

CALL THE HANDS

NHSA DIGITAL NEWSLETTER
Issue No.14 November 2017

From the President

Welcome to this issue of Call the Hands, the monthly newsletter of the Naval Historical Society of Australia which is now distributed to more than eight hundred members and subscribers. Back copies are available on our [website](#) along with the Occasional papers frequently distributed with it.

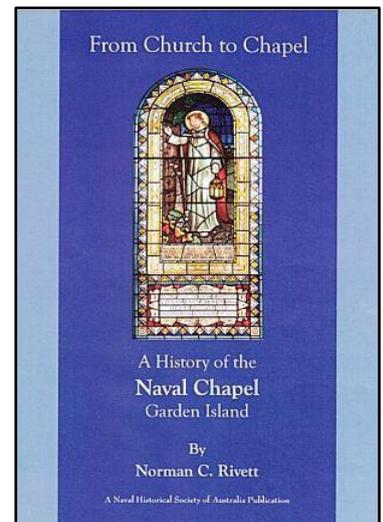
The NHSA [Facebook](#) page is also growing in popularity with more than 450 followers. Interesting stories and images are posted to it at least weekly.

Accompanying this edition of Call the Hands is Occasional Paper 18 which provides information on the ensigns worn by Royal Navy, Colonial and Royal Australian Navy ships in Australia since 1788. For this paper and countless other papers and books researched by founding member and Society volunteer, Mr Norman Rivett I am most grateful. Norm attended the first meeting of the Society when it was formed in 1970 and continues today as a regular volunteer in the Boatshed. As the expert on Garden Island history he is currently working on a set of notes for Society guides who will, in the future, conduct tours of the north end of Garden Island and tunnels.

The Society is a 'not for profit' organisation and operates on an entirely voluntary basis with volunteers working remotely as well in our Garden Island office to deliver services to members and the public. Much of their current effort is directed to our new website. It will be launched in the coming months. New content will include information on fifteen naval heritage sites one of which, Cockatoo Island is World Heritage listed.

Finally, the Society congratulates both the Navy Studies Group and 'Life on the Line' for their parallel initiatives to record and publish quality podcasts on their websites. The Navy Studies Group series entitled Australian Naval History Video and Podcast Series addresses battles, ship operations and broader subjects whilst Life on the Line records individual veterans' stories. Full details are provided in this edition.

David Michael
President



The history of the chapel at Garden Island, Sydney, by Norm Rivett, [Available from the NHSA](#)



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From the Editor

It is always a great feeling when our community of readers contact us and pass on their stories and news. This shows that our hardwork is resonating with subscribers and seen to be important to and of value. The Society has many projects underway to continue enhancing our services and we look forward to continuing this journey you.

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 and Digital Manager

Podcast Series: Life on the Line

Thanks to Society member, Angus Hordern for drawing attention to the podcast series [LIFE ON THE LINE](#).

'Life on the Line' tracks down Australian war veterans and records their stories. From World War II to Afghanistan and Iraq, these are the stories of Australian men and women, each of whom put their life on the line for their country. Readers will find two recent podcasts in this series of interest. The first is that of Rear Admiral Guy Griffith, RAN Rtd, a veteran of World War II, Korea and Vietnam (released 18 Sep 17). The second recording is with Captain Ivan Ingram (released 2 Oct 17). Captain Ingram, RAN is currently serving as Commodore Warfare in Fleet Command.



These recordings can be accessed through [Apple iTunes](#) or for Android users, [Stitcher](#).

Australian Naval History Video and Podcast Series

This innovative video and podcast series has been launched jointly by the Naval Studies Group at the University of New South Wales (Canberra) in partnership with the Australian Naval Institute, the RAN Seapower Centre, Naval Historical Society, the Submarine Institute of Australia. Each 50 minute episode with an expert panel explores a different incident, battle or event in Australian naval history.

