

CALL THE HANDS

Issue No.36

November 2019

From the President

Welcome to this edition of Call the Hands and two accompanying occasional papers. I trust you find them of interest.

In the October edition of Call the Hands we highlighted the 75th Anniversary of the battles of Leyte Gulf which occurred between 20 and 25 October. The series of sea battles in and around Leyte Gulf in October 1944 marked a turning point in the Pacific war. It was a decisive battle in which the entire and still powerful Japanese Navy was committed. The Japanese force was attempting to destroy the vast American fleet of vessels supporting the strategically critical amphibious landings on Leyte. Given the significance of these operations to Australia and the historic role played by participating Royal Australian Naval ships, this edition of Call the Hands continues coverage of the battles and provides numerous additional reading references. It is important that more Australians understand the significance of these battles.

Occasional Paper 66 by David Scott, a junior sailor in HMAS Arunta was first published by the Society in September 2016. It is a gripping account of HMAS Arunta's role in the Battles of Leyte Gulf. It combines personal observations and experiences with a more strategic perspective of the multiple actions fought in late October 1944. The paper also provides a strong sense of the arduous, uncomfortable and stressful conditions experienced by the ships company who spent extraordinary periods of time closed up at action stations. Other papers, listed as recommended reading include accounts by Vice Admiral Sir John Collins and Rear Admiral Guy Griffiths. At the time Commodore Collins was serving as Commodore Commanding the Australian Naval Squadron, with HMAS Australia as his flagship.

Occasional Paper 67 provides an overview of the naval presence in Tasmania from Colonial Days to the present. It describes the acquisition of a torpedo boat for the colony, government deliberation over the need and role of shore support and training facilities in Tasmania and the persistent effect of defence funding on communities.

The 1969 and 2019 DDG missile firing videos referenced on page 5 are of interest in that significant technology changes are highlighted whilst the capability requirement and attitudes remain unchanged.

As always, Society volunteers are grateful for feedback from members and subscribers. We particularly appreciate observations and stories on unpublished topics and matters of a more contemporary nature. If there is an issue you are happy to share, we look forward to hearing from you.

David Michael

Support the Society

Although Call the Hands is a free service to the community, produced by volunteers, there are costs. Our objective is simply to promote understanding of Australian naval history. Voluntary contributions are essential to deliver this service to readers. If you value our work **please consider a donation**. <https://www.navyhistory.org.au/donate/>



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Battles of Leyte Gulf and Surigao Strait: October 1944: RAN Involvement

The Battle of Leyte Gulf is an extremely important part of Australian history. Unfortunately, few Australians know much about Leyte Gulf, which has been described by the British historian, Donald Macintyre, as the biggest sea fight in history. As Sir John Collins observed “The battle concerns Australia closely for it opened the road to victory in the Pacific by reducing the Japanese Navy, which once threatened our shores, to an ineffective remnant. We should know more about this battle and be proud that the Royal Australian Navy took a small but active part in the victory”.

For the Leyte operation a huge force of between 550 and 600 ships assembled consisting of: Battleships, cruisers, escort carriers, destroyers, destroyer escorts, attack transports, cargo ships, landing craft, survey vessels, mine craft and supply ships.

13 RAN ships were part of this force and consisted of:

- TF74 *Australia*, *Shropshire*, *Arunta*, *Warramunga*
- Supply ships *Bishopdale*, *Poyang*, *Yunnan* and *Merkur*
- Landing Ships *Manoora*, *Westralia*, *Kanimbla*
- *Gascoyne* and *HDML 1074* were part of the minesweeping and hydrographic group.

The whole operation over a number of days was subject to heavy air attack, with *Australia* hit by the first aircraft at 0605 on 21 October. The strike on the bridge area killed Captain Dechaineux and Commander Rayment; Commodore Collins was wounded. In all 30 were killed or died of wounds.

Landings and support operations continued and so did the air attacks, resulting in a number of ships damaged and sunk with significant casualties.

From a report on 24 October of a Japanese force likely to approach through Surigao Strait, the whole support group assembled in the southern part of Leyte Gulf in a formation to cross the ‘T’ of an enemy force entering through the Strait.

