to 26 June 1981. Melbourne, in company with HMAS Torrens and Supply was on passage from Hong Kong to participate in the five Power Defence Exercise 'Starfish' in the South China Sea. Melbourne was under the command of Commodore Michael Hudson, RAN.

'At 0900, 21 June, a Tracker on a surveillance flight spotted Indo-Chinese type vessel some 100 miles south of MELBOURNE's position. The Tracker crew estimated that about 30 people were onboard, and was able to direct a merchant ship, MV KARAKA to the scene and embark the refugees. That afternoon, a second vessel was sighted and appeared to be distressed some six miles from MELBOURNE. TORRENS was sent to investigate and assist, with the PMO of MELBOURNE, Surgeon Commander J. Anderson transferring to TORRENS. The refugee craft was deemed to be unseaworthy and the occupants were short of food and water. MELBOURNE arrived at the scene after dusk and using boats from both ships, transferred some 99 refugees to MELBOURNE. They were taken to the forecabin, medically examined, fed, clothed and bedded down. Apart from dehydration, dysentery and seasickness, they were in reasonable condition. Their vessel was declared unseaworthy and to prevent it from becoming a hazard to navigation, a demolition team from TORRENS despatched it.'

On completion of the rescue, MELBOURNE continued with its flying program and participation Exercise 'Starfish' from 23 to 25 June. MELBOURNE operated aircraft in the south east section of the exercise area, providing Tracker support to the main exercise. On completion of the exercise, Melbourne headed for Singapore arriving at Sembawang Dockyard on 26 June having embarked the Australian High Commissioner and his Naval adviser, Captain R. Lea, whilst on passage. On arrival, UN and Immigration officials processed the refugees and transferred them to a refugee camp.

The 99 refugees, including 19 children aged under 10, became known as the MG99 (Melbourne Group 99).

Melbourne's Supply Officer, Commander John Ingram, RAN, later recalled:

*'It was a miracle that they were discovered. Just having the Tracker in that position, late in the afternoon in deteriorating light conditions. And to pick up a flare on the horizon, the last flare that they had. They had been ignored by other vessels. And to have an admiral and a captain (on board) who said, 'investigate'... You might be in the Navy for 25 years. But you've got to live with your conscience all of your life ... The MG99 rescue was the highlight of my career.'*



Vietnamese Refugees on HMAS Melbourne: June 1981 Source <http://www.navy.gov.au/hmas-melbourne-ii-part-2>

The ABC has documented the full story which is available here; <http://www.abc.net.au/news/specials/the-luckiest-refugees/>. Included is a detailed perspective by Commander John Ingram, RAN Rtd.

## **Old Visitor to Sydney: 1977**

Thanks to Ross Gillett for this image of HMS Tiger and drawing attention to her visit to Sydney 40 years ago.

Tiger visited Sydney during her final cruise before paying off. Prior to this deployment she had participated in the Spit Head Fleet Review. HMS Tiger was one of three-cruisers of the Tiger class ordered during World War II. She was completed in October 1945 after the end of the War and later converted to a helicopter-carrying cruiser in the early 1970s. She remained in service as such until placed in reserve in 1978 and later sold for scrap in 1986.

After taking part in operations in South East Asia during Indonesian Confrontation in the early 1960s and a period in reserve it was converted to a "helicopter and command cruiser" between 1968 and 1972. The command, control, and communications capabilities installed were excellent and she proved a worthy flagship to task groups. However, her large crew (885 after conversion) made her an expensive ship to operate and maintain. Thus, economic difficulties confronting the UK in the late seventies led to a defence manpower drawdown and her inevitable fate.



**HMS Tiger arrives Sydney 19 Dec 1977**

## **World War II loss of HMAS Perth and USS Houston**

### **Exhibition: Guardians of Sunda Strait – Australian National Maritime Museum in West Australia**

Thanks to Steve Youll for reminding us that this exhibition is part of the Australian National Maritime Museum's 'War and Peace in the Pacific 75' Program supported by the USA Bicentennial Gift Fund. The exhibition will soon commence at the Western Australian Maritime Museum in Perth, WA.

The exhibition tells the heroic story of the crews of USS HOUSTON and HMAS PERTH, as they fought a superior force of Imperial Japanese warships. Having survived the Battle of the Java Sea just days earlier, the two ships had refueled at Java and were heading to Australia via the Sunda Strait when they came across a large invasion force of Japanese warships and troop transports. PERTH I and HOUSTON II were significantly outnumbered and outgunned, and despite fighting bravely and defiantly for many hours, both vessels sank and 1,071 men were lost.

See also: <http://www.abc.net.au/news/2017-10-07/hmas-perth-survivors-share-stories-75-anniversary/9023970>



## 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.

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

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

### Subscription

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### Further Reading

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