



Call the Hands



Issue No. 56

September 2021

From the President

Welcome to this 56th edition of *Call the Hands* as we commence our sixth year of publication. Since September 2016 we have published 118 occasional papers and take pleasure in bringing you two more this month. I trust you will find them of interest. As feedback is always in any form, as is being alerted to related matters, please feel free to contact us, publications@navyhistory.org.au.

The first occasional paper (119) by Angus Britts addresses the development and effectiveness of naval air power in the Japanese Imperial Navy which devastated Darwin on 19 February 1942. This was the first attack on Australia by a hostile military power. The attack is also significant as it was the only occasion during the Second World War that a co-ordinated strike was carried out by both carrier-borne and land-based elements of a naval air force against a single target.

In his final paper of a three-part series on the history of Navy sailor uniforms, Commander Neil Westphalen explains the evolution of Navy medical and dental sailor rank and rate badges since 1827. His first two papers described the history of Navy sailor uniforms commencing in 1509.

Despite the challenges of lockdowns across Australia, it is pleasing to report that volunteers have made significant progress in recent months developing additional history tours and cruises. The Society will be well positioned to offer new services to groups soon after NSW lockdowns end. Tours remain a major source of revenue for the Society despite our Dockyard heritage tours being in abeyance for the last 18 months.

If you have an interest in volunteering with the Society, please look closely at pages 12 and 13.

Finally, a big thank you to all members who renewed their membership in recent months. They were processed steadily by volunteers working from home due to the lockdown. For the few who have not yet renewed, we encourage you to do so as soon as possible if you wish to benefit from the many services which membership provides. For example, the quarterly magazine, *Naval Historical Review*. The September edition is in the mail this week and the digital version is available on the members website page.

We note also that some members changed from receiving copies of the *Review* by mail to the digital format and a few Complimentary members also changed to digital. If you have made an error, please let us know by emailing membership@navyhistory.org.

For members who have not renewed, your access to the Members section of the website ceased on 16 August. However, we retained you on the distribution list for this newsletter as a last reminder. All is not lost; you can still renew through the website or by downloading the Application Form from the membership page.

Kind regards,

David Michael



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Matron Annie Laidlaw

Annie Ina Laidlaw was appointed as first head of the Royal Australian Naval Nursing Service (RANNS) in 1942 on the recommendation of Surgeon Captain WJ Carr, who knew Miss Laidlaw socially. On 20 April she was appointed Superintending Sister, with the equivalent rank of Lieutenant Commander. She then assisted in the selection of qualified nurses suitable for recruitment as RANNS officers. Initially, 12 were chosen in Melbourne and 12 in Sydney. Their numbers rose throughout World War II.

Before WW2 Annie Laidlaw had a varied and distinguished career having served during WW1. At age 28 on 30 June 1917 she joined the Australian Army Nursing Service, and was immediately sent to India where she served in military hospitals at Bombay and Poona. She returned to Melbourne in March 1919 and her army nursing appointment terminated on 21 May.

Between the Wars she worked at the Royal Children's Hospital, Melbourne and the Royal Hospital for Women, Sydney becoming Assistant Lady Superintendent (assistant-matron) and was later promoted to Lady Superintendent of the hospital's orthopaedic section at Frankston, Victoria.

Based at Flinders Naval Depot, she had charge of the establishment's hospital in addition to her responsibilities for the whole of the RANNS. In March 1943 she was promoted Matron. Laidlaw and her colleagues shared their living-quarters with officers of the WRANS, but had their own officers' mess where meals and services were provided by WRANS cooks and stewards. The nurses' duties included training men as sick-berth attendants to prepare them for employment at sea. There was some resentment among male members of the Medical Branch who felt that their positions were being usurped. Laidlaw overcame the difficulty. One nursing officer recalled that she "was of sterling worth...a born leader, a woman of tremendous courage".

After Laidlaw's RANNS appointment ended on 15 March 1946, she returned to her position at the orthopaedic division of the Children's Hospital and remained there until 1950.

