AAMH Quarterly Newsletter

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Recognition for James Goldrick

Retired Australian naval officer, Rear-Admiral James Goldrick, has been awarded the prestigious ‘Anderson Medal’, by the Society for Nautical Research in Britain.

It was awarded for his book, *Before Jutland* (2016), in which he describes the naval conflict in the North and Baltic seas during the first six months of World War I.

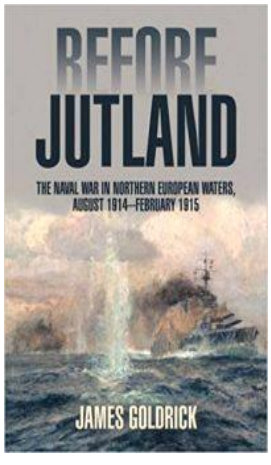
The judging panel found the volume exhibited exemplary research and lucid writing and that the author, "has a manifest understanding of the nature and problems of command at sea and [that] his analysis and his judgments, when he makes them, are acute."

Rear-Admiral James Goldrick (Ret.) holding the Anderson Medal

The Anderson Medal was presented by Admiral Sir Kenneth Eaton, Chairman of the Society for Nautical Research in a ceremony at the National Maritime Museum in London on 20th April 2017.

Mark Howard

Looking for a good read?



Before Jutland is a definitive study of the naval engagements in northern European waters in 1914–15, when the German High Sea Fleet faced the Grand Fleet in the North Sea and the Russian Fleet in the Baltic Sea. Author James Goldrick re-examines one of the key periods of naval operations in the First World War, arguing that a focus on the campaign on the western front conceals the reality that the Great War was also a maritime conflict.

Combining new historical information from primary sources with a comprehensive analysis of the operational issues - this book is an extensive revision of *The King’s Ships Were at Sea*, Goldrick’s earlier work on this naval campaign. In all, *Before Jutland* shows not only what happened, but how the various navies evolved to meet the challenges that they faced during the Great War and whether or not that evolution was successful.

James Goldrick – Why I became a Historian?

I have been fascinated by the Navy as far back as I can remember and this developed into an enthusiasm for naval history from practically as soon as I could read. I think that such an early interest happens much more often than people realise – although we seem as a society to be aware of it only in relation to music. I read *The Riddle of Jutland* when I was 8 and might not have understood some of what it said, but quite a lot stuck.

I started writing history while at university, where the Navy had sent me. In my final year, as the result of a suggestion by Stephen Roskill, I embarked upon a study of the opening months of the First World War in the North Sea. Unsurprisingly, I extensively revised my draft after actually serving in the North Sea while on loan to the Royal Navy as a very junior officer.

The book was published by the US Naval Institute Press in 1984 as *The King's Ships Were at Sea*. Since then, I have written more on the First World War, as well as on the development of the RAN and on the navies of South Asia (published in India as *No Easy Answers*) and South East Asia (published in collaboration with Jack McCaffrie by Routledge in 2012 as *Navies of South-East Asia*).

Naval history has infused my naval service. It has also been easier than might be imagined to combine history and the Navy because I have been acutely and increasingly conscious of the benefits that I have gained from my abiding interest – benefits on both the small and large scale. History matters and history helps.

Quite a few of the tricks and apparent innovations which I adopted, particularly as an executive officer and as a captain, were in fact filched from memoirs and histories. Many times, when customs or practices were on the point of being abandoned, I could explain just why the Navy does things a certain way.

Occasionally, I have even been able to dispense with an obsolete custom because I could prove that it really was obsolete – or that it wasn't in fact an 'old navy custom' in the first place, but an unpleasant habit picked up in the recent past. I have also been able to influence policy with a clear consciousness that my impetus had at least part of its original motivation from some historical fact. And I certainly believe that my understanding of historical blockade concepts was of fundamental importance to my work in tactical control of maritime interception operations in the north Persian Gulf in 2002, when we broke the back of the Iraqi oil smuggling racket.