Series One which commences with the Midget Submarine Attack on Sydney Harbour can be accessed at <https://www.unsw.adfa.edu.au/australian-centre-for-the-study-of-armed-conflict-and-society/naval-studies-group/australian-naval-history-podcast>

HMAS Shropshire videos by Stan Nicholls

Rob Nicholls has kindly advised us of two videos now available on youtube. His father, Stan Nicholls wrote the successful book HMAS Shropshire and they have just completed recording his history of being in the Navy during WWII, about the ship HMAS Shropshire and about the "last great sea battle" which was in Surigao Strait, Philippines 25/10/1944.

The videos are on YouTube as per the links below. Can also be found on YouTube by searching HMAS Shropshire Pt 1 By Stan Nicholls (and Pt 2).

<https://youtu.be/O7tadvRpcec>

<https://youtu.be/PT6rVFKcSr8>

Emden Sinking in the News

The Emden.

The German light cruiser Emden, which has been doing a lot of damage in the Indian Ocean during the past two or three months has at last been brought to action and destroyed while raiding at Cocos Island. The honor of destroying the Emden rests with the Sydney, one of the cruisers of the Australian fleet, which received a wireless message that the German raider was at the island and quickly went to the rescue. Two hundred of the German crew were killed in action and there are 30 injured. The losses of the Sydney were three killed and fifteen wounded. The Emden was set on fire by the Sydney's guns and she was run on to the island of Keeling and burnt. The commander and a Prince of Germany were captured. Great praise has been given to the officers and crew for the successful ridding of the seas of the German cruiser, which has destroyed 21 steamers of a total value of about £1,000,000.

From Quambatook Times
Newspaper
Wednesday 18 November 1914

EMDEN RELICS.

The Premier (Hon. A. H. Peake) has received from Capt. Glossop (commander of the H.M.A.S. Sydney when the vessel sank the Emden off Cocos Island, Indian Ocean, early in the war) five souvenirs in the form of mounted silver Mexican dollars, which form portion of the Emden's salvage. The coins were forwarded, in behalf of the Commonwealth Naval Board, the captain, officers, and ship's company of the Sydney, for distribution among the members of the State Cabinet. Similar mementoes have been presented to every member of the Sydney's complement, and Capt. Glossop has expressed the hope that they will serve as a happy reminder of an historic event.

From Observer Newspaper Adelaide
Saturday 9 November 1918, page 30

Disarming the SEEADLER – November 1917

Perhaps not the most successful but certainly the most flamboyant of the German raiders to operate in the Indian and Pacific Oceans in World War I was Count Felix von Luckner's *Seeadler*, formerly the PASS OF BAHAMA which he had fitted with two 1,200 hp diesel engines. Her armament consisted of two 4 inch guns, two torpedo tubes and a good supply of machine-guns and small arms.

Seeadler slipped through the tight British blockade on 21st December 1916 disguised as a Norwegian timber ship, and sailed south to the good hunting grounds between Brazil and West Africa. Victims were not difficult to locate and in four weeks he caught 13 vessels. Included in the bag were three large British vessels, two British sailing ships carrying wheat from Australia, a Canadian schooner, five French sailing ships and an Italian and a Dane. The 'hunting grounds' became unsafe when British cruisers were despatched to the area to investigate the disappearance of the vessels, and von Luckner sailed south round Cape Horn and entered the Pacific. Ultimately, he botched the sinking of a ship, which left a trail of wreckage which was soon reported. Every Allied warship in the Pacific was alerted to the presence of an enemy raider. Von Luckner intercepted the increased wireless traffic that followed the alert and decided to hide-up in the Society Group. He arrived at the little island of Mopelia on 1st August and the next morning disaster struck. A sudden squall drove *Seeadler* onto a reef. It was soon apparent the vessel was doomed and all boats and stores were moved ashore. When *Seeadler* was stripped she was fired and allowed to burn down to the waterline.

The raider's captain, with two officers and three sailors, set out in the ship's launch for Fiji on 21st August with the intention of seizing another vessel. However, luck was not with him and at Wakaya, von Luckner and his companions were captured by the coastal steamer *Amra*, manned by a party of Fijian police. The balance of *Seeadler's* crew succeeded in capturing the French vessel *Lutece* and made their way to neutral Chile. Von Luckner was later taken to New Zealand as a prisoner of war.