Reference: Sea Power Centre-Australia, Matron Annie Laidlaw biography, available at: <https://www.navy.gov.au/biography/matron-annie-laidlaw>



Studio portrait of Superintending Sister Annie Ina Laidlaw, 15 June 1945, AWM Collection

Maritime Museums of Victoria

For readers with an interest in Maritime museums, you are spoilt for choice in Victoria. There are 17 listed museums listed on the Maritime Museums of Victoria website. There are seven Collections in Melbourne itself with the others in regional Victoria. Information about each museum is available on [its website](#).

Seaworks Maritime Discovery Centre

Located in Williamstown, adjacent the entrance to the former Williamstown Naval Dockyard and close to HMAS *Castlemaine*, [Seaworks](#) is host to a major exhibition on HMVS *Cerberus* as there is no access to the *Cerberus* wreck site at Black Rock. Included in the Seaworks collection are 12 models by Max Montague which includes a number of ships built in Williamstown Dockyard. The Museum also has plans for a major naval history exhibition later in 2021.



Left: Model of HMAS *Vendetta* built at Williamstown Naval Dockyard, Melbourne. Laid down on 4 July 1949, launched 3 May 54 and commissioned 26 November 1958. *Vendetta* decommissioned on 9 October 1979. Seaworks Museum image.

Below: HMAS *Vendetta* launching. RAN image.

HMAS *Vendetta* Battle Honours

HMAS *Vendetta* (II) served with great distinction throughout its 21 years of service to the Nation. Along with her sister ships *Voyager* and *Vampire* she made up the 9th Destroyer Squadron in 1959. Throughout her life *Vendetta* conducted many operational deployments to South East Asian waters where she earned two battle honours, MALAYSIA 1964-66 and VIETNAM 1969-70.

Vendetta patrolled Borneo and west Malayan waters during the Malayan Emergency and Indonesian Confrontation in the 1950s and 1960s. Later in 1969-70 after service in the Far East Strategic Reserve the destroyer deployed to the waters of Vietnam for service "on the gunline" with the US Seventh Fleet during the Vietnam War.

In August 1975 during an Indian Ocean Task Group Deployment *Vendetta* was detached to join HMAS *Vampire* during the civil war emergency in Portuguese Timor. The ships stood by in Darwin, ready for any emergency evacuation of refugees. The situation eased by mid-September.



References

1. Sea Power Centre-Australia, HMAS *Vendetta* (II) history, available at <https://www.navy.gov.au/hmas-vendetta-ii>
2. [Exercise Sea Devil, Video, HMAS Ships Melbourne \(II\), Voyager \(II\), Vendetta \(II\) and Queenborough exercising in waters off the Philippines during the 1960's.](#)

Royal Australian Naval Nursing Service

The Royal Australian Naval Nursing Service (RANNS), an all-female Branch of the Royal Australian Navy was formed in October 1942 when 23 qualified nursing sisters were recruited for duty in RAN hospitals. The Service continued throughout the Second World War under the command of Superintending Sister Annie Laidlaw from its formation until 1946. The service was disbanded in 1948.



At its peak the wartime strength of the RANNS was 56 nursing sisters working in RAN hospitals across Australia, and overseas. On entry, nurses were required to have at least 12 months nursing experience. Their initial training was undertaken at the RAN Medical School, Flinders Naval Depot (FND) followed by initial postings to positions in RAN Hospitals in HMAS *Penguin*, Sydney, or FND, Victoria.

Other naval hospitals in which they served included; Darwin and Milne Bay, Papua. They also staffed naval sick-quarters in Brisbane, Canberra, Townsville and Cairns, and at Fremantle, Western Australia. Some were also attached to Army and Air Force hospitals.

As demand for nurses grew in the 1960s the RANNS was officially reformed on 2 November 1964. The next significant change affecting the RANNS occurred in June 1984 when the Naval Forces (Women's Services) Regulations were repealed, and the designation RANNS was abolished. This led to the nurses being incorporated within the Nursing Branch of the RAN. Integration was completed in 1985. From this point qualified nurses joining the RAN as nursing officers were recruited with the rank of Sub-Lieutenant on probation, whilst undergoing training as Officers at HMAS *Creswell*.