We sat well inside Iraqi territorial waters, making it practically impossible for any tankers to get out – I will always remember the captain of an American destroyer (who happened to have a civil master's ticket in full rigged sail) crying, 'I've realised what you're doing! It's 1805! You're blockading Brest!' I have long thought that what navies need is more history and less tradition.

Source:- http://www.britishnavalhistory.com/why-i-became-a-historian-james-goldrick/

Questionnaire - Evaluating Public Attitude Towards Sharks

Several shark species are depleted worldwide, and people from ancient times have often perceived them as scary dangerous animals, but at the same time, fascinating. Moreover, there is an increasing interest in non-extractive uses for these animals (in the context of ecotourism).

Considering the importance of public opinion and pressure to develop and support conservation actions, a project has been initiated to create a global picture of peoples' attitude towards these animals.

To evaluate public attitude towards sharks, an online questionnaire has been developed by the University of Padova, Italy. The questionnaire is available in 19 languages and is composed of three parts. It can be completed at www.tshark.org/questionnaire.

Australian project contacts are Professor Malcolm Tull and Dr James Tweedley, both from Murdoch University.

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From the Editor

From the Index we see that members and associates have contributed some diverse articles for our enjoyment. I thank all contributors for sharing their interesting and informative articles.

We have 3 First World War pieces i.e. 'Looking for a good read' showcases *Before Jutland*, the centre piece is from Peter Nunan, a researcher from our member organisation, the Queensland Maritime Museum and the Sinking of the SS *Cumberland.*

Of interest is the 'ninga' a traditional Tasmanian Aboriginal vessel with a reproduction recently displayed in Hobart.

Remember, our Newsletter needs news and articles, so keep the contributions coming for future issues. If you are not able to write an article, but have an idea, then pass it on via email to the Editor. The Committee may be aware of a member or associate that could assist with developing or writing an article.

From the President

The Association congratulates Rear-Admiral James Goldrick (Ret.) on the honour and receipt of the prestigious Anderson Medal from the Society for Nautical Knowledge.

I am pleased to announce that Dr Nigel Erskine, Head of Research at the Australian National Maritime Museum (ANMM), will deliver the 2017 Ken MacPherson Memorial Lecture in the latter part of the year at the new ANMM Conference Centre. The topic is 'Passages to India – exploring Pacific pathways to Asia during Australia's colonial period'.

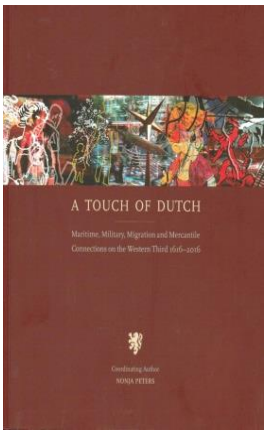
Timings for the K*en McPherson Memorial Lecture* will be provided in the next issue. We will also investigate what digital technologies are available to enable interstate members and the public to participate. Details of the *Vaughan Evans Memorial Lecture* will also be provided in the next issue.

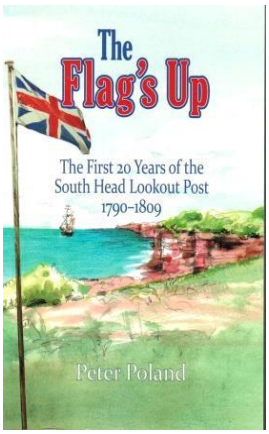
Members may remember that some time back we commenced a project to identify member email addresses. In March I wrote to members who had, at that time, not provided an email address. Unfortunately the response to date from those members has not been satisfactory.

The intention was to change delivery of our quarterly newsletter from post to email. The Committee will examine other options with the aim of providing a recommendation at the AGM.

Please do not hesitate to contact me if you have any suggestions for improving or otherwise contributing to your Association.

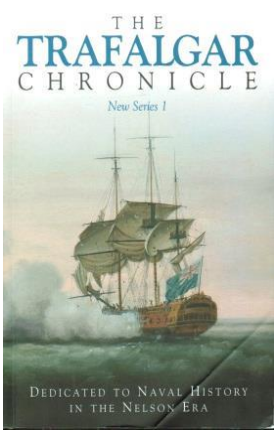
!! Book Reviewers – Wanted !!





