

# CALL THE HANDS

NHSA DIGITAL NEWSLETTER  
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## From the President

Welcome to the March 2018 edition of *Call the Hands*. It is with great pride that we report on the launch of the Society's new website and bring you two Occasional Papers. The first Paper highlighting the 50<sup>th</sup> anniversary of the commissioning of HMAS Advance is published courtesy of the Australian National Maritime Museum (ANMM) which maintains Advance in excellent condition and open to thousands of visitors annually. The second paper relates to the recent decommissioning of HMAS Darwin and the Fleet Commander's speech in which he used verse to describe Darwin's service life.

After more than eight months of solid effort by the Society's web developer *The Deign Web* and many volunteers working on content it was an honour to have Society Patron and Chief of Navy, Vice Admiral Tim Barrett, AO, CSC, RAN launch the site at an event on Cockatoo Island 22 February. In the presence of other distinguished guests it was an opportunity to thank those involved and acknowledge the support of donors and the Department of Environment and Energy which funded much of the project through the Community Heritage and Icons Grants program. The Sydney Harbour Federation Trust which manages Cockatoo Island was also most supportive throughout the development process. Our story explains why Cockatoo Island was chosen and other features of the [new website](#). It is worth a surf.

Reciprocal arrangements between the Society and editor of the ANMM's volunteers newsletter, *All Hands*, benefits both organizations through the sharing of stories of mutual interest. In a similar arrangement it is with pleasure that members of the Naval Officers Club are welcomed to *Call the Hands*. We trust you also find it of value.

When the Fleet Commander, Rear Admiral Stuart Mayer RAN used a poem penned by Mr Dean Thiele to describe the 30-year service life of HMAS Darwin he struck a chord with those in attendance. In particular, Federal Member of Parliament Mr Luke Gosling whose electorate of Solomon which includes Darwin was impressed enough to read the poem in the House of Representatives. [Hansard for 26 February 2018](#) page 109 refers. Mr Gosling has also expressed determination to obtain important items from HMAS Darwin for permanent exhibition in Darwin's Military History Museum. As Darwin was the first ship so named this would be a fitting tribute to this distinguished ship.

For Society members, the March edition of our Flagship magazine, the *Naval Historical Review* will be mailed in the coming days. It will include a wonderful mix of historical articles and a contemporary story about the Australia / Indian relationship. [Membership](#) is now easier than ever through the new website.

Finally, we welcome feedback and previously untold stories. We look forward to hearing from you.

David Michael  
President



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## From the Editor

Welcome to our March 2018 edition. We have a diverse range of articles in this edition and hope you find them of interest.

David Stratton  
Editor and Digital Manager

## USS Canberra II

During a joint press conference in Washington DC with Prime Minister Malcolm Turnbull, US President Donald Trump announced a US Navy's warship will be named the USS Canberra.

The USS Canberra will be an Independence-variant Littoral Combat Ship, and will replace its former namesake, which was decommissioned in the 1970s. It is only the US navy vessel to be named for a city outside of the US.

Speaking at the press conference President Trump said the ship was a symbol of the bond between the US and Australia. "As she sails the opens seas, the new USS Canberra will be a symbol to all who cross her path of the enduring friendship between the United States and Australia," he said. "There is no closer friendship." Prime Minister Turnbull said the naming was "an extraordinary statement of commitment". "I know the USS Canberra will be a worthy successor to both her Australian namesake and her American predecessor," President Trump said.

USS Canberra I was a Baltimore Class Heavy cruiser that served in the US Navy from 1943 to 1970 and was named after HMAS Canberra sunk in the Battle of Savo Island.



### Additional Reading

**The Naming of USS "Canberra" – 1942**, Naval Historical Review September 1996, available at:  
<https://www.navyhistory.org.au/the-naming-of-uss-canberra-1942/>

**Memorial: HMAS Canberra lost at the Battle of Savo Island**, Naval Historical Review September 2002, available at <https://www.navyhistory.org.au/memorial-hmas-canberra-lost-at-the-battle-of-savo-island/>

## Website Launched by Chief of Navy



Society Patron the Chief of Navy, Vice Admiral Tim Barrett launched a new website for the Naval Historical Society at an event on Cockatoo Island on 22 February. A history enthusiast, CN congratulated the Society for its initiative, highlighting the importance of understanding the Royal Australian Navy's rich history which includes the ultimate sacrifice made by so many naval personnel since Federation. He noted that the very first engagements of World War 1 were naval operations, a fact many Australians do not appreciate. Commenting that history makes the present he noted that an understanding of the past informs an appreciation of the Navy's current role and structure and helps to prevent future mistakes.

