

CALL THE HANDS

Issue No. 45 September 2020

From the President

Welcome to Edition 45 of *Call the Hands* (CTH) and accompanying occasional papers. I trust that you find them of interest. As always, your feedback and contributions are welcomed.

Most stories included in this edition were compiled by Midshipman Lloyd Skinner whom the Society was fortunate to have allocated for several days in August. Having read our appeal for volunteers in the August edition of CTH, Midshipman Skinner responded and sought approval to be allocated to the Society as part of his Navy familiarization program. Lloyd is also a graduate of the last New Entry Officers' Course during which he won the Naval Historical Society Essay Prize. His prize-winning essay entitled *The Forming of the Royal Australian Navy* is included in the September edition of the Society's magazine, the *Naval Historical Review* (NHR). You have instant access to the NHR by becoming a member. It is inexpensive and easy to join. Simply visit the Society's online shop at, <https://www.navyhistory.org.au/shop/membership-2020-2021/>.

Occasional Paper 89 provides an overview of Operation Bursa conducted for over a decade from the late 1970s to protect Bass Strait oil facilities. OP 89 is based on a longer paper published by the Fleet Air Arm Association of Australia (FAAAA) which exists to unite former and serving Naval Aviation personnel. Occasional Paper 90 makes fascinating reading as it describes the psychology applied to setting the scene for the Japanese surrender ceremony onboard USS Missouri on 2 September 1945.

Of interest is our video of the month. It describes the operations of a Royal Navy Mobile Navy Air Base located in Australia during World War 2. The need for such facilities is easily understood considering the magnitude of the Royal Navy's presence in the region during WW2. The British Pacific Fleet (BPF) operated out of Australia between November 1944 and September 1945. The BPF grew to include four battleships, six fleet aircraft carriers, fifteen smaller aircraft carriers, eleven cruisers with numerous smaller warships, submarines, and support vessels. HMA Ships *Quiberon* and *Quickmatch* which figure in this month's Readers Forum served as units of the BPF.

Equaling our appreciation for new volunteers, the Society values greatly the donation of personal collections which are incorporated into the Society's archive. As an example, our story about the first Rugby match between the Navy and Army in 1916 was only possible due to a member of the public believing a letter and photographs in his possession were important. Similarly, the recent gift of a collection by Gordon Hill including his personal diary, photographs and scrap book is an invaluable resource. Gordon Hill served as a Leading Supply Assistant onboard HMAS *Vendetta* during Scrap Iron Flotilla operations in the Mediterranean. His diary provided new insights which will be reflected in a revised edition of the Society's book on the Scrap Iron Flotilla. A photograph from his collection is used as our 'Photo of the Month'.

Kind regards,

David Michael



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Canonbury Naval Hospital

As the personnel strength of the Royal Australian Navy (RAN) experienced rapid expansion from 4,839 in December 1938 to 20,294 in December 1941, existing hospital and health facilities became severely over-stretched. There was only one current RAN hospital facility – Randwick’s Naval Wing, Prince of Wales Repatriation Hospital. Consequently, the RAN had to introduce new mechanisms for extra wartime hospital accommodation.

As such, Canonbury was commissioned on 01 October 1942 as a naval hospital for mariner patients that suffered wounds, injuries or fell ill. Located at the foremost point of Darling Point, Sydney and with its own pier, its location was most suitable for a maritime hospital facility, near the fleet anchorages and the Garden Island dockyard. The Principal Medical Officer, whose role was to organise all naval medical services in Sydney, was based at Canonbury, primarily due to the centrality of its location. During its wartime operation, 4,050 Australia, American, Dutch, British and French naval personnel were treated as patients at the Canonbury hospital. Additionally, physician-specialists, physiotherapy, x-ray and pathology consultations were offered at the hospital on top of patient accommodation and caregiving.



Naval patients knitting scarves whilst accommodated at the Canonbury Naval Hospital.