Matching a book subject with an appropriate independent and available reviewer is not always easy, so if you think you fit the bill for any of these, then I would love to hear from you.

If these titles are not within your field of expertise or interest but you are aware of someone to whom they would appeal, then check if they are interested and send me their contact details.



Contact the Review Editor Howard Gray - hsgray@midwest.com.au

I look forward to hearing from you soon!

Public Enquiry re Ship *Fulwood*

Dear Secretary

I have in my possession a small printed booklet published in London in 1856.
The booklet includes a calendar and there are notes written on calendar pages in ink.
The notes which are hard to read appear to be as follows:-

18th July Left York for Liverpool
31st July Sailed for Australia on the ship *Fulwood*
7th August Sighted Madeira
17th August had a squall hit sails and broke the flying jibboom royal main tack&2 other masts
Hail as large as peas
5th September Crossed the line 27.30 long.
8 September Only 60(?6) miles off Pernambuco
October Saw whales Child dies, very cold Thermometer 42 (degrees)
Lat 45 Long 52
Thermom 32
Ice on the decks
24th October Saw the Austral lights & Southern sky
2 November Mrs Luke died
November 3 thrown overboard
4 Young Child born
10 Arrived
13 Landed
18th went to Willamstown ?

An intriguing account and I wondered if your Society could throw any light on it.

Mark Howard provided the following informative response:-

The *Fulwood* was described as a ship of 1,160 tons when she arrived at Hobson's Bay, off Melbourne, on 10 November 1856, having departed Liverpool 31 July 1856. Advertisements in Liverpool say the vessel was a fast-sailing ship rated A1 at Lloyds and that her master was very experienced in the trade. She was one of the Fox Line of packets to Australia and carried a large general cargo as well as 127 passengers in intermediate and steerage, plus one cabin passenger, a Mrs Milford. (*Age*, 11/11/1856,4)

Captain Fitzsimmons reported having fine weather during the voyage and on arrival the passengers signed testimonials thanking the master and the ship's doctor for, "their kindness and gentlemanly behaviour." While the ship waited in Hobson's Bay for a berth to become available the passengers may have gone ashore at Williamstown for provisions and other necessities.

The names of the passengers and their respective ages are available online via the entry for the *Fulwood* in the index to unassisted inward passengers to Victoria 1852-1923, on the Victorian Public Record Office web site (provic.gov.au) Contemporary newspapers name a few of the crew; Robert Clarke, John Jackson (apprentice) and Frederick Milford (surgeon). Dr Frederick Milford (1832-1902) later became a prominent medical practitioner in Sydney. (Obituaries Australia, oa.anu.edu.au)

Ian Nicholson's three volume catalogue of logs, journals, shipboard diaries and other forms of voyage narratives in public collections for vessels in Australian waters does not include anything for the *Fulwood*, so the account you have of the voyage may be the only surviving record of any kind for the journey made by the passengers and crew to Australia.

Fulwood departed Melbourne 8 Dec. 1856 for Akyab (Sittwe, in Burma/Myanmar). (Age, 9/12/1856,4)

If any members have or know of any additional information then please contact the Editor.

‘ninga’ - Traditional Tasmanian Aboriginal Vessel

Amongst the hundreds of wooden boats on display during the Australian Wooden Boat Festival held at Hobart’s historic Sullivan’s Cove during 10 -13 February 2017, was the reproduction of a traditional Tasmanian ‘ninga’ made by Dewayne Everettsmith, Sheldon Thomas and Trish Hodge.

These traditional Tasmanian Aboriginal peoples’ vessels were first recorded and documented by the French in 1800 –1804. Charles-Alexandre Lesueur (1778-1846) and Nicolas-Martin Petit (1777 - 1804), artists on board explorer Nicolas Baudin’s ships *La Géographe* and *Naturaliste*, drew and painted these watercraft during the expedition’s voyage to Tasmania.

The shape of these wonderful craft derives directly from their intended function, a design approach later described in the early part of the 20th century by architect Louis Henri Sullivan as ‘form follows function’.