In November 1917 HMAS *Encounter* was ordered to Mopelia to examine the wreck of the raider and CPO Ernest Stidston recorded the visit in his diary.

'9th November 1917: 1000 HMAS *Encounter* arrived Mopelia Island. We could see the German raider *Seeadler* on the reef between two islands. She had been set on fire before being abandoned and was practically gutted.

Officers and men went aboard and found two 4.1 in. guns intact, and some ammunition which had escaped the fire.

Through glasses, huts could be seen on the Island. Commander Wilmot, the Chaplain and Sub Lieutenant Harris set out to search the settlement which the Germans had built. They found a considerable amount of stores, enough to last some time.

November 10th: A working party under Engineer Commander Brand and Lieutenant Commander Matheson boarded *Seeadler* and brought off one 4.1 in. gun and miscellaneous ship's gear.

November 11th: 0600 A party went aboard the ship and put a charge (of explosive) in the remaining gun mounting and destroyed it. 0900 We sailed for Tahiti, 260 miles away.

November 14th: 2200. Our steam pinnace on returning from shore (Tahiti) collided with an auxiliary yacht and sank in a few minutes. Fortunately there was no loss of life.'



Sub-Lieutenant Harris searching the fire gutted hulk of the German raider *Seeadler* at Mopelia Island.

Published in [Naval Historical Review](#), June 1974, based on diary entries by Chief Petty Officer Stidson

HMAS Quiberon 's Submarine Hunt - November 1942

During work up of HMAS Quiberon a Confidential Admiralty Fleet Order alerting Anti-Submarine officers to the possibility of enemy submarines escaping at seemingly impossible depths down to 500 feet was circulated. Our ships had repeatedly lost contacts at 600 and 700 yards. Why? An elevation drawing of the asdic transmission beam showed that the bottom of the horizontal cone would pass over a submarine 500 feet deep at 700 yards. The maximum setting on our depth-charge pistols was 350 feet. So by bolting a heavy weight to one end of a 300 pound depth charge canister to speed the rate of descent, the Admiralty innovators had contrived a way for our 350 foot pistols to fire at 500 feet.

Quiberon received a number of these weights and I at least had been alerted to think about the problem, however unlikely might seem the chances of a submarine enduring 237 pounds pressure on every square inch at 500 feet.

On November 28 1942 *Quiberon* was hunting a submarine off North Africa with HMS *Quentin*. Conditions were near perfect and with *Quentin* evidently idling or stopped on the calm sea ahead we could well have been getting echoes after 4,000 yards. At 2,000 yards the duty operator could report only 'woolly non-subs everywhere on the forward sweep', and 'occasional weak pings from *Quentin*.' Kendall took over in the hut and confirmed what the bridge loud speaker was making amply clear to my ears, such that the situation report came hardly as a surprise. *Quentin* had expended all her 70 depth charges without the slightest evidence of damage, no debris, not a wisp of oil.



She was sure her submarine was somewhere in the indicated attack area. This we proceeded to find was a square mile all blown and torn to bits by *Quentin*'s depth charges and twisty 12-knot wakes. There was nothing in our phones to indicate any movement, no Doppler, no whistle effect from paravane or rudder adjustments, no propeller noises other than from our own slowly-turning screws. If there was a submarine in there it had to be lying doggo, hiding in the appalling mix of disturbed water, all of which was sending back a variety of useless echoes to blur our phones and the recorder. By blowing air or going ahead and astern for 30 seconds a submarine in such a place could further disturb the water to make a woolly concealment other own.

With *Quentin* pinging in the outfield against possibilities of other submarines in the area we continued our inner examining every isolatable depth-charge or other disturbance in the hope of finding one a little less woolly than the others and perhaps with a suspicious shape to it.

Kendall called bearings and ranges down to the Chart Room Plotting Table where our Surgeon-Lieutenant, John Hardcastle, pencilled a time against each new dot and any remark that Kendall thought might be useful. Thus, there would grow a plan of every contact relative to the ship's position at any time. When there was nothing sufficiently new or definite to be worth calling, we would ask the plot to give the bearing and range of a previous contact so as to test it from another angle. Came a test bearing and short range little different from others except when we pinged on the bearing there was no echo. We pinged again. And again. Nothing. Flash. That AFO about submarines at 500 feet! Could there be a sub way below *Quentin*'s depth-charge explosions?