Shropshire and *Arunta* were part of the force which consisted of 6 battleships, 8 cruisers, 20 destroyers and squadrons of PT boats. At 0323 *Arunta* and her squadron carried out a bold torpedo attack on the Japanese battleship *Yamashiro* and was told to move away quickly before the main force opened fire at 0350. *Shropshire* opened fire at 0356 for about 12 minutes, despatching 214 – 8” shells at the *Yamashiro*.

The full story of the Battle for Leyte Gulf does not end in that last great surface battle in the Surigao Strait. The many other phases are worthy of study. Sufficient to say the whole event was a decisive victory for the allies.

Further Reading

The Role of the RAN in the Liberation of the Philippines, address by RADM Guy Griffiths, AO, DSO, DSC, RAN Retd at the Shrine of Remembrance, Melbourne (Oct 2000), published by NHSA March 30, available at: <https://www.navyhistory.org.au/the-role-of-the-ran-in-the-liberation-of-the-philippines/>

Leyte Gulf – Biggest Sea Fight in History, by Vice Admiral Sir John Collins, published by NHSA March 30, available at: <https://www.navyhistory.org.au/leyte-gulf-biggest-sea-fight-in-history/>

The Royal Australian Navy at Leyte Gulf October 1944, Kingsley Perry, published by NHSA September 2014, available at: <https://www.navyhistory.org.au/the-royal-australian-navy-at-leyte-gulf-october-1944/>

Leyte: HMAS Shropshire and HMAS Arunta in the Battle of Surigao Strait, published by NHSA, March 1988, available at: <https://www.navyhistory.org.au/tag/leyte/page/4/>

HMAS Stuart at Leyte Gulf 75th anniversary, Navy Daily, 26 October 2019, available at: <http://news.navy.gov.au/en/Oct2019/Events/5527/Warm-welcome-for-HMAS-Stuart-at-Leyte-Gulf-75th-anniversary.htm#.XbPyCW5uKUK>

Battle of Leyte Gulf (1944), Jozef Straczek, published by Sea Power Centre Australia, 26 October 2019, available at: <http://www.navy.gov.au/history/feature-histories/battle-leyte-gulf-1944>

Battles of Leyte Gulf and Surigao Strait: 75th Anniversary Commemorated



L-R: Commanding Officer HMAS Stuart, Commander Luke Ryan, RAN talks with Rear Admiral Guy Griffiths, RAN (Rtd), former Able Seaman David Mattiske and Deputy President of the Southport RSL Sub Branch, Ken Orr, at the 75th anniversary of the Leyte Landing. RAN Image

Between 20 and 25 October 2019 a significant number of RAN ships participated in commemorative events in the Philippines to commemorate battles in Leyte Gulf and Surigao Strait. Four ships; HMA Ships Stuart, Sirius, Melville and Arrarat were involved. HMAS Stuart participated in both commemorations in Leyte on 20 October and Surigao on 25 October. HMA Ships Sirius, Melville and Arrarat participated in the commemoration of the Battle of Surigao Strait on 25 October. Veterans of HMAS Shropshire, Rear Admiral Guy Griffiths AO, DSO, DSC, RAN (Ret) and Mr David Mattiske also attended events in Surigao City along with Leonard Roy McLeod.

Planning for the liberation of the Philippines which commenced in early in 1943 included landings in Leyte Gulf and then at Luzon in late 1944 and early 1945. By March 1944 the Japanese were aware of the probability of attacks and landings at Leyte Gulf in late October and were planning their defence.

Japan could not afford to lose the Philippines and be isolated from vital resources to the south. Consequently, the battle for Leyte Gulf became the greatest and most decisive battle of the war to which the Japanese committed their entire and still vast navy. The United States Navy's commitment to this operation was enormous.



HMAS Shropshire, 4 inch gun crew. RAN image

Video of Interest: The Surigao Strait



This video which focuses on the United States Navy provides good detail about the Battle of Surigao Strait. It is Part 10 of a series on the Battle of Leyte Gulf and is available at:

<https://www.youtube.com/watch?v=g9ZNbdsb2dk>

Duration: 10 minutes.