Events and Videos

Despite the impact of pandemic lockdowns on volunteers and members the regular stream of online presentations available to members and subscribers continues. In addition to Zoom presentations scheduled for the future, recordings of some past presentations are now available. Details of coming events can be obtained via the Society's website home page. Just scroll to the bottom of the page and click on [events](#). The events listed include those of related organisations of possible interest to readers.

Upcoming Events

OCT	9:00 am - 10:30 am
6	HMAS Platypus – The Early Oberon Years
DEC	Thu 2 Dec, 10:00 pm - Mon 6 Dec, 6:00 am
3	Bathurst Remembers World War 2 Exhibition 2021

[View Calendar](#)

[View more events](#)

2021 ZOOM PRESENTATION PROGRAM

In recent weeks the Society has been fortunate to obtain the services of Doug Logan who has edited the recordings of past Zoom presentations. These are being progressively uploaded to the website. Note not all recordings can be made public. To access these recordings, go to the [research/videos](#) page and select the recently created [NHSA Youtube Channel](#). Thanks to David Stratton, long term volunteer and editor of this newsletter, a range of videos are now available on this Channel including webinars recently hosted by the Friends of the Holbrook Submarine Museum. Explore the playlists.



ABC Video of Interest: Saving MG99

Readers will recall coverage of the 40th anniversary of the rescue of 99 Vietnamese refugees in the July 2021 edition of this newsletter. Similarly, a full story of the rescue was published in the June 2021 edition of the Naval Historical Review. The ABC also covered this event in *Australian Story*, Series 2021, 23 August 2021. That story describes the June 1981 rescue of 99 Vietnamese refugees and the recent reunion at which the survivors met their rescuers in an emotional reunion. A link to the ABC story is on the [NHSA Youtube Channel](#)



Launch of HMAS Moresby

This AWM video shows the launching of the hydrographic survey vessel HMAS *Moresby* at the State Dockyard, Newcastle on 7 September 1963. The ship was launched by Mrs Gatacre, the wife of Rear Admiral G G O Gatacre, CB, DSO, DSC. *Morseby* commissioned on 6 March 1964 under the command of Commander J H S Osborn, RAN.

Available at:

<https://www.awm.gov.au/collection/C1132411>

Duration: 11 min 12 secs.



15 September 2021: Members Zoom Presentation

The Age of the Armoured Battleship

For your diary, Society Vice President John Jeremy, AM will trace the development of the armoured battleship from the earliest use of armour during Crimean War to the arms race of the early 20th Century and the ultimate gun ships of World War II.

An invitation to attend will be forward to members on 8 September.

Note, this presentation will not be recorded or posted to the website.

Right: USS Connecticut (BB18) on trials in 1906, (US Navy photo).



Research Question: Bathurst Class Main Engines

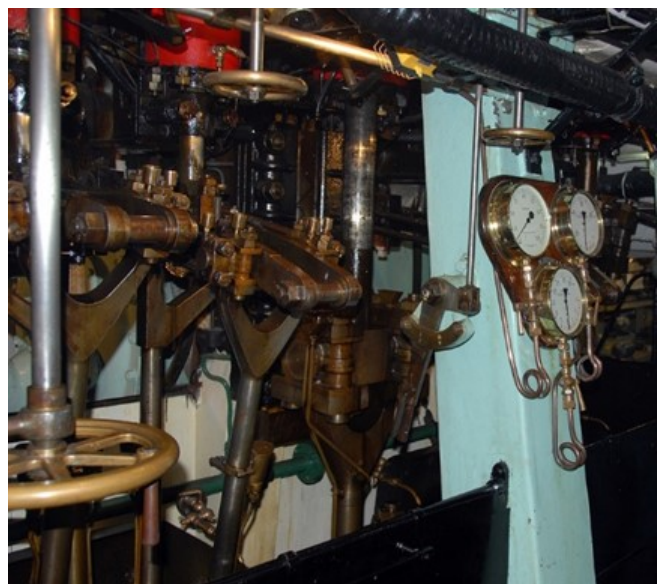
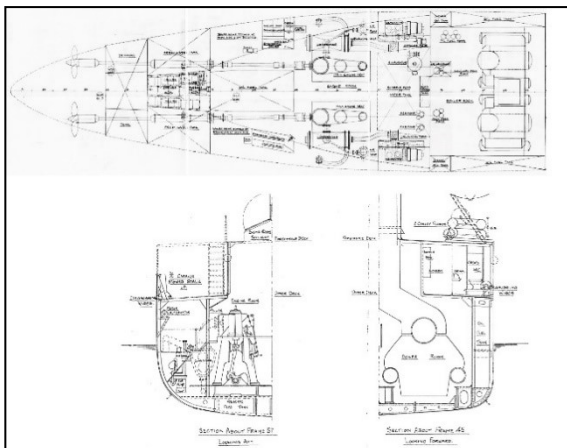
The following interesting question was received in the Research section in late July.