We went out to 1,500 yards and headed back on the bearing that the Plot now gave us. Sure enough it came, a faint and woolly echo. Such were the intervening wake and depth-charge disturbances that Kendall had difficulty in holding the now suspect contact, but well enough to note where it failed to trace on the recorder

and that the echo had faded completely at 600 yards. 'Well?' asked the Captain, calmly as always and never in a hurry when there was time for second thought. What else but to test that disappearing contact with a minimum pattern of five heavies, three from the stem chutes, two from the side throwers. Repeating the approach procedure, we turned at 1,500 yards into the least disturbed water we could find, steadied on the contact bearing as now advised and regained the echo but so feebly that it was barely tracing and hardly audible at 1,100 yards.

I was now in the hut, in the hot seat, encouraged at least by the certainty that we had a stationary target and concentrating utterly to fix the moment when we should lose both trace and echo. Sure enough the detectable fade out came, at 670 yards on the scale, at two minutes 49 seconds to go to target position! Check the firing cursor on such little recorder information as there was. Confirm maximum depth-charge settings. 'Stand by.' Zero position less 10 seconds. 'First depth-charge Fire!' Zero position. 'Centre and throwers. Fire!' Zero position plus 10 seconds. 'Last depth-charge. Fire!'

Now to see what happened on the surface from such deep explosions. Most of us were accustomed to spectacular bursts within 20 seconds from depth-charge explosions at the usual 50 feet. Vertical heavies descending at seven feet a second would take at least 70 seconds to reach their exploding depth of 500 feet. Forty seconds dragged by. Fifty. I sensed half the bridge personnel looking doubtfully at me, but not the Captain. With the Gunner at the depth charge party phone there could be no mistake about the settings. Patience.

CRACK and a bang on the hull! The first explosion. Then the other four. On the surface? No great upheaval. With each explosion came only a pointy shiver. And down below? Kendall, now back in the hut, pulled my sleeve and passed me the second earphones in time to catch the last sounds of hammering, very distinct, like some poor devil bashing at a watertight door with a maul, slight whistle effect, and clear breaking sounds like, to quote Kendall, 'egg shells being crushed in a crisp paper bag.' Then a dull whump. And nothing more. Only silence beyond the slight murmur of our screws. 'Look at *Quentin*' someone called. There astern was *Quentin*, romping in at the full 12 knots, attack flag flying. She fired a solitary depth-charge, evidently her last, withdrawing again to the outfield.

Later came good echoes from dense nonsubs in the attack area and from *Quentin*, in the phones and on the recorder. At such times one is apt to fall down on the lesser things, like a reminder to the rating detailed to switch on the echo-sounder as we passed over the target and timing the arrival of whatever was coming up from the explosion zone. But, judging by our position after turning back from 800 yards, fully three minutes had passed when up came a lively white turbulence to seethe, hump and leap for perhaps two minutes and finally subside in another three minutes over a wide two acres. Moving in for evidence we found only small bubbles still rising and oil, samples of which proved to be of four kinds including dirty sump oil. 'That's it', concluded the Engineer Officer. 'Explosion gas, air and oil. I doubt if there will be anything else from a hull fracturing inward at that depth.'

Back in Bone the Group Senior A/S officer read my report, and, after noting some deviations from standard practice, remarked, 'A submarine at five hundred feet. With your first pattern of depth-charges. That has to be something of a record.' It probably was. And is. The identity of our target that day was not known until years later when access to enemy records revealed that the Italian submarine *Dessie* was lost off Bone, North Africa, on 28 November 1942.