Sullivan’s concept was originally associated with architecture and stated that the shape of a building, or the form of an object, should always be based upon its intended function or purpose. In the case of the Tasmanian ninga, the pure essence of this method is applied with elegant artistry.

‘ninga’ reproduction at Waterman’s Dock Hobart

In 2010 the Museum and Art Gallery of the Northern Territory (MAGNT) acquired a ‘ninga’ from Tasmanian artist and retired fisherman Rex Greeno. His ‘paper bark canoe’ was entered in the sculptural section of the Telstra National Aboriginal and Torres Strait Islander Art Award (NATSIAA).

Ninga are made from bark, either from the stringy bark tree (Eucalyptus obliqua), or from the paperbark or swamp tea tree (Melaleuca ericifolia). Strips of bark are gathered and tied together to create three elongated bundles or floats, which are tapered at each end.

The largest of the three bundles becomes the base and the two remaining bundles form the sides. All three bundles are then raised and bound together at bow and stern to complete the raft or canoe as it is sometimes called.

Greeno ‘ninga’

Although Greeno's canoe didn’t win the award, it did inspire the judges to reflect on the nature of what is a raft and what is a canoe, and to reflect on the significance of art and design, where the minimalist solution is often not only the most practical, in terms of functionality, but also the most pleasing to the eye. Greeno’s work proudly stands, not only as a sculptural piece, but also as a boat ready for the water.

Paul Clark

Image sources:- ‘ninga’ reproduction images curtesy Paul Clark
Greeno ‘ninga’: Collection [M2010.01] - Museum and Art Gallery of the Northern Territory, Darwin

"... They Also Serve ..."

William Cotterell and Brisbane's World War I Sea Defence

"You are to keep a sharp lookout and report all Transports, Warships, and suspicious looking craft to this Office ..." So went the second of the six paragraphs in the 14 December 1916 Confidential orders from Brisbane's District Naval Officer to the Petty Officer in Charge, Naval Lookout Station, Cape Moreton."

This signal is one of the papers of William Cotterell of the Royal Australian Naval Brigade in the Queensland Maritime Museum's collection. A.W. Jose details the Brigade's roles in the war in a 32 page chapter in his Royal Australian Navy volume of the official history of Australia in World War I. Manning lookout stations was one, and Cotterell's papers give a personal insight into this duty.

A merchant navy Queensland certificate of discharge is the earliest document. It records assistant purser Cotterell left the AUSN passenger vessel *Wyreema* in Brisbane on 21 April 1910. After a four year gap a signal of 23 July 1914 informed him of his promotion to Yeoman of Signals.

The next month, and less than two weeks after the declaration of war, a letter from AUSN granted him "... leave of absence from the Company's service until Peace is declared or until you are discharged from duty with the Naval Forces." Apparently he was already on duty as it was addressed to "Mr. R.W. Cotterell, Port War Signal Station, Round Hill, Moreton Island."

A hand written mimeo circular from the District Naval Officer (Q) is the next document. Dated 21 December 1915, it directed the recipients to reply to the forthcoming Commonwealth government letter to "... all males eligible for active service ..." with "... you are a member of the Naval Forces and are not available for Active Service in the AIF ..."

Two months later another handwritten circular of 17 February 1916 "... called out on active service..." the recipients and ordered them to muster at the Naval Depot two days later "... with Full Kit." This is puzzling since the 13 September 1914 AUSN letter sent to Cotterell at the Port War Signal Station suggests he had been mobilised over a year before.

A month later, on 27 March 1916, a signal informed Cotterell of his appointment to a board to examine candidates for the rating of Yeoman of Signals.

Routine notices were interspersed with more important instructions. On 3 October 1916 the Assistant District Naval Officer belatedly notified Cotterell that he was "... not required to report for military service." More to the point, a Confidential signal two months later, dated 14 December 1916 detailed the station's duties.

After informing Cotterell that a Naval Signal Station had been established at the Pile Light and further signal staff had been stationed at Fort Lytton four specific duties were enumerated.

First, as before, all transports, warships, and suspicious craft were to be reported to the Brisbane Naval Office.