Q. During the early part of WW2 60 corvettes/minesweepers of the Bathurst Class were built in Australia and 56 were allocated to the Royal Australian Navy. My father was in one of these ships, HMAS *Lithgow*, from the time it was commissioned until he paid off in March, 1946. I also understand/read somewhere that the corvettes were fitted with Australian-made steam locomotive engines and wonder which class/type of train these engines were designed for. Can you help me please? *Lithgow* was built in Sydney at Morts Dock, and if my information is correct, it's engine may have from the old Eveleigh Railway workshops. Anything you may be able to offer would be most appreciated.

A. The engines fitted to the Bathurst class corvettes were Triple expansion inverted cylinder marine engines. The engines were marine engines and of completely different layout/design to railway locomotive steam engines, they are reported to have had a 1000 IHP (Indicated horse power) output providing a top speed of approximately 15 knots. Two 1000 IHP engines were fitted, each directly driving a prop shaft, they were powered by steam from two Yarrow Admiralty 3 Drum boilers rated at 200 psi each. The engines were assembled at individual shipyards, but also at large engineering firms including railway workshops and government fabrication factories, all components were built by many engineering firms across the country and was an amazing logistical feat to bring together. The boilers were constructed at Cockatoo Island dockyard. Some of the larger engineering establishments involved in construction included;

- Thompsons Engineering & Pipe Co,
- Castlemaine, Vic
- Hoskins Foundry Ltd, Perth, WA
- Perry Engineering Co, Adelaide, SA
- Sargeant & Co, Brisbane, QLD
- WA Gov Railways, Midland Junction, WA

It is also likely that NSW Gov Railways, Eveleigh Locomotive workshops were also included in construction. The exact number of companies involved in the project is unknown and much documentation has been lost.



Above. HMAS Castlemaine engine room (John Jeremy Collection)

Left. Layout of Bathurst Class propulsion system.

Photo of the Month



HMAS Sydney III Band members
circa 1949-1950

News in Brief

Australia's lead AWD destroyer returns from weapons, systems trials off US coast

The Royal Australian Navy's Hobart-class air warfare destroyers (AWD) have reached final operational capability (FOC) after the third ship completed the test and evaluation period. The warship HMAS *Sydney* returned to Australia in July after a successful test period, which included missile firings against low-altitude and supersonic targets. The tests were performed off the coasts of the United States and Canada.



The Royal Australian Navy's (RAN) new Supply-class auxiliary oiler replenishment (AOR) ship, HMAS *Supply*, has completed fuel replenishment at sea (RAS).

The vessel's first RAS took place off Australia's east coast and involved the transfer of diesel fuel to HMAS *Anzac*. So far, the ship has completed combat survivability training, man overboard exercises, boarding party training, gunnery and warfare training and been rocked through a sea state six and executed a Heavy Jackstay trial. The successful completion of the RAS means *Supply* is well on the way to achieving initial operating capability.



Australia, India, Japan, and U.S. Kick-off Exercise MALABAR 2021

This year's exercise is hosted by the U.S. Navy and will take part in two phases. The first phase is an opportunity for the four Indo-Pacific navies to operate together in the Philippines Sea to strengthen their skills in combined maritime operations, anti-submarine warfare operations, air warfare operations, live-fire gunnery events, replenishments-at-sea, cross-deck flight operations, and maritime interdiction operations.