Extract from *Quiberon and a Deep U-boat – 1942* by Max Darling, RANVR, published in the December 1978 edition of the [Naval Historical Review](#) (all rights reserved)

News in Brief

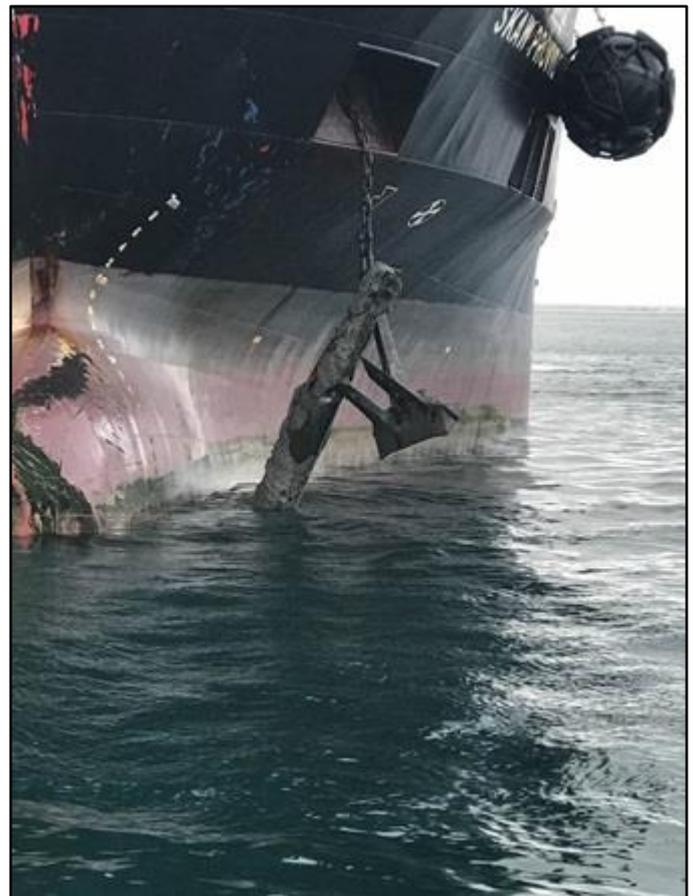
- HMAS Darwin is set to visit her namesake city before decommissioning at the end of the year. Darwin is scheduled to enter Darwin Harbour on November 1 to take part in a series of events to celebrate the ship's 33 years of service and over a million nautical miles traveled around the globe. To celebrate HMAS Darwin's arrival, Fort Hill Wharf will be opened to the public where the Royal Australian Navy Band will perform and a gun salute conducted as HMAS Darwin enters Darwin Harbour. A freedom of entry march by ship's company through the city of Darwin will take place on Saturday, November 4.



- After executing a number of successful missions from an Adelaide (Oliver Hazard Perry)-class guided-missile frigate in the Middle East, the Royal Australian Navy (RAN) has completed operational evaluation of the ScanEagle unmanned aircraft system. The OPEVAL was completed onboard HMAS Newcastle, which is currently deployed as part of Operation 'Manitou' – Australia's contribution to an international effort promoting maritime security in the Middle East. Newcastle has been equipped with four ScanEagle vehicles for the evaluations.
- Royal Navy divers have destroyed a test torpedo which had been speared by the anchor of a merchant vessel – that was also carrying fuel - in Portland.

The historic ordnance had been pierced by the fluke of the anchor as it landed on the seabed, and had then been dragged up from around a 15-metre depth. Portsmouth-based Southern Diving Unit 2 were dispatched to the scene where they immediately evacuated the majority of the crew. However six, including the Master, stayed on board in readiness to fight any fires that could have broken out as a result. “

The tanker was carrying approximately 1000 tonnes of fuel or oil,” said Officer in Charge of the Portsmouth-based Southern Diving Unit Lieutenant Commander Jonathan Campbell. “The fuel cargo was pumped into the aftermost possible tanks to reduce the effects of any explosion, and fire hoses were charged and ready to deploy if needed. “We directed the ship to use her other anchor to steady her, before lowering the fouled anchor, and the torpedo, to several metres below the waterline.



Despite being a training munition without a warhead, it still presented a considerable danger as test torpedoes can contain highly flammable propellant.