The naval hospital was paid off on 20 July 1946 and later it served as an annex of the Sydney Crown Street Women’s Hospital until its demolition in 1981 for use as a public park. Responsibility for management of the land was given to the Woollahra Council in 1983, and subsequently opened for public access on 17 February 1985. On 25 October 1987, a plaque was unveiled to commemorate the naval hospital by the senior medical officer of the hospital during the Second World War, Sir Kempson Maddox. The plaque is available for viewing at McKell Park in Darling Point, NSW.

First Rugby Match, 1916, Navy v Army

The bountiful Jervis Bay fields of the HMAS *Creswell* quarterdeck have hosted many grand naval parades and ceremonies, but no such events have created such historically competitive rivalries as the first sporting match between Australian military services in 1916. Rugby was the name of the game and participants included the best selected players from Duntroon and the Royal Australian Naval College. As Army officer cadets significantly overshadowed the RANC team in comparative size and age, the audience of young Midshipman would have braced for a crushing Duntroon victory. Yet the result was significantly to the opposite, with the Navy, donning their 'lily whites', dealt a severe upset to their Army counterparts in dark blue, triumphant at 20 points to nine.

The victorious RANC team included serious talent, with well-known and distinguished Officers Collins, Getting and Burnett in the line-up. Collins went on to captain HMAS *Sydney* (II) during the Second World War and is renowned for his victory at Cape Spada in July 1940. Similarly, Getting, the captain of HMAS *Canberra* (I), is celebrated for his heroic engagement against Japanese cruisers in August 1942 at the Battle of Savo Island. Further, Captain Joseph Burnett is recognised for his command of *Sydney* during the ill fated battle against HSK *Kormoran* in November 1941. With such names in their sporting ranks, it was perhaps no surprise the RANC finished as champions.



RANC and Duntroon teams photographed together post-match. Navy players are listed below.
Back row: Howells, Gould, Palmer, Baldwin, Armstrong, Nurse, Newman, Spencer, Dudley
Sitting: Collins, Getting, Newman, Showers
Front: Rayment, Burnett

This information was recovered after a series of photos and letters which spontaneously fell from a handbook in a Lifeline shop. With its significance realised, the objects were forwarded to the Naval Historical Society of Australia. The photos and letter were authored by Peter Anderson who was part of the 1914 Officer intake at the RANC. He attained the rank of Lieutenant Commander after serving as First Lieutenant and Flotilla Gunnery Officer aboard HMAS *Anzac* during 1928-29.



Fleet Air Arm Historic Flight

The Royal Australian Navy's Historic Flight has offered opportunities for individuals to enjoy well-preserved and restored aircraft that were operational prior to their generation. Two S2-G Trackers, two UHI-B Iroquois, two Westland Wessex Mk. 31B and one Dakota as well as remnants of other aircraft, some of which are still air worthy are included in the collection. Such displays have offered priceless experiences to aviation enthusiasts, performing at air displays and military events across Australia. However, the Flight has not been devoid of its share of challenges, risking the survivability of these aeronautical artefacts. In August 1988 the aircraft displayed outside experienced severe damage after exposure to weather, and in 2008 the Historic Flight was jeopardised after the RAN ceased its operation, following the realisation of several attached safety and resource issues.

At risk of disposal, the RAN and Commander Fleet Air Arm (COMFAA) engaged with the Historic Aircraft Restoration Society (HARS) with the hope of brokering a deal to salvage and preserve the aircraft. A partnership was agreed upon in 2009 between the RAN and HARS to loan the display, yet negotiations stalled when liability issues arose. Alternatively, largely deriving from COMFAA's determination to preserve the collection as a group and avoid its disposal, was the Request for Tender (RFT) that closed on 31 August 2018. On 06 November 2018 HARS received formal advice that it was the successful tenderer for the collection. The aircraft have recently been transferred from HMAS *Albatross* to the nearby HARS Aviation Museum at Albion Park, NSW.

