

CALL THE HANDS

NHSA DIGITAL NEWSLETTER
Issue No.19 May 2018

From the President

Welcome to this May 2018 edition of *Call the Hands* and accompanying Occasional Papers. They are provided as a service to members and the community and in keeping with the Society's mission which is to "to record, preserve and promote the knowledge, understanding and awareness of the naval history of Australia at all levels of the community". We do this through a small band of volunteers and committee members in our State chapters. However, the support of members and readers who contribute with anecdotes, comments and their own accounts is highly valued.

The stories about Lieutenant Commander Merlin Minshall, RNVR and the Gunnery Instructional Centre, Woolloomooloo in this edition and two accompanying occasional papers are examples. They were possible as a direct result of reader interest and support. If you have a story to share please contact the editor. We are particularly interested in stories of a technical nature and more contemporary experiences.

With ANZAC Day behind us and the associated hospitality of the Chatswood RSL Club and Sub Branch experienced by Sydney based members, our attention turns to the commemoration of the Battle of the Coral Sea and other historic events of historic significance in the month of May. In addition to the Coral Sea story your attention is drawn to the [events page](#) on the website. Here you will find a mix of events conducted by the Society and those hosted by others we believe will be of interest to you. Society presentations are open to all. However, a small donation from non-members is appreciated.

Examples of other events on the website include; the launch of a book entitled, *Tobruk and Beyond* by member and author Peter Poland on 10 May and the Coral Sea Commemoration and luncheon co-hosted by the Naval Officers Club and Australian National Maritime Museum on 5 May. All are welcome.

Mention of *Operation Hush Hush* is made in this edition. A monograph on this daring WW2 operation which involved sailors from Scrap Iron Flotilla ships is available, along with many others, through the [Society's shop](#). They are transcripts of presentations made to members over the years and well worth a browse.

Finally, as noted above, the Society only functions with the support of volunteers. Whether you are in Sydney or remote the power of the internet enables new volunteers to play a role. If you have time and interest we would appreciate hearing from you. There are many interesting tasks on our 'too d' list.

Yours aye,

David Michael
President



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of Australia

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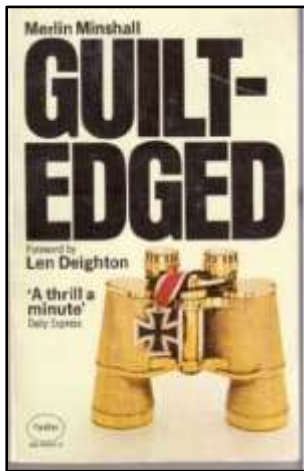
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Readers Forum

LCDR Merlin Minshall, RNVR: An Incredible Life

This Month in History in *Call the Hands* April 2018 mentioned Operation HUSH HUSH, a WWII mission to block the Danube River, and the central role of LCDR M Minshall, RNVR. The reference was read by Bill Ruse who made it known to Merlin Minshall's son, Peter, who served in the RAN during the 1980s and now lives in Scotland. Peter advised that it was his father, Merlin, rather than Ian Fleming, who smuggled 14 tons of explosives across Europe on the Orient Express. Peter provided additional information about his father's amazing exploits - exploits that cast Merlin as the inspiration for 007 – James Bond.



Merlin Minshall wrote about his life in a book titled *Guilt-Edged* (Bachman & Turner, 1975, and Granada Publishing 1977). Its content is summed up by novelist Len Deighton in the foreword:

"His mother was a spy in World War I. Ian Fleming was his boss throughout the Second World War. Unwittingly sucked into the world of Nazi espionage during an innocent sailing trip, he was seduced by a lovely but lethal German agent and met Field Marshal Göring face to face. He was the first man to cross the Sahara on a motorcycle and while travelling through the Congo, he accidentally discovered a secret German army. But Romania set the scene for the height of espionage activity – when he single handedly pirated a ship from under Nazi eyes and blew up a vital link in German tanker communications. The man is Merlin Minshall and this is his unique story."

Guilt-Edged is a gripping read. In its fifth and final part, titled *The Saboteur*, it provides Minshall's version of Operation HUSH HUSH. Much of this version is corroborated by other sources, notably the Naval Historical Society's [Monograph 169](#) by V Fazio. This work highlights the role of HMA Ships *Stuart*, *Voyager* and *Vampire*; together with the involvement of 12-17 of their ships' companies who volunteered for the 'Suicide Club' at the forefront of the operation.

The [Times obituary of Merlin Minshall](#) describes him as ‘a rumbustious adventurer (who) was born three or four centuries too late’. Born in 1906 he was educated at Britain’s Charterhouse school and Oxford University. After graduation in Modern History he trained as an architect at London University. Following success at that he embarked on his boat the *Hawke* (gained by exchanging his sports car and now on display as *Sperwer* in the Dutch Zuiderzee Museum) on his quest to be the first Englishman to sail across Europe to the Black Sea.