HMAS Australia (2) under the Command of Captain E.F.V. Dechaineux RAN

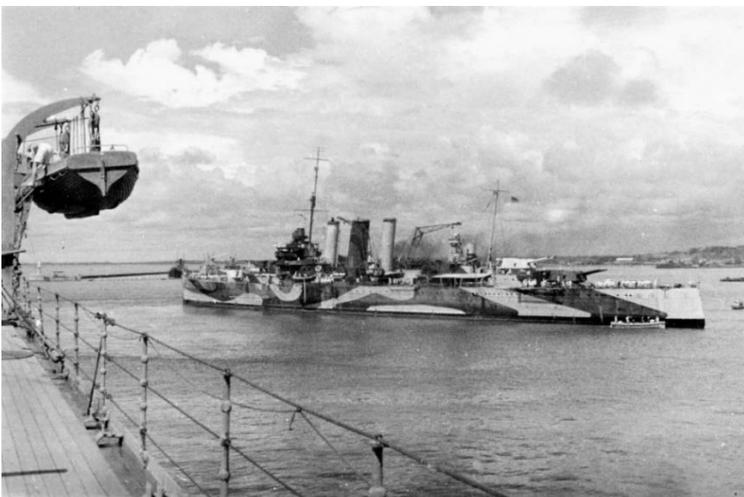
On 9 March 1944 Captain Dechaineux took command of the flagship of Task Force 74, the heavy cruiser, HMAS Australia. In adapting to the much larger vessel, he realised the need to rely on the expertise of specialist officers; he appreciated the merit of his staff, and endorsed proposals to improve the equipment and armament of the ship through unofficial American channels. Between April and September *Australia* supported landings at Hollandia, on the north coast of Netherlands New Guinea, and at the nearby islands of Biak, Noemfoor and Morotai; she also participated in the bombardments of Wakde Island and of Aitape, New Guinea. By October *Australia* was in the Philippines.

Tall, with a misleadingly remote bearing, Dechaineux was regarded by his officers as an approachable, generous and humane captain; his sailors found that he held high expectations of them and that he was fairly quick to praise performances out of the ordinary, though hard on wrongdoers. He kept the ship's company informed of impending actions and their likely outcomes, and constantly tried to foster the men's welfare and to maintain their morale.

At dawn on 21 October 1944, while supporting the US landings at Leyte Gulf, *Australia* was attacked by a Japanese Navy dive-bomber. Her anti-aircraft guns engaged the plane, but it deliberately crashed into the ship's foremast, causing an explosion and an intense fire on the bridge. Dechaineux was mortally wounded and died some hours later. He was buried at sea that night, along with twenty-nine officers and sailors who had also perished. The US Government posthumously appointed him an officer of the Legion of Merit for his seamanship, professional skill, leadership and devotion to duty. Dechaineux was survived by his wife, daughter, and son Peter who later joined the RAN and rose to the rank of Commodore.

Reference

Biography of Captain Emile Frank Verlaine Dechaineux, available at: <http://www.navy.gov.au/biography/captain-emile-frank-verlaine-dechaineux>



HMAS Australia II in disruptive camouflage paint scheme.
RAN image



Captain EFV Dechaineux who, along with 29 officers and sailors, was killed in the Japanese dive bomber attack of 21 October 1944. RAN image

Audio Recording: Aircraft Direction Experiences in HMAS Australia II during World War II by Ian Wrigley

In September 2016, Ian Wrigley recorded this interview about his experience as a junior officer in HMAS Australia for Navy. Ian served as a Royal Australian Naval Officer during WW2 in the then new specialization of Navigation and Direction. This involved the use of Radar for both offensive and defensive operations.

Ian was the first Aircraft Direction Officer to serve in HMAS Australia. He was serving as Direction Officer at the time of the Battle of the Coral Sea, and later at Leyte when *Australia* was struck by an aircraft.