Second, any suspicious vessel movements were to be immediately telephoned to the Office, the Pile Light, and Fort Lytton.

After receiving from the pilot steamer the name of the pilot boarding each incoming vessel Cotterell was to immediately phone the pilot's name along with his report on the vessel to the Pile Light petty officer.

Finally he must "at once" report to the Naval Office any vessel coming in tow "... with the name of both vessels ascertained if possible."

A further Secret signal of 2 March 1917 directed Cotterell's men "... to keep a very careful watch for, and report immediately to this Office, any suspicious vessel which may be laying mines in approaches to Brisbane, especially at night."

These instructions covered the time honoured means of neutralising a port --- direct attack, mining of the approach, and blocking the channel. *Emden's* sinking of two ships in Penang harbour, and the shelling of shore installations at Madras (Chennai) just weeks before her fatal meeting with *Sydney* showed the danger of allowing a raider within range of a port. The danger of mines, laid quickly off a port is obvious. The most efficient way to sink a blockship in a channel and recover its crew would be to tow it into position with a small passage crew, sink it, and then transfer the crew to the departing towing ship.

Living on the station

Analysing the ration scale suggests Cotterell had four men under his command. The papers give no clue to their quarters. But a 3 July 1916 signal to "Petty Officer in Charge, Naval Lookout Station, Cape Moreton" (The papers also give no indication of when the move from Round Hill took place) lists food that "... will, in future, be forwarded to your station once a month ... [and admonishes that the scale will] ... be strictly adhered to."

To modern eyes it was an interesting diet heavy on meat and carbohydrates. A month's cabin biscuits (60 lbs), potatoes (120 lbs), flour (100 lbs), rice (10 lbs), and oatmeal (10 lbs) amounted to 300 lbs, -- 2 lbs (c. 900 gms.) per man, per day. The meat allocation was as generous -- 60 lbs of salt beef, 45 lbs of tinned meat, and 15 lbs of tinned fish – 0.8 lb. (c. 365 gms.) per man each day. However, added to this was the meat of the four live sheep supplied each month. It's hoped, but not known, that one of the men had some experience in butchery.

The month's supply of condiments and tea (3 lbs), coffee (1 lb.), and cocoa (5 lbs) was adequate. However, the fruit and vegetables ration, by modern standards, was not. 10 lbs of green vegetables and 7 lbs of green beans were the only fresh monthly issue. These were supplemented by split peas, haricot beans, and dried apricots. The form of the rations points, not surprisingly, to a lack of ice or refrigeration at the station.

The daily ration scale, in a practice that persisted up to modern times, gave a nod to Catholic dietary rules of the time (even though servicemen were exempt). The tinned fish was to be served on Fridays. Moreover, given the station's position on Cape Moreton, it's reasonable to assume fresh fish featured at some meals, and rations were varied by bartering with the light keepers.

Like all other servicemen, the party voted in the 20 December 1917 Military Service Referendum. Cotterell, as another of his papers states, was the poll clerk, and the venue was "... the light keeper's residence at Yellow Patch."

The men at the Lookout Station were, although not far from Brisbane, literally isolated--not for them the easy access to the comforts of Brisbane as those at the Naval Office, Fort Lytton, or even the Pile Light had. So the signal from the Acting District Naval Officer of 13 December 1917 to all the Brisbane District RANB personnel, twelve days before Christmas, would not have been well received.

Commander Bracegirdle, the ADNO, the decorated former commander of the RAN Bridging Train at Gallipoli and Palestine, referred to "... the large number of requests for leave during the coming Christmas and New Year ...". Stressing "... the important nature of the work ..." of his men, he made no promises while assuring them of "... the maximum amount ... dependent on the requirements of the service." Bracegirdle ended with his [optimistic] certainty that all, mindful of the hardships endured by "... their shipmates and comrades overseas ..." would "cheerfully" accept his decision.

There are only three more routine wartime signals in the collection.

Post War

On 13 October 1919 almost a year after the war's end, came a request to Cotterell to call at the Depot to collect his Home Service Badge. A month later, on 20 November 1919, came a letter from the District Naval Office in a more official tone informing him his attendance at drill "had been very irregular ...".