A subsequent encounter with the German secret agent, Lisa Kaltenbrunner came while sailing down the River Danube. She hitched a lift on his yacht – but it was no coincidence. She had been sent to discover whether he was charting the river and investigating oil storage depots for British intelligence. Having seduced him, she attempted to poison him, but Minshall survived, and the knowledge he had gained did indeed prove useful to the British in operation HUSH HUSH.

Minshall was also well known as an amateur racing driver, who specialised in the kind of road races that are generally illegal today. A two time competitor in the Monte Carlo rally, his greatest triumph came in 1937, when he was presented with a trophy by Benito Mussolini for winning the 1937 Italian Foreign Challenge Trophy – a three-day, 4,000-mile road race between Rome and Sicily. It involved over 400 cars and led to the death of four drivers. He also was the first man to drive an air cooled vehicle north to south across the Sahara desert.

At the outbreak of World War II, Minshall was recalled to duty as part of the RNVR where he had a varied career, including his work for Ian Fleming. Initially he was a watchkeeper in the Admiralty operations room in London. In early 1940 he was a major participant in the operation HUSH HUSH while working under diplomatic cover as British Vice Consul in Bucharest. Later in 1940, leading a joint NID/SOE team, Minshall ran Operation SHAMROCK, where a commandeered fishing smack was used as an observation platform for monitoring German U-boat traffic in the Gironde estuary. Minshall received a "Mentioned in Despatches" for his part in this operation.



Subsequently, he ran a section at HMS *Flowerdown*, using direction finding and transmitter analysis ("Z machines") to identify the positions of individual ships. As such, during May 1941 he played a part in the hunt for the *Bismarck*. Posted to Fiji, he managed to get his posting changed to New Zealand, where he worked on various intelligence projects, including establishing a Z machine intercept station at Rapuara near Blenheim. Recalled to the UK, he was landed in occupied Yugoslavia as officer in charge of the Allied Naval Mission to Tito in Yugoslavia.

When WWII was over, uniformed service held no attractions for Minshall. He tried his hand at politics, but later settled in Norfolk where he became a teacher and school housemaster whilst raising four sons, Peter, Mathew, Luke and Timothy.

Merlin Minshall died in 1987.

References:

[Monograph 169: Operation Hush Hush](#), One of World War II's Most Secret Operations, by Vince Fazio, published by Naval Historical Society of Australia. Available through the Society's online shop.

The [Times Obituary for Merlin Minshall](#) September 23, 1987

The James Bond International Fan Club: <http://www.007.info/merlin-minshall-the-original-007/>

Wikipedia https://en.wikipedia.org/wiki/Merlin_Minshall

News in Brief

The Redevelopment of Garden Island

Members of the NHS were briefed on Stage 2 of the redevelopment of Garden Island on 20th March. Overall it is planned to spend some \$500 million on stages 1 and 2, with stage 1 already approved and commenced. This is a massive vote of confidence on behalf of the Government in the future of Garden Island as a Naval Base.

- a. Known as the The Garden Island (East) Critical Infrastructure Recovery Program, Stage 1 covers demolishing the Oil and Cruiser wharfs, dredging of the area, the construction of a single new wharf with a new alignment, installation of engineering services, wharf furniture and a new rail-mounted crane along the realigned wharfs length. This stage also includes extending the existing adjoining East Dock Wharf to limit the new realigned wharfs protrusion into Sydney Harbour.
- b. Stage 2, which will run concurrently with Stage 1, will upgrade all services to existing and new wharfs, such as power, water, fuel and communications. While Stage 2 has yet to be approved, it is anticipated that works will be completed within the next five years and together should provide the Island with the critical infrastructure needed to support the Fleet into the foreseeable future. Planning has proceeded on the basis that Garden Island, including Fleet Base East, will remain fully operational in their roles of supporting the Fleet during the redevelopment.

It is anticipated that Stage 1 will have the greatest impact on the Boatshed and our programmes. While as much use as possible will be made of barges, Garden Island will become a one-way road corridor with the delivery of construction materials by road passing along the Eastern side of the Island, and back-loading returning along the Western side. The Ferry terminal on the Northern tip of the Island will remain open, but civilian pedestrian traffic will be problematic, throwing some doubt over the future of tours conducted by the Society. Project staff are actively considering what heritage items will need to be preserved when the wharfs are demolished, and indeed what items worth preserving may be revealed by dredging operations.

Proposed
Wharf
Alignment:
Garden
Island Critical
Infrastructure
Recovery
Project Stage
1



Further Reading:

Department of Defence, [Statement of Evidence to the Parliamentary Standing Committee on Public Works](#), February 2017

[Animated Video](#) Fleet Base East Garden Island, Upgrade Overview

HMAS AE1: New Video Footage Released.

On 23 April 2018 Australian National Maritime Museum released new imagery from the joint US and Australian expedition to survey Australia's first submarine HMAS AE1 located in December 2017. Imagery from the expeditions remotely-operated vehicle (ROV) which was fitted with high-definition video and stills cameras, undertook a comprehensive, non-invasive inspection of the submarine, revealing fascinating new information.

Video of the underwater survey of the wreck of HMAS AE1 is available on the [Navy Daily](#) web page.