President, David Michael stated that the Naval Historical Society of Australia's new website is a rich resource informing readers, researchers and students about historic events, naval heritage sites, the people and the ships which make Australian naval history. As an example, in the light of recent discussions in Canberra, CN expressed considerable interest in the unique Garden Island timeline. The President added that if it is not on the site, directions show the way or the Society's research service can assist. More than 2,000 stories are available while video documentaries provide armchair tours through history. The site is reached at <https://www.navyhistory.org.au/>.

Cockatoo Island was selected as the venue due to its significance as a World heritage site, one of 15 listed on the website. With a rich indigenous, convict and naval shipbuilding and repair history, Cockatoo Island is the oldest dockyard in Australia. Its proud 80 year record of service started with construction of HMAS HUON in 1916 and culminated with HMAS SUCCESS in 1986. More than 30 ships were built for the RAN together with specialist expertise in submarine construction and maintenance including the AE Class. AE1 was recently relocated after being lost since 1914.

The Naval Historical Society originated in Garden Island Dockyard 47 years ago and continues to grow and flourish. In addition to written content on the new website, Society Members share an exclusive, protected area providing access to the latest Society publications as well as the opportunity to reach others and publish their own stories. Through its global reach and local services such as public guided tours of Garden Island the Society continues to provide excellent support to Navy and the Community.

In addition to showcasing the new website this event was an opportunity to thank the Department of Environment, the Sydney Harbour Federation Trust, the RAN and many Society volunteers who contributed to the websites development. Following the launch ceremony, Society Vice President John Jeremy, former CEO of the Cockatoo Island Dockyard provided a presentation on the history of Cockatoo Island and lead a walking tour for Society members and guests.



Chief of Navy Vice Admiral Tim Barrett, AO, CSC, RAN arrives in a Royal Australian Navy Bell 429 helicopter from 723 Squadron for the opening of the Historical Society Website launch at Cockatoo Island. RAN Image



## HMAS Sydney Symposium - 10th Anniversary finding Sydney

The fate of HMAS *Sydney* was one of Australia's greatest wartime mysteries, with the location of the wrecks only discovered in 2008. With an impressive record of war service, HMAS *Sydney II* was lost on 19 November 1941 following a battle with the German raider HSK *Kormoran* in the Indian Ocean off the Western Australian Coast. Sydney's 645-strong crew all perished.

To commemorate the 10th anniversary of finding HMAS *Sydney*, the Australian National Maritime Museum in Sydney will present a Symposium on Friday 16 March 2018 telling the story of Sydney II from its short honourable service to the historic day her location was discovered, and to recent years when the stilly graves were revisited by an expedition that captured a stunning array of images and scientific data.

### Presenters and topics covered include:

- UK-based shipwreck hunter David Mearns - The Discovery of the Wrecks
- Senior Naval Historical Officer John Perryman and Finding Sydney Foundation President Cmdr (rtrd) Bob Trotter - The Significance of Sydney's loss to Australia, the RAN and to families
- Dr Andrew Woods, Curtin University - will present 3D footage of the wrecks from the 2015 expedition and visualisations.



More details are available at: <http://www.anmm.gov.au/whats-on/events/hmas-sydney-symposium>

## Captain John Philip Stevenson

The distinguished naval career of Captain John Philip Stevenson RAN began on January 26, 1939. Seventy-nine years later on January 26, 2018, the retired naval officer has been awarded a Member of the Order of Australia (AM).

Following his graduation, he became a midshipman on his first ship, HMAS Canberra (I). He travelled to the United Kingdom that May for service on loan with the Royal Navy (RN) and joined the County class heavy cruiser, HMS Shropshire, in which he was serving in the Mediterranean upon the outbreak of World War II (WWII).