HARS has several objectives for the appropriate storage and preservation of the newly arrived display. Significantly, HARS has expressed its intent to possess the entire collection for continual public display. In the short term, the exhibition will be stored in existing hangarage, and aircraft will be assessed on the possibility of being restored to be airworthy level, ground running or on static display. HARS hopes to lease a piece of Defence land located near the Fleet Air Arm Museum and fundraise the construction of a larger hangar complex. Three pavilions which will encompass a regional airport passenger terminal, aviation training and event facilities costing approximately \$80 million are included in the proposal. Evidently the new arrangement is pleasing for all, the aircraft collection remains intact and together, and HARS has an outstanding reputation for its preservation of heritage aircraft, meaning the future of the Historic Flight is finally secure.



The Grumman S2 Tracker was employed in the RAN for anti-submarine warfare from 1967 to 1984. Two of the vintage aircraft are housed at HARS.



Holbrook Submarine Museum

Holbrook, is a historic town in Southern New South Wales, famous for displaying HMAS *Otway*, an Oberon-Class submarine in its epicentre that attracts tourists and locals alike. Following European exploration, the town was named Germanton when a German immigrant named John Christopher Pabst became the publican of the local hotel. During the First World War, due to rising tensions between the British and German Empires, the town name was thought unpatriotic. As such, the town was renamed in honour of Lieutenant Norman Holbrook, a distinguished wartime submarine captain of HMS *B11* and recipient of the Victoria Cross.



Holbrook Submarine Museum logo.

The town of Holbrook purchased part of the hull of *Otway* from a Sydney scrap yard after decommissioning in 1995 and this is now displayed in Germanton Park. The adjacent Holbrook Submarine Museum (HSM), known for its maintenance and development of undersea artefacts, is another popular aspect of the town. In September 2019 a support organisation for the Museum came to fruition: The Friends of Holbrook Submarine Museum (FHSM). It intends to provide assistance to the Museum and its curators with fundraising and everyday help in the upkeep and advancement of the Museum's collections, exhibitions and records. Likewise, the group facilitates the Museum's future planning, goal-setting and its relationships with the Submarine Institute of Australia, the Australian National Maritime Museum and the Submarine Association of Australia.

During an August 2019 lunch event between *Otway* plank owners who sought to better manage community assistance to the Museum, the Association came into effect. With a constitution, rules and management team developed, and now presided over by Michael White, devotedly assisted by Thor Lund, Graham Collins and Gordon Man, FHSM has accomplished several honourable achievements in less than 12 months of work.

The group's membership has increased almost tenfold in its first year of operation, and numbers are expanding monthly. Members receive regular updates and newsletters that inform the readership of the activities of the Museum. Joining fees were made inexpensive to encourage involvement; the FHSM Membership.

Markedly, the FHSM has made remarkable headway in its first year of operation which has assisted the Museum significantly. Through the growth of their membership base, submarine devotees and Holbrook locals will be delighted for what is beholden for their Museum and town in the future.

Links:

FHSM Membership Application:

<https://holbrooksubmarinemuseum.com.au/index.php/friends-of-hsm/fhsm-membership-application/>

Holbrook Submarine Museum: <http://holbrooksubmarinemuseum.com.au/>



Royal Navy B11 Submarine replica Holbrook, NSW NHSA image



HMAS Otway Casing. Photo by David Stratton

NHSA Speakers Program

Since May 2020 the Society has conducted monthly Zoom presentations. The program is available on the home page of the Society's website. Scroll down to find on the bottom right a link under 'UPCOMING EVENTS'. <https://www.navyhistory.org.au/>

During our August presentation on 'Hilfskruezers' (German raiders) delivered by Bob Trotter a question went unanswered on, what happened to the other three raiders that operated in the Pacific and Indian Oceans? *Kormoran* was scuttled after its engagement with HMAS Sydney in November 1941. What happened to *Orion*, *Komet* and *Pinguin*?

- *Orion* returned to Keil in August 1941 and was converted into a Gunnery Training ship.
- *Pinguin* was sunk by HMS *Cornwall* in May 1941. (an interesting story of a battle plagued by defects in *Cornwall*)
- *Komet* returned to Germany and set sail for a second cruise in 1942 but was sunk by the RN in the Channel in October 1942.