Recording is available at: <https://www.navyhistory.org.au/podcast/aircraft-direction-experiences-in-hmas-australia-ii-during-world-war-ii-by-ian-wrigley/>



DDG Missile Firings: 1969 and Fifty Years on 2019

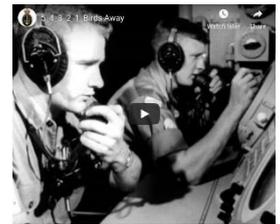
Over a period of 50 years the Royal Australian Navy has used several generations of surface to air missiles. Celebrations of a test firing of the Tartar missile by HMAS Brisbane in 1969 is recorded in this Navy News Clipping from 7 March 1969. In August 2019 HMAS Hobart fired the first SM-2 missile in Australian waters. The ship had previously tested its Mk41 vertical launch system during weapons and systems trials off the US east coast in 2018.



Videos of Interest

5-4-3-2-1 Birds Away

This video from the Sea Power Centre - Australia's historic film collection was produced in the late 1960s and features the Charles F Adams class guided missile destroyer HMAS Hobart (2) conducting a surface to air missile firing against a Jindivik drone aircraft. It features the operations team close up in the ships Combat Information Centre as they track and coordinate the successful missile firing.



Available at: <http://www.navy.gov.au/history/video/5-4-3-2-1-birds-away>

HMAS Hobart (3) SM-2 missile firing in Australian waters



In August 2019 HMAS Hobart (3) fired an SM-2 Standard Missile in the East Australian Exercise Area against an unmanned target during trials off the coast of New South Wales to prove recent upgrades to the ship's Aegis combat system and prepare the ship's company for their current task group deployment.

Available at: <https://www.youtube.com/watch?v=QG8Ch6yXm7w&app=desktop>

Photo of the Month:



HMAS Shropshire

Following the loss of the heavy cruiser HMAS Canberra (I) on 9 August 1942 in the Battle of Savo Island, the British Government approved the transfer of *Shropshire* to the Royal Australian Navy as a replacement. HMAS Shropshire was commissioned into the RAN on 20 April 1943. A County Class heavy cruiser she was fitted with 8 x 8 inch guns. Her A and B turrets are shown in this image.

HMAS Shropshire was part of the overwhelmingly powerful force under the command of US Rear Admiral J Oldendorf which engaged the Japanese force under Admiral Nishimura approaching Leyte through Surigao Strait on 25 October 1944.

Reference: HMAS Shropshire, Sea Power Centre Australia, available at: <http://www.navy.gov.au/hmas-shropshire>

News in Brief

Royal Australian Navy's HMAS Brisbane to undergo combat system trials

The Royal Australian Navy's (RAN) Hobart-class DDG, HMAS Brisbane, is ready to undergo combat system trials in the US. The build-up to the trials involved a training period and months of combat system preparation. Personnel from the US worked on HMAS Brisbane in coordination with the ship's company to optimise its combat system and perform operator training. HMAS Hobart participated alongside US Navy Destroyer Squadron 31 in Hawaii during the transit.



HMAS Brisbane Commanding Officer commander Josh Wilson said: "Having the US Navy Project Team onboard and working with Destroyer Squadron 31 in Hawaii provided an excellent opportunity for the crew to be exposed to complex training scenarios that have enhanced our knowledge of the Aegis Combat System. "With the introduction of Aegis, we will be able to work closer and better integrate into joint exercises and operations."

HMAS Parramatta joins North Korea sanctions enforcement mission

The Australian government is sending Anzac-class frigate HMAS Parramatta to the Korean Peninsula where it will support an operation to enforce UN Security Council sanctions imposed against North Korea.

HMAS Parramatta's sanctions enforcement mission will be part of a broader East Asian deployment. The frigate is currently on an East Asia tour with frigate HMAS Stuart and destroyer HMAS Hobart. HMAS Parramatta is the third Australian vessel to deploy to the region as part of the country's commitment to regional security and stability on the Korean Peninsula.