Shropshire was ordered to take up patrol in the South Atlantic and, in 1940, conducted patrol and escort duties in the Indian Ocean between Capetown, Durban, Mombasa and Aden. Ongoing training resulted in Stevenson quickly moving up the naval ranks to sub-lieutenant and a return to the Royal Australian Navy (RAN) on board the N Class destroyer HMAS Nestor by February 1941. From July 1941 Nestor performed escort duties in the Mediterranean and South Atlantic, and on December 15 she was credited with sinking the German submarine U-127 off Cape St Vincent. While acting as one of the escorts for a large convoy bound for Malta, Nestor was severely damaged by two bombs on June 15, 1942. Following the loss of Nestor, Lieutenant Stevenson, who had continued to move up the ranks, joined HMAS Napier, which conducted escort patrol duties in the Indian Ocean in the second half of 1942. He rejoined the Shropshire in June 1945 after it was commissioned as an RAN vessel.



Lieutenant Stevenson took part in operations in the Shropshire in New Guinea and the Netherlands East Indies before he left the ship to undergo radar training at HMAS Rushcutter and in the UK. After extended studies Lieutenant Stevenson was appointed the RAN Fleet Radar Officer and returned to Shropshire, then in New Guinea waters, in April 1945 and remained with the ship for the rest of the war. Shropshire was present in Tokyo Bay during the Japanese surrender and was immediately assigned to a team of Australians, Americans and Canadians on prisoner of war (POW) recovery duties around Nagasaki. There he saw first-hand the devastating effects of the atomic bomb which had been detonated less than two weeks earlier.

Lieutenant Stevenson was then posted to HMAS Watson taking over the position of Radar Training Officer. In November 1946 he left for England and a four-year loan period to the Royal Navy where he underwent courses in navigation and fighter direction. He later served in the Indian Ocean, the Persian Gulf, the Atlantic Ocean and the Mediterranean Sea, and saw operational service in the early days of the Malayan Emergency. He was promoted to Lieutenant Commander in April 1950 and returned to RAN service that July when he joined the carrier HMAS Sydney (III) which was embarking her second carrier air group in Portsmouth at the time.

Lieutenant Commander Stevenson went on to visit the UK for the coronation of Her Majesty Queen Elizabeth II where he commanded the RAN detachment ashore during the coronation parade and he conducted a post-armistice patrol in Korean waters. It was during this time, in June 1954, that he was promoted to Commander. He was the naval equerry to His Royal Highness the Duke of Edinburgh who visited Australia for the opening of the 1956 Olympic Games in Melbourne and served as commanding officer of HMAS Anzac (II) from January 1957 to June 1958 during which time the Battle class destroyer served in the Far East Strategic Reserve. He spent about 10 months in Asian waters.

In July 1958 he was selected to attend the Naval Command Course at the US Naval War College in Rhode Island, USA, followed by the US Naval Tactical Course in Virginia in July/August 1959. He was recalled in May 1959 to take up the position of Defence attaché to Thailand at a time when communist activity in the country was high and was promoted Captain in December 1960.

He was appointed honorary aide-de-camp to His Excellency the Governor-General on December 8, 1961. Captain Stevenson was on the Board of Inquiry into the loss of HMAS Voyager (II) which collided with HMAS Melbourne (II) resulting in the loss of 82 lives in 1964.

He took up the role of naval attaché in Washington 1966 before taking command of HMAS Melbourne (II) in October 1968 which was recommissioned after a refit in February 1969. Melbourne sailed from Sydney for the Far East on May 5, 1969. In the early hours of June 3, 1969 the American destroyer USS Frank E Evans crossed her bows and was cut in two in an incident all too similar to that of Voyager (II) five years earlier. The forward section of Evans sank with the loss of 74 lives and Melbourne sustained extensive damage to her bow section.

A joint USN/RAN Board of Inquiry into the tragedy held Captain Stevenson partly responsible stating that, as commanding officer of Melbourne, he could have done more to prevent the collision from occurring; however, a subsequent RAN court-martial cleared him of any responsibility. Stevenson's defence council, Gordon Samuels, QC, later Governor of New South Wales, said that he had "never seen a prosecution case so bereft of any possible proof of guilt."