U.S. participants for phase one include Pacific Fleet's top sub hunter, Arleigh Burke-class guided-missile destroyer USS *Barry* (DDG 52), Naval Special Warfare forces, maritime patrol and reconnaissance aircraft from Task Force 72, and Military Sealift Command's (MSC) Henry J. Kaiser-class underway replenishment oiler USNS *Rappahannock* (T-AO 204).

Representing the Indian Navy is Shivalik-class multi-role stealth frigate INS *Shivalik* (F 47), and Kamorta-class anti-submarine warfare corvette INS *Kadmatt* (P 29). Representing the JMSDF is Izumo-class multi-purpose operation destroyer JS *Kaga* (DDH 184), Murasame-class destroyers JS *Murasame* (DD 101) and JS *Shiranui* (DD 120). Representing Australia is Anzac-class frigate HMAS *Warramunga* (FFH 152)

This Month in History

September 1796	The Governor of NSW, CAPT John Hunter, RN, appointed Thomas Moore Master Boat Builder of His Majesty's Dockyard at Sydney.
September 1867	HMVS CERBERUS was laid down at Palmer's Yard, Plymouth, England.
September 1910	The River class destroyer HMAS YARRA was commissioned, Commanding Officer LEUT Thomas. W. Biddlecombe, CNF, (ex RNR), from South Australia. The River class destroyer HMAS PARRAMATTA, was commissioned Commanding Officer LEUT Henry J Feakes, CNF, (ex RNR), a Victorian.
September 1916	SBLT S. J. Goble, an Australian serving in the RNAS, shot down a German LVG bomber near Ghistelles. Goble was flying a Sopwith Ship's Pup
September 1920	Flinders Naval Depot was commissioned as a training establishment for the RAN. It was officially renamed HMAS CERBERUS in December 1962.
September 1929	HMAS CANBERRA ran aground at Broome, WA. Damage was minor, and the cruiser re-floated herself.
September 1940	HMAS HOBART, escorting convoy BS.3 at 15-25N, 41-46E, was unsuccessfully attacked eight times by Italian bombers.
September 1943	The Australian Commando vessel KRAIT, (LEUT H. E. Carse, RANVR), sailed from Exmouth Gulf, WA, to attack Japanese shipping in Singapore Harbour. The commander of Operation JAYWICK was Major I Lyons, and LEUT D. M. N. Davidson, RNR, was a member of the party.
September 1947	HMAS WARRNAMBOOL, sank after striking an Allied laid mine near Cockburn Reef, QLD. Two of the ship's complement were killed in the initial explosion, and a third was drowned. Twenty-six sailors were injured. Survivors were picked up by HMAS SWAN, (sloop). WARRNAMBOOL was listed as a war loss because Australia was still technically at war with Japan.
September 1951	The frigate HMAS MURCHISON, (LCDR A. N. Dollard, RAN), engaged North Korean guns and small arms in a close-range encounter on the Han River, Korea. MURCHISON suffered three wounded
September 1962	HMA Ships HAWKESBURY and MURCHISON left Sydney under tow for breaking up in Japan.
September 1967	HMAS PERTH (II) arrived off the coast of Vietnam on her first deployment as Australia's contribution to the US 7th Fleet operation during the Vietnam War. As a unit of the US Navy's Operation SEA DRAGON, PERTH was tasked with firing on enemy shore positions and engaging small coastal craft carrying supplies.
September 1975	Two armament workers were killed in an explosion at the RAN's Armament Depot, at Newington, Sydney. The accident occurred during the testing of a torpedo firing pistol.
September 1983	Former HMAS COLAC ceased service as a tank cleaning vessel. After nine years in Reserve, Colac 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.
September 1985	The first official rum issue made in a ship of the RAN in 30 years, was made to the crew of HMAS HOBART at Victoria, British Columbia. HOBART was representing Australia at the 75th Anniversary of the Royal Canadian Navy.
September 1999	An international task force arrives of Dili, (East Timor), to commence service in support of Operation WARDEN. INTERFET, (International Force), troops under Australian leadership land in East Timor to commence UN mandated peace enforcement activities. It included HMA Ships TOBRUK, BALIKPAPAN, BRUNEI and LABUAN, SUCCESS, ADELAIDE, and HMNZS TE KAHA and HMS GLASGOW.
September 2004	The mine-hunter HMAS DIAMANTINA, (LCDR Peter Bartlett, RAN), returned to Sydney after six weeks service in the Solomon Islands, as part of Operation ANODE. During her deployment her ships company helped dispose of 230 pieces of WWII ordnance, ranging from hand grenades to 250 pound bombs. They also assisted in repairing medical equipment at the hospital at Taro.
September 2016	The last of Navy's 24 MH60 Romeo helicopters 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/>