The crew will work alongside international partners to monitor and deter ship-to-ship transfers of sanctioned goods. The deployment follows that of a Royal Australian Air Force P-8A Poseidon aircraft to Japan in May and September this year, to undertake maritime surveillance. This is the second year Australia is contributing to international efforts to deter and disrupt illicit trade and sanction-evasion activities by North Korea and its associated networks.

This Month in History

November 1897	RADM Hugo L. Pearson, RN, was appointed Flag Officer Commanding the Australia Station. His flagship was HMS ROYAL ARTHUR.
November 1900	AB J. Hamilton, of the New South Wales Marine Light Infantry, died at Tung Chao in China. He was the first sailor to die in an Australian expeditionary force overseas.
November 1914	The captured German yacht KOMET was commissioned as HMAS UNA, at Sydney. It was intended to name the vessel PRIMA, conveying 'the first warship captured' but UNA, meaning 'the only warship' was finally selected.
November 1916	SBLT R. A. Little, an Australian serving with the RNAS, shot down a German Aviatik aircraft over Beaumont-Hamel, France. Little was flying a Sopwith Pup.
November 1927	The Sydney Harbour ferry GREYCLIFFE, was run down and cut in two by the Royal Mail Steamer TAHITI, off Bradley's Head, Sydney. Several vessels including the RAN launch SAPPHIRE were used to rescue survivors. 40 passengers were killed in the disaster, among them a number of RAN Personnel, including Surgeon LCDR J. Paradise, RAN, who had boarded the ferry at Garden Island only a few minutes before.
November 1930	HMAS TORRENS, (torpedo-boat destroyer), was sunk off Sydney Heads, when being used as a gunnery target for HMA Ships AUSTRALIA and CANBERRA, (cruisers).
November 1939	An Australian Government order-in-council was signed, and transferred all vessels and personnel of the Commonwealth Naval Forces, and personnel of the RAAF, to the King's Naval and Air Forces. The transfer did not stipulate the duration of the service, nor did it cover ships subsequently acquired or built. However, further transfers of ships and personnel were made between 1940 and 1943.
November 1944	HMAS WARRAMUNGA, (Tribal class destroyer), carrying mail to TG77.1 in the Philippines, signalled the flagship HMAS SHROPSHIRE:- 'Intend to visit you first'. SHROPSHIRE replied: 'Shall open fire if you don't'.
November 1956	A Firefly VX381 was involved in a midair collision over Jervis Bay, NSW. The pilot, SBLT(P) David Eagles RN, was able to successfully ditch the aircraft in Hare Bay and he and his pupil observer, MIDN Donald Debus RAN were rescued. The occupants of the other Firefly aircraft were killed.
November 1966	HMAS VENDETTA, (Daring class destroyer), towed the USS TIRU, (submarine), off Frederick Reef in the Coral Sea.
November 1969	HMAS VENDETTA, (Daring class destroyer), supported South Vietnamese battalions in a night action to the west of Tuy Hoa, Vietnam. VENDETTA was the only British-design ship employed in operations in Vietnam, and ammunition supply for her 4.5-inch guns created a supply problem.
November 1975	HMAS ANZAC, (Battle class destroyer), was sold out of service for breaking up in Hong Kong.
November 1986	The mine hunter inshore HMAS RUSHCUTTER, (LCDR G. Mapson, RAN), was commissioned at Sydney. Her sister-ship HMAS SHOALWATER, was commissioned a year later. A plan to bring into service six of the class was envisaged, (others to be named WESTERNPORT, DISCOVERY, ESPERANCE, and MELVILLE), however this never eventuated.
November 1986	The Shore Establishment HMAS LEEUWIN, (Fremantle, WA), was decommissioned. The base had begun life as a drill hall in Croke Lane, Fremantle, in 1926, and was commissioned on 1 August 1940. LEEUWIN moved to nearby Preston Point in 1942. Following the end of WWII, the base became a training depot for reserves and national servicemen. In 1960 it became the Junior Recruit Training Establishment; a task it carried out for the next 24 years, producing over 12,000 sailors for service in the RAN. The base is now known as Leeuwin Barracks, and provides support for a number of Tri Service units in the Fremantle area
November 1998	The Royal Australian Navy's first female pilot, Sub Lieutenant Natalee McDougall, RAN, graduated from the Australian Defence Academy's helicopter training facility after 17 months of intensive classroom and practical training at RAAF Base Fairbairn. She joined 723 Squadron the following January
November 2006	Loss of an Australian Army Blackhawk helicopter which crashed while attempting to land on aft flight deck of HMAS Kanimbla II. It was lost over the side of the ship, resulting in the deaths of two of the ten crew members. Kanimbla was deployed as a part of Operation QUICKSTEP, the ADF contingency operation to evacuate Australians from Fiji in the face of an emerging coup
November 2016	After an earthquake on Nov 14 HMAS Darwin arrived at Kaikoura, New Zealand on 16 November in company with HMNZ Ships Te Kaha, Endeavour and Canterbury, USS Sampson, and HMCS Vancouver. Working parties were sent ashore to assist in restoring essential services such as electricity and water; welfare checks were carried out as well as basic reconstruction tasks and clean-up duties