Captain Stevenson subsequently resigned from the RAN in 1970 bringing to an end what had been, up to that point, a distinguished 35-year naval career.

The story of his experience of the Melbourne/Evans tragedy was told by his wife, Joanne, in the books *In the Wake* (1972) and *No Case to Answer* (1999).

Stevenson received an official apology from the Minister for Defence, the Hon Stephen Smith, MP, in November 2012. Sadly, his wife did not live to hear the apology as she passed away on June 26, 2012.

Smith stated that Stevenson was not treated fairly by the government of the day and the Australian Navy following the events of 1969. He described Stevenson as "a distinguished naval officer who served his country with honour in peace and war".

Captain Stevenson, 96, worked in AGL from 1970-1985 after that he was tasked with setting up ELGas from 1985-1987. He then retired and spent time skiing in Lake Tahoe before moving retiring to Burradoo with his wife, Joanne in 2000. They were married for 54 years when she died in 2012. Captain Stevenson, 96, now lives at St Vincents Care, Edgecliff.

Their daughter, Kerry Stevenson, said that while he father was now vision impaired he was still "bright as a button". "He is delighted to be receiving an AM and he is really moved by this recognition as are many others who know him and the service he gave to this country," she said.



**Source:** Sea Power Centre Australia, <http://www.navy.gov.au/biography/captain-john-phillip-stevenson>



## Chloe and Sadie - or 100% Pitched and Ditched

This article is by Fred Haynes who for many years worked at Garden Island Dockyard firstly as a Scientific Instrument Maker and later as Technical Officer in charge of the Optical and Periscope Workshop. After 36 years at GID Fred served another 9 years as an Assistant Curator with the Naval Heritage Collection on Spectacle Island.

In the Fleet Air Arm different aircraft were unofficially rated by their pilots for their takeoff performance on the catapult. This was the ability to become airborne after launch, or being 'pitched'. Performance of individual aircraft varied greatly and sometimes for some reason flight could not be maintained. This invariably meant the aircraft would crash or 'ditch' in the sea. The ratio of successful launches to failure was colloquially called the 'pitched and ditched record'.

The newly acquired HMA Ships Sydney and Vengeance aircraft were Hawker Sea Fury FB11 and Fairey Firefly 5. Both these aircraft were catapult launched and often relied on JATO rockets for necessary additional thrust for takeoff when fully loaded. While these ships required conventional skills for refit, (maintenance of their hulls and propulsion systems) the maintenance of their catapults presented new challenges for Garden Island Dockyard.

Catapults previously fitted to RAN ships such as the cruisers Australia, Hobart and Sydney used either compressed air or cordite charges. The aircraft sat on a cradle fitted to the catapult and required a crane to lift them into position prior to launch. The usual method for testing was to fire a large test baulk of wood to simulate the weight of the aircraft.

The new carriers required a different method of testing catapults leading to the design of a re-useable four wheeled test vehicle which the Dockyard called 'Sadie.' Sadie was used during the active service lives as RAN carriers Sydney and Vengeance. When Melbourne was introduced with her modified design she was able to launch the later jet powered de Havilland Sea Venom FAW53 and twin turboprop Fairey Gannet AS1 and 4. Sadie was no longer able to cope with these new requirements and a new test vehicle was built, fitted with a four wheel undercarriage from a Canberra jet bomber. It contained ballast tanks that could be filled with water to simulate different aircraft weights.



Gannett onboard HMAS Melbourne 1956

The new vehicle was christened 'Chloe' after the famous painting in the landmark Young & Jackson's Hotel in the ship's namesake city. Testing was conducted when the ship was alongside resulting in a large splashdown up to 200 metres ahead of the ship. The float was then lifted back onboard with the aid of the 250 ton hammerhead crane. On one occasion a commercial fisherman returning to the then commercial Woolloomooloo Bay ignored repeated warnings and was distraught when covered in spray after Chloe landed alongside.