Further Reading:

HMAS Sydney – An End to the Controversy, available at <https://www.navyhistory.org.au/hmas-sydney-an-end-to-the-controversy/>

The HMAS Sydney – HSK Kormoran Engagement (November 1941) – Part 2 available at, <https://www.navyhistory.org.au/the-hmas-sydney-hsk-kormoran-engagement-november-1941-part-2/>

Video of the Month

Royal Navy in Australia (1940-1949)

This video provides insight into the operations of a Royal Navy Mobile Navy Air Base (MONAB) located in Australia during World War 2. In addition to segments on base facilities this video includes footage of aircraft landing on the base and on the deck of an aircraft carrier.



Available at <https://www.youtube.com/watch?v=ZzEo6WrY9ec>

Photo of the Month:



HMAS Vendetta in the Mediterranean 1940-41. Leading Supply Assistant Gordon Hill served onboard Vendetta and took several hundred photographs during this period. These photos have recently been donated to the NNSA.

News in Brief

NUSHIP Supply Successfully Completes Sea Acceptance Trials

NUSHIP Supply, the lead ship for the Royal Australian Navy's (RAN) new Supply class Auxiliary Oiler Replenishment (AOR) ships, successfully completed its Sea Acceptance Trials in Ferrol, Spain during August 2020. The sea trials lasted three days and two nights and included testing of the RHIB davit and a Dry-hookup with the Spanish Navy's AOR, SPS Cantabria. The vessel sailed with a crew of 135 on-board comprised of a mix of Navantia and Royal Australian Navy personnel.



Video: NAVANTIA #Ferrol Sea Trials AOR NUSHIP Supply August 2020 available at <https://www.youtube.com/watch?v=K1Jqbi-CPN4>

Australia invests in bolstering Anti-Submarine Warfare Capability

Australia will invest around A\$11 million to acquire an advanced anti-submarine warfare capability for Defence. The new AUV62-AT, Intermediate Anti-Submarine Warfare Training Target will enhance Australia's warfighting capabilities. The AUV62-AT can operate in several different modes, enabling it to comply with various sets of training regulations. It can generate realistic submarine noises and echoes, which are transmitted at a precise target strength and over clearly defined distances. The payload module of the AUV62-AT includes a transducer tail, which mirrors the physical properties of a submarine so as to provide realistic training, including ASW torpedo firing. The tail incorporates transmitting and receiving transducers, so that training personnel can perform onboard analysis of the location of active sonars or attacking torpedoes.



Royal Australian Navy and French Navy Assets Conduct PASSEX in the Pacific Ocean

HMA Ships *Choules* and *Huon* and French Navy Ship *FS d'Entrecasteaux* have conducted a Passage Exercise (PASSEX) and flight training serials in the Pacific Ocean. The three ships met up midway between New Caledonia and Vanuatu, with *Choules'* embarked MRH-90 Taipan helicopter observing the PASSEX overhead before practicing a series of live winching operations with the French patrol and supply vessel. *D'Entrecasteaux* is one of four ships in the Bâtiment Multi-Mission Class of the French Navy known for its versatility. They are used for many functions including patrols, law enforcement and logistics.