Occasional Papers

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

- Occasional Paper 119 - Darwin, 19 February 1942 a Forgotten Moment in the History of Naval Air Operations
- Occasional Paper 120 - A History of Australian Navy Health Sailor Uniforms and Ranks (Part 3)

Readers Forum

Surviving HMAS Australia (II)

Received from Mr Wayne Wilson

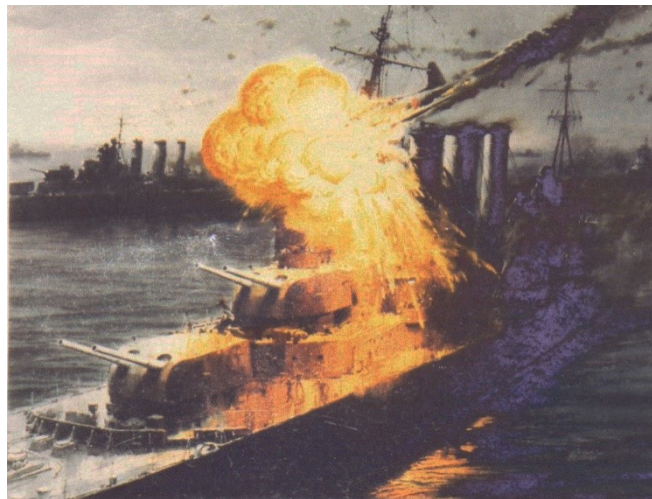
I just sat through a very well presented history of HMAS *Australia* (II) by Kez Hasanici. Kez asked if anyone had some information from crew members. I have attached an article by my Dad, Bob "Tug" Wilson who was one of the survivors on a 4 inch gun during a Kamikaze attack.

"I am Bob Wilson, also known as Tug and I am here to tell you my story of survival.

Who would have thought that I, Hilmer Robert Wilson, the oldest child of Vera and Robert, who grew up working with my farm outside of Hobart, would end up at 18 surviving a kamikaze attack in Australia's WW2 flagship in HMAS *Australia*.

Life on an Australian warship was very disciplined. We all had jobs to do and us young sailors did what we were commanded to do. I was the fuse setter on the S1 4-inch gun. We were one of the ships in the Leyte Gulf trying to rescue Luzon the main island in the Philippines from the Japanese who had invaded and were controlling it.

We were on high alert as the Japanese had attacked a number of ships in our fleet. They used kamikaze planes, which were armed with powerful bombs who intention was to our ships and blow them up. The pilots of these planes knew that they would die in their mission. I was 18 and did not know anyone who was that willing to die.



On January 5th, 1945 at 5.35pm two enemy planes crossed within 100 yards of our ship. One hit the carrier, *Manila Bay* the other turned suddenly in the sky above us and dived straight down to hit us on the portside of the upper deck, amidships. Twenty-five men were killed on the ship that day and another 30 were injured. With no time to mourn, we set about repairing what damage we could. I was a very frightened boy. All of us were praying hard that day. Over the next few days, we shot down two more enemy aircraft, many more ships were being hit. Many more boys were killed but us survivors had to keep on going. It was hot, very hot. We had to wear our uniforms. No one complained.