Following Melbourne's 1967 - 1969 major refit came new aircraft, the Douglas A4G Skyhawk and Grumman S2 Tracker. This required an upgrade of Chloe with saddle tanks added to reflect increases in weight, but this upset the test vehicle's already pedestrian aerodynamics. Accordingly, another test vehicle was introduced comprising a steel girder frame forming a sled plus a large cylindrical tank for ballast water. The sled was not fitted with wheels but had two wooden skids. This produced unpredictable and spectacular results and as a result use of this unloved and unnamed test vehicle was discontinued shortly after its introduction. Both Chloe and her unnamed successor were last seen in a derelict condition at the old Rydalmere Naval Stores Depot.

**Published previously:** Naval Historical Review, December 2011, available at:  
<https://www.navyhistory.org.au/chloe-and-sadie-or-100-pitched-and-ditched/>

## Photo of the Month:



A Tracker folding wings on HMAS MELBOURNE, Oct. 1977

## News in Brief

- HMAS Hobart (DDG-39), has successfully tested its 20mm close-in weapons system (CIWS). The destroyer used its CIWS for the first time to hit an inflatable surface target during the trial. A naval gunfire exercise was also conducted, which saw the vessel's 5in main gun evaluated from different distances and directions against a towed target. "Many of the things we have achieved for the first time these past several weeks will be daily requirements of this ship over decades to come." Two practice delivery torpedoes were fired from the port and starboard tubes respectively as part of the exercise. The destroyer also successfully completed several other evaluations for the first time during the trials programme, including replenishment at sea with the RAN's Anzac-class frigate HMAS Anzac and a deepwater anchor in the waters off Jervis Bay. RAN commanding officer Captain John Stavridis said: "HMAS Hobart is an outstanding warship that is up to the rigours that come with a busy tempo."
- The Australian Department of Defence awarded a contract worth A\$700m (\$566.46m) for the design, construction and integration of the Future Submarine combat system to Lockheed Martin Australia.





## This Month in History

February 1788	Governor Arthur Phillip allocated Garden Island, Sydney, to HMS SIRIUS for use as a ship's garden.  HMS SIRIUS landed a party on Garden Island, Sydney, to prepare a ship's garden. Three sets of initials, 'FM', 'IR', and 'WB', were carved on a rock on the northern hill. These are now the oldest marks extant made by white men in Australia.
February 1868	HMVS NELSON, (Acting CMDR C. B. Payne, RN), arrived in Hobsons Bay, VIC. The wooden battleship was first commissioned in 1815 as a three-decker, mounting 120 guns. She was converted to a two-decker, 72 guns, and fitted with auxiliary machinery at Portsmouth.
February 1887	VADM Sir John Crace, KBE, CB, RN, was born at Gungahlin, NSW, (now part of modern-day Canberra). Although Australian by birth he entered the Royal Navy in 1902. He rose steadily through the ranks of the Royal Navy and was appointed Commander of the Australian Squadron in November 1939 with the rank of Rear Admiral. He commanded the Squadron during the Battle of the Coral Sea in May 1942. Crace returned to England in June 1942, was knighted in 1947, and lived there until his death in 1968.
February 1909	The Fisher Government in Australia adopted the 24 destroyer plan. Without consulting British Admiralty, the Australian Government ordered three River class torpedo boat destroyers, later named HMAS PARRAMATTA, YARRA, and WARREGO, to be built forwih in the United Kingdom.
February 1915	The flagship pennant of the Second Battle Cruiser Squadron was hoisted in HMAS AUSTRALIA, (battle-cruiser), at Rosyth, Scotland.
February 1917	The Australian transport BERRIMA, formerly HMAS BERRIMA, (armed merchant cruiser), was torpedoed by a German submarine in the English Channel.
February 1934	The hulk of HMAS SWAN, (former torpedo boat destroyer), sank during a gale on the Hawkesbury River, NSW. Her sister ship PARRAMATTA was blown ashore onto a mud flat where the wreck remains to this day.
February 1942	HMAS YARRA, (sloop), took off 1304 troops from the burning troop transport EMPRESS OF ASIA near Sultan Reef, Singapore. The rescue was effected under heavy air attack. LCDR W H Harrington, RAN, captain of YARRA recorded: "I was becoming a little dubious of the stability of HMAS YARRA and on getting clear gave orders for all hands to sit". YARRA shot down one aircraft confirmed and was credited with two probables.
February 1942	Garden Island, Sydney, the RAN's main base, was joined to the mainland by coffer-dams in the course of the building of the Captain Cook Graving Dock. A temporary road laid on the earth fill supporting the dams was known as the "Burma Road".
February 1945	The main body of the British Pacific Fleet arrived at Sydney. At its peak strength the BPF numbered 336 vessels.
February 1951	The destroyers, HMAS WARRAMUNGA and USS LIND, inflicted heavy damage and casualties on North Korean forces when they foiled an attempted ambush. The ships were returning to a pre-arranged rendezvous with an intelligence group landed several days before by USS LIND. The recognition flashed from the shore was incorrect, and the destroyers replied with their full armament.
February 1964	HMAS MELBOURNE, (aircraft carrier), and HMAS VOYAGER, (destroyer), collided in a night exercise off Jervis Bay. VOYAGER sank with a loss of 82 lives. The GC was awarded posthumously to CPO Jonathon Rogers, DSM, for conspicuous bravery in rescue following the collision. The subsequent inquiries and two Royal Commissions into the cause of the collision shook the RAN to its foundations.
February 1967	Clearance Diving Team 3, LEUT M. T. Shotter, RAN, arrived at Vung Tau. This was the first unit of the RAN to serve in Vietnam.
February 1968	HMAS PERTH, (guided missile destroyer), fired her 10,000th round in the Vietnam War. The target was North Vietnamese defences in the Bay of Brandon.
February 1972	HMAS SYDNEY (troop transport), sailed from Vung Tau, Vietnam, on her last troop carrying voyage. SYDNEY was the only ship of the RAN to wear both the British White Ensign and the Australian White Ensign in the war. She completed four voyages to Vietnam before the Australian White Ensign was introduced on 1 March 1967.
February 1984	The RAN's No. 816 Squadron, equipped with Westland Wessex Mk.31B helicopters, commissioned at Nowra.
February 1994	HMAS NIRIMBA, the RAN's Apprentice Training School at Quaker's Hill, west of Sydney, was decommissioned.
February 2003	The main body of Clearance Diving Team 3 arrived in Bahrain for service in the Persian Gulf/Iraq, as part of the Australian commitment to Operation Falconer, (the war in Iraq).