This Month in History

Sept 1796	The Governor of NSW, CAPT John Hunter, RN, appointed Thomas Moore Master Boat Builder of His Majesty's Dockyard at Sydney.
Sept 1886	The Admiralty approved the hoisting of the White Ensign in the Queensland gunboat PALUMA, while the vessel was engaged in survey duties.
Sept 1914	HMAS MELBOURNE landed a party of 4 officers and 21 petty officers, under LCDR M. A. Blanfield, on Nauru, to dismantle the German wireless station on the island. They did not occupy the island, and the formal surrender did not take place until two months later when Australian officers, embarked in the merchant ship SS MESSINA, accepted the German surrender.
Sept 1916	CPO Stoker Charles Varcoe, of HMAS AE2 died while a POW in the Turkish POW Camp at Belemedik. He was the first of four AE2 men to die as Prisoners of War.
Sept 1920	Flinders Naval Depot was commissioned as a training establishment for the RAN. It was officially renamed HMAS CERBERUS in December 1962.
Sept 1929	HMAS WARREGO arrived at Cockatoo Island, Sydney, for breaking up. The vessel sank alongside her wharf, and was finally broken up by explosives during WWII.
Sept 1939	HMAS AUSTRALIA caught fire alongside the dock, at Garden Island Sydney. A brazier of burning pitch was overturned, setting alight the deck and destroying a 27 foot whaler.
Sept 1941	In the first two years of WWII, Australian shipyards fitted 214 ships with defensive armament, degaussed 198, and equipped 216 with paravane sweeping equipment.
Sept 1944	LEUT Leon Verdi Goldsworthy, DSC, GM, RANVR, was awarded the GC for undaunted courage in rendering safe various German mines between 12 June, 1943 and 10 April, 1944.
Sept 1951	The frigate HMAS MURCHISON, (LCDR A. N. Dollard, RAN), penetrated the Han River, Korea, and came under heavy Communist gunfire. MURCHISON withdrew after suffering light damage. HMAS Labuan paid off to reserve and was sold for disposal on 9 November 1955. The landing ship was heavily damaged during the 1951 visit to Heard Island. Labuan attempted to sail home, but broke down completely enroute. The vessel had to be towed back to Fremantle, arriving on 1 March.
Sept 1956	In the first of the only two offensive actions undertaken by the RAN during the Malayan Emergency (1948-60), HMAS Ships ANZAC (II) and TOBRUK (I) bombarded terrorist positions south of Jason Bay in Johore State.
Sept 1962	The first flight of a RAN Wessex was by LCDR John Salthouse and took place in Yeovil, England (near the Westland Factory).
Sept 1968	The following awards were made to personnel of the RAN's Helicopter Flight for service in Vietnam:- DSC LCDR Neil Ralph; DSC LEUT Bruce Crawford; MID LCDR P. J. Vickers, (posthumous); MID LEUT J. M. Leak; MID LA Air-crewman J. McIntyre.
Sept 1975	HMS ODIN, the last Royal Navy submarine to serve with the Australian Submarine Flotilla, sailed from Sydney.
Sept 1983	Former HMAS COLAC ceased service as a tank cleaning vessel. After nine years in Reserve, <i>Colac</i> had been taken in hand in 1962 for conversion to a tank cleaning vessel. She was sunk by a Mk 48 warshot torpedo fired by HMAS OVENS off Jervis Bay on 4 March 1987.
Sept 1987	The RAN's three surviving Bell UH1B Iroquois helicopters flew their farewell flight over Canberra on withdrawal from service.
Sept 1991	The term WRAN in female rank titles was abolished.
Sept 1994	HMAS ANZAC (III) was launched by Lieutenant Colonel Vivian Staham, (nee Bullwinkle), one of the survivors of a group of Australian nurses seized by the Japanese in 1942. The ship was launched at Transfield Shipbuilding Yard in Port Phillip, VIC.
Sept 2004	Exercise Bersama Lima 2004 commenced in Singaporean and Malaysian waters. This major FPDA Exercise involved over 30 ships, 80 aircraft, and some 3,000 personnel. The RAN was represented by HMA Ships ANZAC, ARUNTA, WESTRALIA, SHEEAN, HAWKESBURY, YARRA, DUBBO, and GERALDTON, as well as CDT 1.
Sept 2016	The last of Navy's 24 MH60 Romeos was accepted at Nowra's Aviation Technology Park

The entries selected for publication this month are randomly generated from an extensive database of historic naval events. The absence of a significant event is in no way intended to cause offence. The objective is to provide a cross section of events across time. The Society's website enables you to look up any event in RAN history. Searches can be made by era, date look up or today. The latter appears on the home page. The others are accessed via the Research page. <https://www.navyhistory.org.au/research/on-this-day/>

Readers Forum

Disposition of Royal Australian Navy Ships: September 1945

Our thanks to Colin Maclean for pointing out an omission in Occasional Paper 87 published in August 2020 which will be updated. We did not include HMAS Ships *Quickmatch* and *Quiberon*. The following summarize their operations at the end of WW2.