The Society's website enables you to look up any event in RAN history. Searches can be made by era, date look up or today. The latter appears on the home page. The others are accessed via the Research page.

<https://www.navyhistory.org.au/research/on-this-day/>

Readers Forum

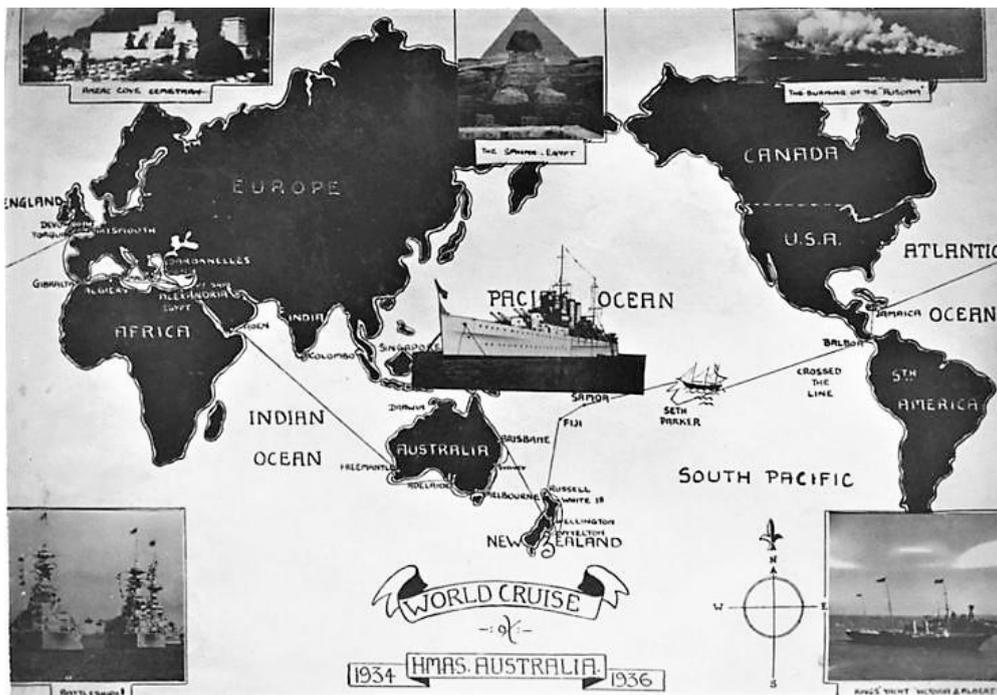
HMAS Australia 1935 World Voyage

A recent research query from the UK sought information about the service of a Royal Navy sailor in HMAS Australia (2). The sailor had travelled to Australia in HMS Sussex on her world tour arriving in Sydney in December 1934. He then travelled back to Portsmouth aboard HMAS Australia along with a significant number of other Royal Navy sailors on exchange. *Australia* sailed from Sydney on 10 December 1934. The enquirer sought more details about the voyage by date and ports visited. Fortunately, the Society has in its library, a copy of the *Australia's* cruise book for the voyage to UK.