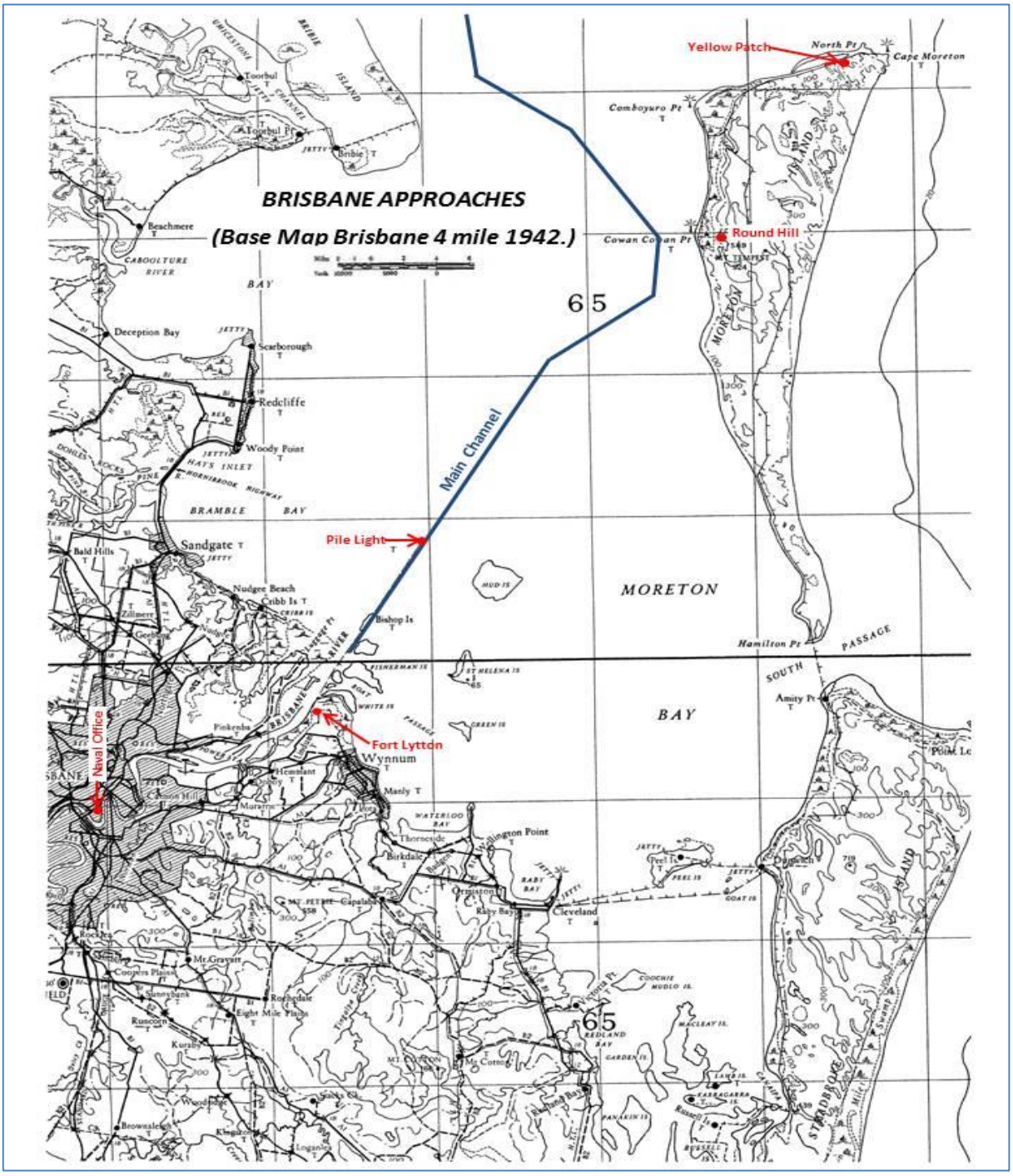
It went on to advise that, in light of his good service, "... before being marked non-efficient ... you apply for your discharge." In a pointer to less than complete record keeping, the letter ended with a request, Cotterell was asked to provide the office with the colour of his eyes and hair.