HMAS *Quickmatch*

In March 1945, following a refit in Australia, HMAS *Quickmatch* was attached to the British Pacific Fleet. *Quickmatch* undertook the screening of Royal Navy (RN) aircraft carriers which neutralised Japanese airfields in support of Operation ICEBERG, the US invasion of Okinawa. Similarly, she was involved in operations on the Japanese home islands that saw her again screen RN carriers whose aircraft were bombing Japanese sites.



On 15 August 1945, *Quickmatch* was transiting toward Manus, a US military base in the Admiralty Islands after participating in attacks on Honshu, the main Japanese island.

HMAS *Quiberon*

In the closing stages of war against Japan, HMAS *Quiberon* was continually engaged in hostilities at sea. During March 1945, *Quiberon* was attached to the British Pacific Fleet. Here she participated in the American capture of Okinawa and the combined US and British shelling industrial targets on the Northern coast of Tokyo, *Quiberon* was the only Australian vessel part of this tasking.



Although engaged in operations near Tokyo in the latter stages of the armed conflict, *Quiberon* was not involved in the victorious entry of Tokyo Bay following Japan's unconditional surrender. Instead, she was present at the allied reoccupation of Singapore. Following peace, the crew of *Quiberon* had little rest, participating in the reoccupation of Shanghai and being deployed to the East Indies where she moved troops, repatriated prisoners of war and helped re-establish Dutch control in the area.

Victoria Cross Awards

Dear Editor,

It is a national disgrace that it has belatedly taken so long to award a member of the RAN a Victoria Cross. Let's hope the Defence Honours and Awards Tribunal can now take a second look at Rankin and Waller.

The Army and Air Force have both fared very well in the past.

As skipper of HMAS YARRA, Rankin's feat of bravery was equal to that of the Royal Navy's skipper of HMS *Jervis Bay*, CAPT Fogarty Fegan, while Waller's renowned leadership in the Mediterranean and in the Battle of Sunda Strait aboard HMAS *Perth* against impossible Japanese odds are outstanding in the RAN's heritage and history. The CO of the USN heavy cruiser USS *Houston* lost in the same action saw him posthumously awarded a Congressional Medal of Honor.

I have absolutely no doubt that the fact the RAN virtually came under the control of the Royal Navy led to this extremely poor oversight of the RAN.

Rankin, Sheean and Waller have all been honoured by having RAN submarines named after them, yet two of them still remain overlooked.

Sincere regards,

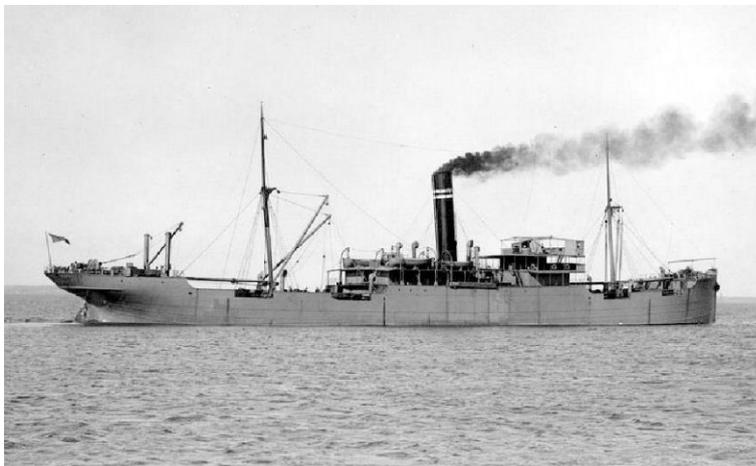
Vic Jeffery OAM



Coaling: Sydney Emden Engagement

During research on a paper about the RAN's transition from coal to oil the following snippet came to the attention of Naval Historical Review Editor, Walter Burroughs.