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/>

## Readers Forum

### Another Heritage Boat Restored: SMB1393

Last month wooden boats in the Naval Heritage Collection and models of them were featured in a story about artist and archivist Victoria Katinov. Heritage Collection curators on Spectacle Island subsequently advised that another wooden boat has been conserved and restored to its original configuration.

They advised that the boat was a 34 foot full teak motor boat, Geranium built as SMB1393 at Garden Island in 1949-50. She saw working life as an embarked survey craft from 1950 to 1972 before being sold into private ownership. Small craft such as this were often attached to larger survey ships where they were carried aboard and launched to operate close inshore and gather data. Geranium was attached to HMAS BARCOO from 1952 to 1956, HMAS WARREGO from 1956 to 1959, and HMAS BARCOO again from 1959 to 1964. It was recently acquired by the Heritage Collection.



SMB1393 Geranium



Model of SMB 1393



SMB1393 Geranium after restoration to original configuration

HMAS BARCOO was one of the eight Australian built River Class anti-submarine frigates laid down during the Second World War. All except Barwon and Macquarie saw active service in the latter part of the war.

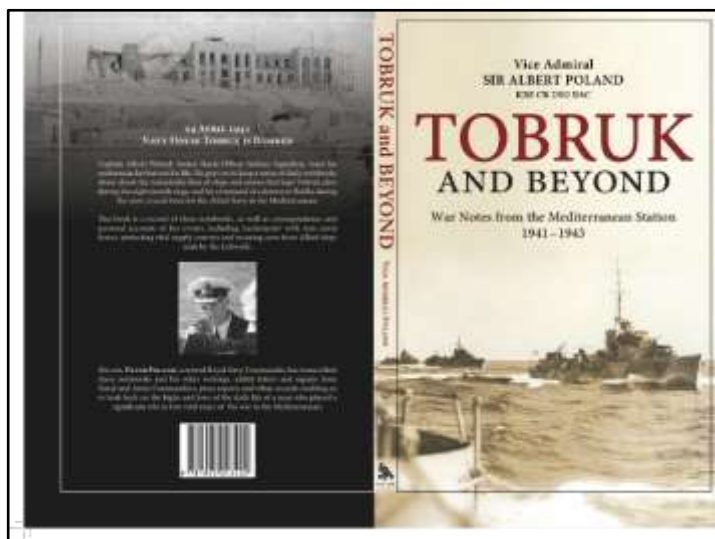
Barcoo was laid down at Cockatoo Island Dockyard on 21 October 1942 and was launched on 26 August 1943. She was commissioned by Lieutenant Commander A.J. Travis, RAN on 17 January 1944.