The advice was taken. On 20 February 1920 the Assistant to the District Naval Officer informed Cotterell his application for discharge had been approved and it was enclosed. He could retain his uniform but he was asked to "... return all accoutrements such as Knife, Kit Bag, Leggings, Etc ..."

His Certificate of Service, dated 9 February stated he had entered the service on 13 February 1907 (the year the State Naval Brigades disbanded and the Commonwealth Naval Militia formed) and was discharged on 9 February 1920 at his own request. His character was rated as VG and ability as Supr. (An unidentified, presumably Queensland Naval Brigade, ledger page in National Archives of Australia [NAA CT 190/53, 1/53, P.1 of 1] lists his entry date as 19 August 1898).

William Cotterell, as his obituary in the Brisbane Courier notes, maintained his naval connection as an office bearer in the Queensland Naval Association, and keen supporter of the Rifle Club, until his death on 16 October 1928.

Peter Nunan



2017 Australian Wooden Boat Festival

The 2017 MyState Australian Wooden Boat Festival was held in Hobart in February. From its beginnings in 1994, the biennial Festival has grown to become the most significant event of its kind in Australia and brings together the largest collection of wooden boats in the southern hemisphere. The Festival had a Dutch theme to celebrate 375 years since Abel Tasman reached Tasmania.

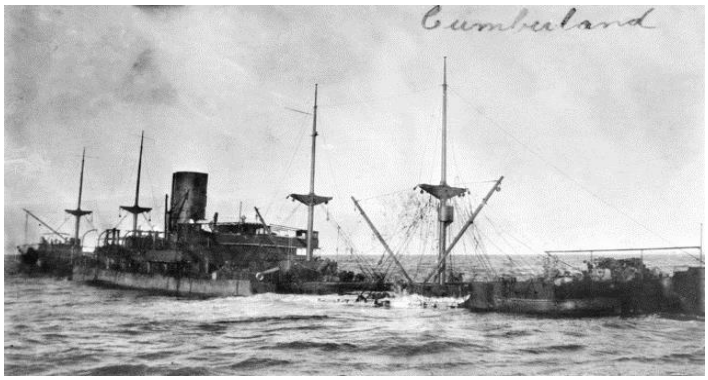
Paul Clark, our Northern Territory Representative, has shared some of his images from the event.

Lady Nelson with James Craig in background

Julie Burgess

Additional images are available online by searching for '2017 tasmanian wooden ships festival'.

100th Anniversary - Sinking of *SS Cumberland*



Wreckage of *SS Cumberland* off Gabo Island, 7 July 1917
Source - Australian War Memorial A00711

100 years ago, the *SS Cumberland* was the first merchant ship to be lost in Australian waters due to an enemy mine. She was a four-masted steamer and early in the First World War was being used to transport cargo around Australia and to England.

In July 1917 she was heading for England with a cargo of frozen meat, wool bales and Red Cross parcels plus a secret cargo of copper and lead ingots.

On the 6th of July, the *Cumberland* suffered an explosion while steaming near Gabo Island off the north eastern coast of Victoria. The Japanese Navy cruiser *Chikuma* was requested to assist the *Cumberland*. Reports from Japanese and Australian navy divers conflicted on whether it was an external or internal explosion. Later, the RAN discovered German mines had been laid off the coast presumably by the German raider, *SMS Wolf*. The *Cumberland* is protected by the Commonwealth Historic Shipwrecks Act 1976.

Peter Ridgway

400th Anniversary - First European Sighting of the Southwest of Australia

On July 19th 1619, the Dutch East India (VOC) Commander Frederik de Houtman aboard the *Dordrecht* and Supercargo Jacob Dedel aboard the *Amsterdam* sighted land at 32° 20' S, the latitude of present day Rockingham south of Perth.

Houtman identified it as the 'Southland of Beach' and was the first European sightings of the southwest coast of the Australian continent.