This Month in History

November 1884	HMQS GAYUNDAH, (gunboat), sailed from Newcastle upon Tyne, England, for Brisbane, QLD. The ship was under the command of CAPT Henry Townley Wright, RN, for the voyage.
November 1911	The site of the RAN College was selected by Parliament. After consideration of several areas, the site at Captains Point, Jervis Bay, NSW, was selected. Construction of the College began the following year, but an interim College was opened at Osborne House, Geelong, VIC, where the first class of Cadet Midshipman commenced their training in 1913. The College transferred to the Jervis Bay site in 1915.
November 1911	The Australian Blue Ensign was hoisted in HMA Ships PARRAMATTA and YARRA, (torpedo boat destroyers), at Port Phillip, VIC to accompany the joint use of the Royal Navy's White Ensign by Royal Australian Navy ships. The RN White Ensign replaced Australia's national flag flown since 1901 as the Naval Ensign. With this joint flying of the White Ensign, Australia, the independent self-governing Dominion, within the British Empire, allowed itself to become more closely aligned to British Admiralty.
November 1914	The first convoy of 28 troop ships sailed from Albany, WA, for Egypt. The escort comprised HMA Ships MELBOURNE and SYDNEY, (cruisers), HMS MINOTAUR, and the Japanese cruiser IBUKI.
November 1933	When the British Government offered HM Ships STUART, VENDETTA, VOYAGER, VAMPIRE, and WATERHEN, (destroyers), to Australia as a gift, the Australian Government was not unanimous in its decision to accept them. Mr. Eddie Ward, Member for East Sydney, said in the debate: 'As an Australian native with a family in this country, I would be prepared to urge that Australia should not bother about arming to defend herself, because no other country will interfere with her. By doing so she would set an example, as the Scandinavian countries have successfully done.' Mr. Ward was a member of the Australian War Cabinet from December 1941 until August, 1945.
November 1941	The cruiser HMAS SYDNEY (CAPT J. Burnett, RAN), was lost with all hands, (42 officers and 601 ratings), in an engagement with the German raider KORMORAN, off the coast of WA.
November 1942	AB H. Hammond, RANR, was awarded the DSM for his courage and cool leadership. He commanded the single 4-inch gun mounted in the tanker ONDINA, in an engagement in which the tanker and her escort, HMIS BENGAL, defeated the heavily armed Japanese raiders HOKOKU MARU and AIKOKU MARU, in the Indian Ocean. 1943 The Fremantle-based US Submarines BOEFIN and CAPELIN, sank three Japanese ships. BOWFIN torpedoed two small tankers in Sibutu Passage, and CAPELIN torpedoed the transport KUNITAMA MARU, north of Timor.
November 1947	Nine members of the crew of HMAS TARAKAN (landing ship tank), were injured, when a box of fuses in a cargo of obsolete ammunition, being dumped off Sydney Heads, exploded.
November 1952	The Battle class destroyer HMAS ANZAC, (CAPT G. Gatacre, RAN), was shelled by Communist gun batteries in the Sok To and Cho Do Islands in Korea.
November 1964	The Minister for the Navy, Mr. F. C. Chaney, announced plans to establish the RAN's submarine base at Neutral Bay, Sydney. The base was commissioned HMAS PLATYPUS.
November 1970	HMAS PERTH, (guided missile destroyer), engaged North Vietnamese guns in the hills around Da Nang, Vietnam.
November 1980	The FFG-7, (Adelaide), class guided missile frigate HMAS ADELAIDE was commissioned in Seattle, USA. ADELAIDE was laid down in Todd Shipyard, Seattle, USA, and launched on 21 June 1978.
November 1993	HMAS SYDNEY, (guided missile frigate), completed her second tour of duty, and departed the Damask Operations Area for Australia.
November 2001	HMAS PERTH, (former guided missile destroyer), was sunk as a dive wreck at Seal Rock, Albany, WA. The scuttling charges were fired by a former member of the crew of the earlier HMAS PERTH, (cruiser), which had been sunk in 1942 at the Battle of Sunda Strait.