HMA Barcoo with SMB embarked

## Book Launch

On Thursday 10 May Rear Admiral Ian Crawford will be launching 'Tobruk and Beyond', the daily notebooks and other writings of Vice Admiral Sir Albert Poland which have been compiled and edited by his son, Commander Peter Poland, one of our Members. The book includes a daily record of the entire eight month Siege of Tobruk where then Captain Poland was in charge of the multitude of ships, including the famous Australian Scrap Iron Flotilla, that kept the port alive, followed by his command of the 14th Destroyer Flotilla in HMS Jervis. This included a successful torpedo attack by his ships from about 3 miles on an Italian battleship making it and two heavy cruisers turn away from attacking a vital Malta Convoy and a number of other "excitements".



The book launch will be held from 6 pm to 8 pm at the Australian National Maritime Museum. Peter has said that any Members of the Society and their wives (just one!) who wish to attend will be welcome. Light refreshments will be available as will copies of the book. Attendance is free. Bookings can be made on line with the [Australian National Maritime Museum](http://www.anmm.gov.au).

## Australian Naval History Video and Podcast Series - Season Two Starts

The first episodes of Season Two of the *Australian Naval History* video and podcast series have been released. The first two cover the exploits of HMAS *Sydney* in the Mediterranean during World War II and her tragic loss in the battle with the *Kormoran*.

The Naval Historical Society has partnered with the Naval Studies Group at the University of New South Wales (Canberra), the Australian Naval Institute, the Seapower Centre - Australia and the Submarine Institute of Australia to produce the series.

In each 50 minute episode an expert panel explores a different incident, battle or event in Australian naval history. The panels vary in composition and include some of Australia's leading naval and military historians.

*Australian Naval History* is available to stream or download at YouTube, Soundcloud or any podcast app. The video version includes photographs and maps to further illuminate the topic. Simply search 'Australian Naval History UNSW'. Viewers and listeners will be able to subscribe to automatically receive their next episode.

For all episodes and background material visit the Naval Studies Group webpage at:

<https://www.unsw.adfa.edu.au/australian-centre-for-the-study-of-armed-conflict-and-society/naval-studies-group/australian-naval-history-podcast>

Members are encouraged to email [navalstudiesgroup@gmail.com](mailto:navalstudiesgroup@gmail.com) with feedback on the series and suggestions for future episodes.



## Society Matters

### Volunteering with the Society

New volunteers are sought to progress NHSA current and future activities. While most positions required are ongoing, some are 'one off' tasks such as developing content for the website. A current need is for an IT Operations Support person to assist two days a week maintaining the present system and assisting with updating both hardware and software amongst other things. For most tasks, the skills required include; competency in basic Microsoft applications, a willingness to learn new ones, initiative and good communication skills. There is always a range of tasks to interest new volunteers.

Whilst a growing number of volunteers work remotely, the reason many work from the garden Island's old Boatshed is its uniqueness on the harbor. They commute to Garden Island by a short ferry or bus ride from the CBD.

For those seeking interesting work in great surroundings or wanting to assist from home we would like to talk to you. Please contact us by phoning 02 9359 2243 on either Tuesday or Thursday to arrange a visit and learn more.

### 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/shop/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

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). Current subscribers can unsubscribe by emailing the same email address.

### Further Reading

There are thousands of articles available on the Society's website. Visit the Research area and select Articles. <https://www.navyhistory.org.au/research/articles-by-title/>