On January 6th at 5.25pm our guns were shooting at a number of kamikaze planes. At 5.34, one of them hit us. It contained a bomb, I was thrown about six metres. I couldn't move, I thought my back as broken. My mate died in front of me. My back wasn't broken, no time to mourn, I was back on my repaired gun the next day. Fourteen of our gun crew died and

many more were injured. I still remember that day and sometimes when I am wide awake I can see it happen over again. I am 86 years old now and happy, proud that my sons and my grandchildren have not had to experience such fear and horror.”

Reference: NHSA Video, Kez Hasanic, The HMAS *Australia* (II) Story, available at: <https://www.youtube.com/watch?v=OVF1u-DwAgE&t=1s>

HMAS Derwent Commissioning Date

Received from Rob Walls

“Reading the latest issue of *Call the Hands* and the article on some of the happenings to HMAS DERWENT I was struck by what I perceive to be an error. The commissioning date for the vessel is shown as being in 1961. Recollections of my activities in 1964 have me doing Sea Trials of the vessel from Williamstown Dockyard early in the year and then participating in the ship’s commissioning on 30th April 1964 before going on to a series of stimulating experiences in South-East Asia later in the year, some of which were generated by Konfrontasi. Best Wishes, RAK Walls”

Our thanks to Admiral Walls for pointing out the error which has since been corrected.

HMAS Derwent Program 1964-1965

In December 1964, *Derwent* sailed on a three-month South-East Asian Treaty Organisation (SEATO) deployment. SEATO had been established under the auspices of the 1954 Manila Pact between Australia, New Zealand, Britain, the USA, the Philippines, Thailand, Pakistan, and France. It was intended to be a vehicle for collective defence. The regular involvement of Australian warships such as *Derwent* in large multinational exercises provided the RAN with a high operational tempo and valuable experience it would have otherwise lacked.

In the early 1960s the new nation of Malaysia was proclaimed. Indonesia strongly opposed this and embarked on a policy of ‘confrontation’. The Australian government made plain its resolve that if Malaysia was subjected to invasion or subversive activity, then Australian military assistance would be added to that of Britain to defend Malaysia. Consequently, RAN warships in the Strategic Reserve based in Singapore were made available for naval patrol and escort operations to counter possible Indonesian attacks.

During her first SEATO deployment, *Derwent* spent Christmas at anchor off Tawau, Sabah, acting as Guardship. The main task of the Guardship was to provide naval gunfire support as required, as a deterrent to Indonesian activities. After Christmas *Derwent* continued her deployment with a port visit to Bangkok. A Navy News article of the day reports the ship’s company’s astonishment at the cost of a beer - eight shillings!

Derwent’s first deployment was busy. She spent a considerable amount of time working with Britain’s largest aircraft carrier, HMS *Eagle*, took part in FOTEX, an international exercise with four aircraft carriers and 40 other warships. This was followed by Exercise SHOWPIECE 65, which demonstrated the striking power of combined Far East Forces to Malaysia’s Prime Minister, who was embarked in *Eagle*, and to send an unambiguous message to Indonesia on Commonwealth capabilities.



Ships participating in Exercise FOTEX 1965.

Reference: Sea Power Centre-Australia, [HMAS Derwent History](#)

Society Matters

Volunteering with the Society

Without the commitment of volunteers across the country, in Sydney and in the Chapters, the Society would not function. There are currently 50 active volunteers plus members serving on Chapter committees. Fifteen percent live outside Sydney working on such things as e-book production, research and writing, website content and social media. A current need is to grow the number of volunteers assisting in the Sydney office. There is a range of interesting but not demanding administrative functions to be done. We also need additional tour guides to assist with the growing range of history tours to be delivered post lockdown. The following positions available. If you know of others with an interest details are available in a [flyer](#).

We would look forward to hearing from you or others with an interest.

Positions Available

These activities are not necessarily time-consuming one-person positions. There is scope to share the work. Similarly, an individual volunteer may assist in more than one of these areas.

Assistant Secretary

Required to work in the Boatshed one or two days a week with the President and Secretary to ensure appropriate action is taken on all e-mail and other forms of communication.