In respect of the coaling article I came across the following snippet which might be of interest. On 25 September 1914 Emden captured the British 4,350-ton collier Buresk with a full load of Welsh coal bound for the Royal Navy at Hong Kong. With a prize crew onboard she was retained as a collier by Emden. Subsequent to the defeat of Emden by Sydney, Buresk was chased by Sydney and scuttled herself when Sydney sent a boat to take off her crew. Sydney then hastened her demise by putting four rounds into her.



SS Buresk

At the time of her sinking Buresk still held 600 tons of coal. It is therefore assumed that Emden was burning Welsh coal when she encountered Sydney.

Occasional Papers in this edition

Included with this edition of Call the Hands are the following occasional papers: -

- Occasional Paper 89 - Operation Bursa 1980 – 1989
- Occasional Paper 90 - A Fascinating Piece of History. The Japanese Surrender Ceremony on USS Missouri 2 September 1945

Society Matters

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/>.

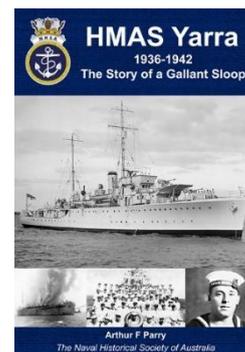
Become a Volunteer

An all-volunteer organisation, the Society now in its 50th year as an has achieved great success thanks to the dedication of its Committee and volunteers. New volunteers are required on a regular basis to progress routine tasks and to provide fresh approaches. Sydney based residents are currently sought to assist in the Boatshed on Thursdays. If you have reasonable IT skills, are willing to learn new applications and give some time to the Society please contact us by e-mail at, secretary@navyhistory.org.au or phone M 0423227342 at any time. We would like to hear from you.

New Books

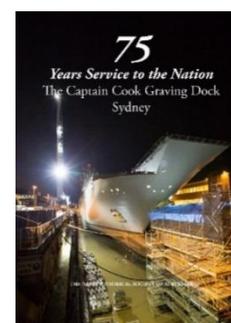
HMAS Yarra 1936-1942, The Story of a Gallant Sloop

Between 1936 and 1942, HMAS Yarra and her crew served Australia in peace and war, in Australian waters, the Red Sea, the Mediterranean, the Persian Gulf and finally South East Asia. Yarra was lost on 4 March, 1942 in a valiant fight against overwhelming odds, in defence of the ships she was escorting. All but 13 of her complement of 151 perished in this action. Arthur Parry, who served in Yarra during all of her overseas service up until mid-February 1942, made a promise to his crewmates to tell their story, and this book is the culmination of that promise.



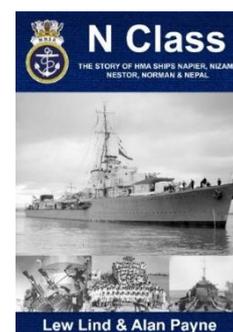
75 Years of Service: The Captain Cook Graving Dock, Sydney

This story of the Captain Cook Graving Dock commemorates the 75th anniversary of its opening on 24 March 1945 by the then Governor General of Australia, His Royal Highness the Duke of Gloucester. In addition to details of construction, this book provides detail about the opening ceremony, the Civil Constructional Corps members who laboured on the project, the war artists who captured the mood of the time and dock operations since 1945.



N Class - The Story of HMA Ships Napier, Nizam, Nestor, Norman & Nepal

The 'N' Class Destroyers book first published by the Society in 1974 has been republished in three electronic formats and is now available for sale in the Society's online shop. This story of HMA Ships Napier, Nizam, Nestor, Norman and Nepal takes readers through the story of each ship from commissioning, through extensive service during World War II until late 1945. The missions described cover the full spectrum of destroyer operations in the period.



Purchase Online

These books are all available for purchase through the Society's website in a variety of formats.

<https://www.navyhistory.org.au/shop/>

Book Prices	
'N' Class and HMAS Yarra	
EPUB	\$15
Kindle	\$15
PDF	\$10
Printed (postage included) to an Australian address	\$25
Captain Cook Graving Dock	
PDF	\$20
Printed (postage included) to an Australian address	\$30

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