The voyage included visits to; New Zealand, Fiji, Balboa and Kingston. *Australia* reached Portsmouth on 28 March 1935. Embarked in *Australia* was His Royal Highness the Duke of Gloucester.

HMAS Australia's place on the Australia Station was taken by HMS Sussex through an exchange arrangement. *Australia* did not return to Sydney until 11 August 1936 after an absence of 615 days on exchange service.

From May 1935 *Australia* served in the Mediterranean with British forces until July 1936. She did return to England briefly to take part in the July 1935 Jubilee Review at Spithead. On 14 July 1936 she departed Alexandria to return to Australia via Aden and thence direct to Fremantle.



Postcard depicting Australia's world cruise between 1934-1936. RAN image

Further Reading:

A pictorial account, Naval Historical Society of Australia, available at <https://www.navyhistory.org.au/the-cruise-of-hmas-australia-1934-36/2/>

HMAS Australia (II) History, Sea Power Centre Australia available at <http://www.navy.gov.au/hmas-australia-ii>

HMS Sussex

HMS Sussex was designated a London class heavy cruiser which was a sub class of the County Class. At 9,830 tons she was fitted with eight 8 inch guns and carried an amphibian spotting aircraft. *Sussex* was laid down on 01 February 1927, launched on 22 February 1928 and completed on 19 March 1929. She paid off in 1949.

Sussex served on the Australian Station while HMAS Australia operated with the Mediterranean Fleet. The exchange concluded in 1936 when *Sussex* resumed her presence in the Mediterranean. *Sussex* was a sister ship of HMS Shropshire which commissioned into the RAN in 1943 as HMAS Shropshire, a replacement for HMAS Canberra which had been lost in the Battle of Savo Island.



HMS Sussex, Imperial war Museum image

USS Goldsborough

Thanks to Jeff Booker for reminding us that 25 years ago, in January 1994 the former USS Goldsborough arrived in Sydney. She had been purchased by Australia in 1993 Australia as a source of spares for the RAN's aging DDGs. The price was US\$2,337,462. *Goldsborough* was later sold to breakers in July 1994. *Goldsborough* was launched in December 1961 at Puget Sound and decommissioned on 29 April 1993.



USS Goldsborough



Navy News Image: 3 July 2014

The RAN had intended to remove equipment from the ship to establish a DDG technical training facility. Until then most DDG specific technical training had been conducted in the United States at significant expense. Given that the RAN's Charles F. Adams class DDGs were soon to be phased out of service an alternative plan to use *Goldsborough* as a source of spares was adopted.

Goldsborough had been towed from Hawaii to Australia arriving in Sydney on 2 February 1994. Whilst berthed at Fleet Base East a four-man team set about removing equipment.

During this period the team painted number 40 on the bow, filling a gap in the pennant number sequence for the RAN's three destroyers. After all usable equipment had been stripped, *Goldsborough* was sold to an Indian company in August 1994 for breaking up.