Administrative Assistant

Required to work in the Boatshed one or two days a week to carry out a range of administrative task including; mail, scanning, filing and telephone enquiries.

Research Assistant

Required to work in the Boatshed one or two days a week to assist with providing responses to research queries.

Newsletter Columnist

Required to work with the editor to compile short stories for publication in the monthly newsletter, *Call the Hands*. This task can be done remotely from home.

E-Book Developer

Required to use the [Jutoh](#) digital publishing application to produce E-books. This person should have good IT skills or previous experience with formatting software and willing to learn this application. This task can be done remotely from home.

Manager, Marine Art Digital Collection

Required to develop and document a digital collection of Australian naval paintings for possible publication in book form or on the website. This task can be done remotely from home. It is a new initiative.

Grant Application Writer

Required to identify funding opportunities and write submissions for grants offered by government and non-government organisations to assist with the implementation of Society projects.

Volunteer? Why Not?

Do you enjoy,

- telling stories?
- learning history?
- meeting people?
- the outdoors and fresh air?
- live in Sydney?

Then you will probably love contributing
as a **tour guide**.



The Society is currently expanding the suite of tours and cruises offered to the public. In addition to our traditional Garden Island heritage tours, we are examining and developing tours and cruises to naval sites around the Harbour. To do this we need new enthusiastic, confident outgoing people to assist.

You will not be on your own. We provide training and resource material to make you an expert. Which tours and the frequency is your choice. Our aim is to satisfy the demand from tour groups while ensuring our guides enjoy their commitment long term.



More information:

Phone: Noel Phelan, 0402 158 590 or
E-mail: tours@navyhistory.org.au



Best Seller: Australia's Colonial Navies

This revised and expanded edition by Ross Gillett published earlier this year has proved to be a best seller. It is available in printed and digital formats through the [website shop](#).

Although a corporate sponsor is still awaited to assist with commercial printing, members who have purchased the 'in house' printed version have been delighted. At a cost of \$34 including postage within Australia the quality is excellent and represents excellent value. Our full colour copies on premium 100 gsm paper are bound with plastic covers using a thermal bonding process.

Overview

In the 21st century most Australians have heard of the exploits of the Royal Australian Navy, but not many would know that five of the nation's early colonies operated their own navies. These fleets ranged from the mighty Victorian Naval Force with dozens of ships, down to the tiny Tasmanian torpedo corps with just one small torpedo boat. In between these two extremes were the naval forces of Queensland, New South Wales and South Australia.

Some of the warships were purpose-built, some modified after commercial duties, and others were transferred from the Royal Navy. Of these 70 men-of-war, 22 purpose-built warships were designed and built in Australia or Great Britain, with the later ships having the dangerous task of sailing to Australia under their own power. A few were built by local shipwrights, including Port Arthur in Tasmania and at Pyrmont in Sydney Harbour.



The crews who manned these colonial naval fleets were a mixture of locals recruited by the authorities or were former sailors and officers who joined after careers in Britain's Royal Navy.

Australia's colonial naval fleets were all designed to protect the colonies from the threat of foreign raiders, especially the perceived Russian threat of the 1870s-80s, a threat that failed to materialise. As well as their regular harbour, river and bay manoeuvres, some of the ships operated at extreme distances along their respective coasts, one sailed to New Zealand and another to China for the Boxer Rebellion.

Corporate Sponsorship

The Society takes pride in not cluttering its publications with advertising. At the same time, as a not-for-profit organisation, we are conscious that corporate support is very necessary for many investments and projects such as the commercial printing of books and acquisition of major assets. Every opportunity is also taken to apply for Government grants. In recent years Thales Australia has provided great support particularly with publishing the history of the Captain Cook Graving Dock on the occasion of its 75th anniversary. Similarly, the Chatswood RSL Club has provided wonderful support as a venue for Society events and with the purchase of office equipment.

If through personal networks you are aware of willing sponsors, assistance is currently being sought for commercial printing of three new books. We would like to make contact and discuss options. Contact: secretary@navyhistory.org.au