Unable to make a shore landing they proceeded northward, sighting parts of the coast until on 29th July *'we again unexpectedly came upon a low-lying coast, a level, broken country with reefs all round it. We saw no high land or mainland, so that this shoal is to be carefully avoided as very dangerous to ships that wish to touch at this coast. It is fully ten miles in length, lying in 28° 46*.'

Houtman no doubt scribbled their presence on the blank space on his chart, with the warning 'abrolhos', later extended by chart makers to the name that exists still today, Houtman's Abrolhos, as can be seen on a chart by Hondius in 1625, at right.

de Houtman is also a very significant figure in Dutch and VOC history in their earliest forays into the East Indies spice trade and later as Governor of the Moluccas, as those who attended my lecture, 'The Life and times of Frederik de Houtman' presented as the Vaughan Evans Memorial Lecture in Fremantle last November, will recall.

2019 marks the 400th Anniversary of this significant chapter in Australian maritime history.

With just two years until the anniversary, it is time to put plans in place to celebrate this significant event. The Batavia Coast Maritime Heritage Association will certainly be doing something in Geraldton and the Abrolhos Islands.

The story is of much wider significance and deserves to be more widely known. How should it be commemorated? Your ideas, participation, collaboration, etc. would be warmly received!

Contact Dr Howard Gray, Chair of the Batavia Coast Maritime Heritage Association, on Facebook and bcmha@westnet.com.au

Image sources:- Rijksmuseum and Commonwealth Bank Collection

Nawi 2017 – Travelling our Waters

Australia's Indigenous Watercraft Knowledge

The Australian National Maritime Museum will host the second national conference on Australia's Indigenous Watercraft Knowledge.

Nawi 2017~ Travelling our Waters brings together community, cultural leaders and educators to share, discuss and practice knowledge of the rivers, oceans and watercraft of the world's oldest continuous living culture.

The Conference will run from 8-10th November 2017
at the Australian National Maritime Museum, Darling Harbour, Sydney.

The Conference will bring together a gathering of freshwater and saltwater watercraft communities, and those with a common interest in First Peoples' craft, river and seagoing voyages, waterway management and environmental issues, stories and freshwater/saltwater practices.

Registration details will be available on ANMM site from July 2017.

Events Calendar

July		
Ongoing	Museum of Geraldton, WA	From Great Depths: Witnessing the Wrecks of HMAS Sydney (II) and HSK Kormoran
until 9 July	Tasmanian Museum and Art Gallery, Hobart	The Art of Science: Baudin's Voyagers 1800-1804 *The exhibition showcases original sketches and painting created by Baudin's artists.*
August		
until Aug 13	Australian National Maritime Museum, NSW	Lustre: Pearling and Australia *Traces the heritage of pearling across northern Australia.*
until Aug 21	Australian National Maritime Museum, NSW	Escape from Pompeii *International exhibition featuring 2,000 year old artefacts from Pompeii, Sicily, Naples and Rome.*
31 Aug – 26 Nov	Australian National Maritime Museum, NSW	The Art of Science: Baudin's Voyagers 1800-1804 *The exhibition showcases original sketches and painting created by Baudin's artists.* **The 2 remaining upcoming exhibition times and venues will be highlighted in later Newsletters.**
October		
until 29 Oct	Australian National Maritime Museum, NSW	The Hartog Plate *Original Hartog plate, on loan from Amsterdam's Rijksmuseum to mark 400 years since Hartog's historic landing.*
November		
8-10 Nov	Australian National Maritime Museum, NSW	Nawi 2017 – Travelling our Waters *Australia's Indigenous Watercraft Knowledge*

The *Events Calendar* is by no means an exhaustive list of exhibitions, display and conferences. Please advise the Newsletter Editor if you are aware of events that would be of interest to members.

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Web:- www.aamh.asn.au

A Newsletter Needs News

Contributions may be historical or newsworthy and on the theme of maritime history. They may be short notes or articles with text about 100-1200 words with images where possible. Text may be edited and publication is at the discretion of the Editor.

The deadline for the next Newsletter (Issue 145) is:- 10 *September 2017*

Thank you for your continued support.