Occasional Papers in this edition

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

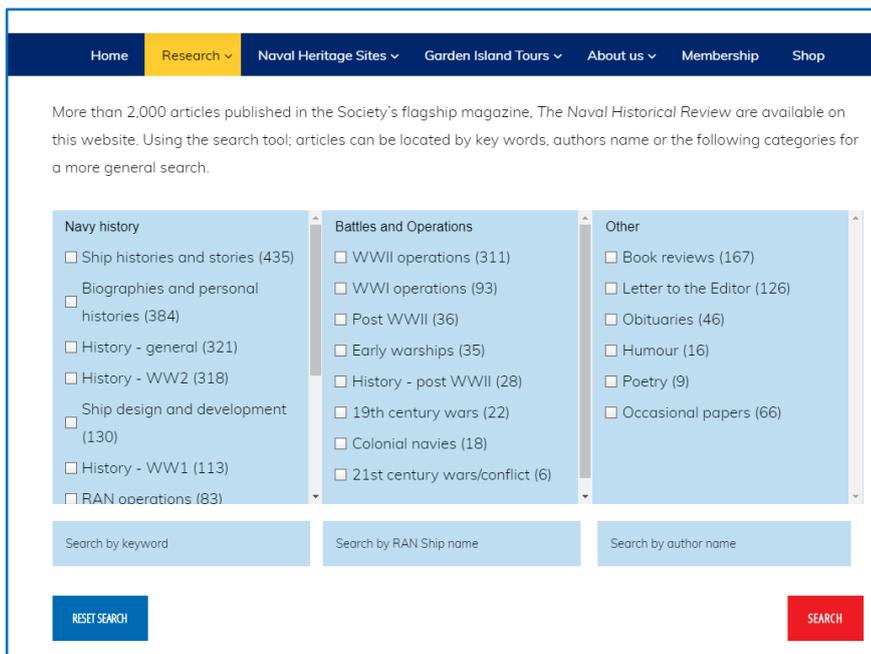
- Occasional Paper 67 - Tasmania and the Navy from Colonial Days until Today
- Occasional Paper 66 - The Battles for Leyte Gulf: where Australian ships fought in one of the greatest battles in naval history.

Society Matters

Back Copies Project Completed

In September a major Society milestone was achieved with all back copies of stories published in the Naval Historical Review since inception in 1970 published on the website. That is, all stories except for the last four editions of the Review are now available. Each quarter another 8 to 10 stories will be published.

This means that more than 2,000 individual stories are now available to all. Readers have options for conducting a search for a particular subject. The website [search tool](#) allows articles to be located by key words, authors name or various categories for a more general search.



Volunteering with the Society

The Naval Historical Society of Australia is seeking volunteers to assist with all aspects of its role in preserving and promoting the history of the Royal Australian Navy.

The Society relies on the work of volunteers, men and women, for all of its day-to-day operations – both at the National office as well as the interstate Chapters.

Volunteers with IT skills to assist with general administrative processes such as membership, sales orders, digital imagery and website content on a regular basis in the Boatshed (head office) are sought at present. Work is also available in areas such as research, publishing, promotion, IT, sales, marketing and tour guiding.

A service background is useful but not critical. Many volunteers from diverse backgrounds bring specialist technical and professional skills, some are retired, and yet others are willing to lend a hand to whatever needs doing.

For those seeking interesting work in great surroundings or can assist from home, we would like to talk with you.

Society Events

Visitors are welcome. Details are provided on [the website](#) or contact Chapter points of contact.

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/>.

Subscription

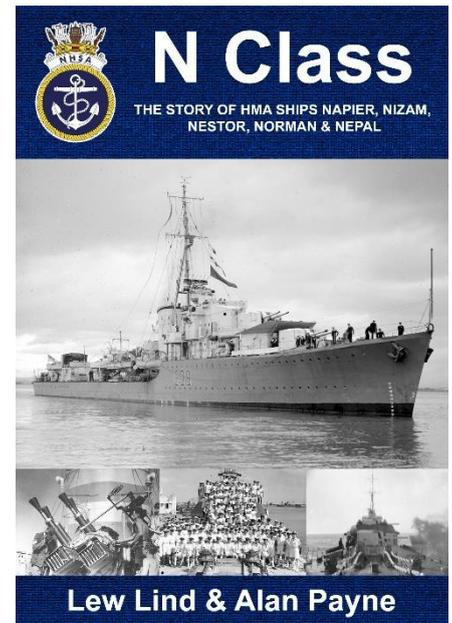
Should you become aware of others who wish to receive *Call The Hands* they should be advised to register by e-mailing the Society at callthehands@navyhistory.org.au. Current subscribers can unsubscribe by emailing the same email address.

N' Class Destroyers: Society Book Republished

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

The book is priced at \$15 for E-pub and Kindle versions and \$10 for a pdf version.

More books will be republished in the coming months.



Garden Island Tours

Garden Island historical tours are the life blood of the Society. Without tour income the Society would struggle. At \$20 pp they are great value. Promote them with friends and colleagues and you assist the Society.

<https://www.navyhistory.org.au/garden-island-tours/>



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