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:



A practice torpedo leaving the tube in HMAS Warramunga enters the water at high during Commonwealth Fleet Exercises in June 1952 off the west coast of Korea. From IWM Collection (A 32240)



HMAS Warramunga

Readers Forum

Intermediate Fleet Maintenance in the RAN: FIMA then FSU

Following a research request concerning the start and finish dates of the Fleet Intermediate Maintenance Activity (FIMA) Society member, Peter Colthorpe provided the following,

The Fleet Maintenance Party (FMP) and Fleet Maintenance Unit (FMU) become FIMA Kuttabul and FIMA Stalwart respectively in 1982. At the same time Patrol Boat Base maintenance staff became FIMA Cairns, FIMA Darwin, FIMA Waterhen, FIMA Platypus and FIMA Stirling.

This change in philosophy for the conduct of intermediate Fleet Maintenance was attributed in part to the increasing proportion of the RAN fleet designed in the USA, which because of their complexity were more cost effective to maintain with onshore support facilities.

In 2012 the FIMA organization was reformed into FSU-AUSTRALIA as follows;

FIMA Kuttabul, FIMA Waterhen became	FSU - SE
FIMA Cairns became	FSU - NE
FIMA Darwin became	FSU - N
FIMA Stirling became	FSU - W

This change was attributed to recent reviews into seaworthiness like Rizzo and Coles which pointed to the fact that maintaining the Navy's vessels is a team effort and that the DMO, Navy and industry all have a role to play and must collaborate to ensure RAN ships and submarines are seaworthy.

Accordingly, the vision for FSU – Australia's functions, roles, and structure are based on an integrated organisation delivering maintenance services for ships, submarines and component equipment through five delivery location outlets across Australia, and managed centrally by a national office. Core maintenance services are delivered through Support Element Groups in disciplines such as propulsion, hull, sensors, weapons, electrical, and communications. The overall vision is that FSU – Australia will mature to deliver viable in-house sustainment services, which will enhance the technical mastery of Navy sailors, offset the cost of maintenance and deliver tangible benefits.

Source: [DMO Bulletin Issue No5 2013](#)

Research Trivia

The Society's senior researcher, John Smith regularly comes across obscure facts in the many publications he examines. The following 'special note' on launchings came to light this month.

"HMAS Armidale was one of only two RAN vessels recorded as having been launched by a man, the other begin HMAS Latrobe.

HMAS Armidale had the dubious distinction of being the first RAN corvette to be lost, the only one to be sunk by enemy action, and the first RAN vessel sunk primarily by torpedoes dropped from aircraft. Only six months afloat. Armidale was also the RAN's last major loss by enemy action in World War II.

HMAS Latrobe

HMAS Latrobe commissioned at Sydney on 6 November 1942. Most of her wartime career to June 1944 was spent escorting convoys to New Guinea and in Northern Australian waters. She then did two tours in New Guinea waters and was employed in a variety of roles including anti-submarine, mine sweeping and shore bombardment.

Following the cessation of hostilities on 15 August 1945 she operated between Morotai and the Celebes, evacuating Allied prisoners of war and civilian internees before transporting occupation forces to Menado and Sandakan. After the war she was based at Westernport, Victoria as a training ship



RAN 75th Anniversary of Diver Training at HMAS Penguin

Allan Kessler recently reminded us that this year marks the 75th anniversary of the RAN diver training transferring to HMAS Penguin, Mosman, from Garden Island. In that year, 1942, HMAS Penguin was completed, commissioned and started service as a naval hospital.

At that time Divers were needed for many different jobs including the more mundane tasks such as recovering items dropped overboard, clearing fouled props and making minor repairs underwater. At the other end of the scale there was some extremely hazardous work for the Render Mines Safe (RMS) men, some of whom undertook diver training. There was also the one-off event of recovering the midget submarines from Sydney Harbour. In between there was a wide range of work carried out by the divers, including salvaging ships and aircraft and laying and maintaining boom defence nets.

Typically, four men were trained at a time. The officer in charge of diver training was Lt Lowrie. At the same time, he was appointed the Port Diving Officer for Sydney Harbour. Training took place on boats, including the private ferry Lady Denman and at Chowder Bay, adjacent to Clifton Gardens.

On 17th September a group from [Historical Diving Society Australia-Pacific](#), including Allan Kessler whose grandfather trained as a navy diver at HMAS Penguin in 1943, recreated old fashioned navy diving using "hard hats" at Chowder Bay, Sydney.

Further Reading:

[Clearance Divers Now 25](#) by Ross Blue, published in NHR December 1976
United and Undaunted by R.S. Blue, published by The Naval Historical Society of Australia, 1976.



Lt. Fred Lowrie, Port Diving Officer and Standard Diver during salvage operation for crashed aircraft near Sydney Mid 1943. (P. Scuscighini)

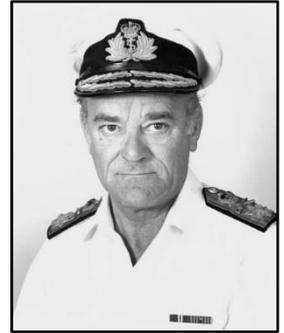
Lieutenant Fred Lowrie with a RAN diver recovering an aircraft in 1943. From *United and Undaunted* by R.S. Blue, published by The Naval Historical Society of Australia, 1976.

Book Collection Donated: Rear Admiral D. F. Lynam CBE RAN Rtd

Following the passing of Rear Admiral Daryall Frederick Lynam CBE RAN Rtd on 12th July, aged 91 years his family donated his naval book collection to the NHSA library for which we are most grateful.

Daryall Frederick Lynam joined the RAN as a direct entry engineer, on a short service commission, with the rank of lieutenant in July 1954.

Much of his early career was spent in naval aviation including the integration of the Wessex helicopter into the Fleet Air Arm. As a Commander he was a member of a special technical mission, attached to the United States Navy, to oversee the introduction of the Charles F Adams class guided missile destroyers into the RAN. His postings as a senior officer included; Director General Fleet Maintenance and Naval Adviser (Technical), Chief of the Service Laboratories and Trials Division and finally as Chief of Naval Technical Services before retirement in 1983.



RADM Lynam's biography is available at [RAN Biography](#)

Call for Assistance: HMAS Patricia Cam Commemoration

The Australian War Memorial has approved a Last Post Ceremony to commemorate the 75th anniversary of the sinking of HMAS Patricia Cam on 22 January 2018 in Canberra.

The organisers are still trying to track down the families of about half of the crew so any assistance would be appreciated. The point of contact is Michael Owen.

Michael B. Owen
32 Waters Street, Rapid Creek Darwin NT 0810
Ph. 08 8948 1203 – 041 981 0928
TopEndHeritage@outlook.com

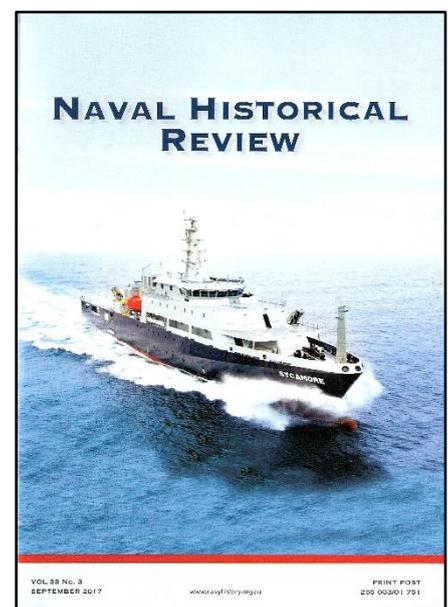
For Sale: Recent Editions of Naval Historical Review

The Society's flagship magazine *The Naval Historical Review* is provided to members quarterly. Articles from the Review are then published on the NHSA website after two years.

Spare copies of recent editions are now available for sale to readers while stocks last. These 50 to 60 page A5 size magazines contain up to 8 previously unpublished stories on historical and contemporary issues. As an example, the lead story in the September 2017 edition concerned 'Outsourcing in the Australian Defence Force following the arrival of MV Sycamore on 26 June 2017.

Cost: \$15 each or 4 for \$50.

Contact the Society for a list of contents and availability.



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

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

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