South East Asia Deployment 2018

On 26 March 2018, HMAS Anzac departed Fleet Base East to conduct an operational South East Asia Deployment in company with HMAS Success and HMAS Toowoomba.

The three month deployment includes a series of exercises with nations in the region, including Brunei, Indonesia, Malaysia, Papua New Guinea, the Philippines, Singapore, and Vietnam.

On passage to Ho Chi Minh City the three ships recently transited the South China Sea exercising their rights under international law to freedom of navigation and overflight as RAN have always done.

Photo of the Month:



(L-R) ABMT Rob Matthey, LSMT Joel Turley, ABBM Sean Lawday and ABCSO Kaleb Prangley prepare to conduct maintenance on HMAS Anzac shaft bearings, 3 April 2018
RAN photograph by LSIS Kayla Jackson

This Month in History

May 1889	<p>The foundation stone of the Royal Naval House, Sydney, 'Johnnie's', was laid by Lady Carrington.</p> <p><i>Please note the content of the Occasional Paper which accompanies this edition.</i></p>
May 1913	<p>RADM Sir George Patey, KCVO, RN, was appointed Flag Officer Commanding Australian Squadron. His flagship was HMAS AUSTRALIA, (battle-cruiser).</p> <p>ADML Sir Victor Alfred Trumper Smith, AC, KBE, CB, DSC, RAN, (1913 – 1998), first graduate of the Royal Australian Naval College to reach the rank of Admiral, was born at Chatswood, NSW.</p> <p>The Minister for the Navy approved the formation of the Naval Dockyard Police. The initial strength was one Chief Warrant Officer, one Sergeant, nine Senior Constables, and 29 Constables.</p>
May 1930	<p>The Royal Australian Naval College at Jervis Bay, NSW, was closed as a cost cutting measure, due to the effects of the Great Depression. The College was re-opened at Flinders Naval Depot, VIC, (HMAS CERBERUS), in June 1930, and was to remain on this site for the next 28 years</p> <p>HMA Ships PARRAMATTA and SWAN, (former destroyers), were anchored in Cowan Creek near the Hawkesbury River, (north of Sydney), in preparation to become accommodation for prisoners from civil jails. Before this scheme could be commenced, the NSW Government was pressured to abandon the idea due to an outcry from the public, who considered the plan reminiscent of the convict prison hulks of the 18th and 19th Century.</p>
May 1942	<p>The Battle of the Coral sea took place between 4th and 8th May. It was the first naval battle in history where opposing fleets were never in visual contact and also the first check in the Japanese armed forces victorious drive South. Technically a draw, the Battle of the Coral Sea was a tactical victory for the Allies, as the Japanese lost substantial numbers of aircraft, weakening their forces which were later committed to the Battle of Midway. One direct result of the Japanese failure to capture the airfield at Port Moresby was their attempt at the overland route and the Battle of the Kokoda Track.</p>
May 1943	<p>HMAS CENTAUR, (hospital ship), was sunk by a Japanese submarine, (believed to be I178), off the Queensland coast near Brisbane. CENTAUR was on her second journey north to Port Moresby to collect wounded Australian troops and was clearly marked and illuminated as a hospital ship. A single torpedo struck the ship at about 0400, and the CENTAUR caught fire and sank within two to three minutes. Of the 332 crew and medical staff onboard, some 268 were killed in the attack or later drowned. Japanese submarines were extremely active off the east coast of Australia between February and June 1943 and attacked or sank 14 ships.</p>
May 1972	<p>The following awards were made to the ships company of HMAS BRISBANE, (destroyer), for her service in Vietnamese waters: CBE: CAPT R. G. Loosli, RAN MID: LCDR H. W. Thomsett, RAN MID: Chief ERA A. Hills</p>
May 2006	<p>Nuship MAITLAND, (Armidale class patrol boat), was launched in Austral Shipyard, Henderson, WA. Mrs Jacqueline Rice, (daughter of Mr Jack Breddin, a former sailor who served in the depot HMAS MAITLAND), performed the launching ceremony.</p> <p>Nuship ARARAT, (Armidale class patrol boat), was launched in Austral Shipyard, Henderson, WA. Mrs Jennifer O'Malley, (daughter of LCDR Norman Muzzell, RAN, commander of the former HMAS ARARAT in WWII), performed the launching ceremony.</p> <p>The patrol boat HMAS BATHURST, (LCDR A. P. Quinn, RAN), arrived in Honiara, Solomon Islands, to relieve HMAS ARMIDALE, (LCDR J. Hunter, RAN). BATHURST and ARMIDALE were assigned to CTF 635, to provide support to ADF and AFP personnel, following a wave of civil unrest in the Solomon Islands</p>

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/>

The Battle of the Coral Sea: 4-8 May 1942

News that the wreck of the USS Lexington, sunk during the Battle of the Coral Sea, had been located on 6th March briefly revived interest in this crucial WW11 battle.

Unfortunately, little of that interest centred on the strategic implications that lead up to the battle and even less on the consequences, particularly for Australia. It is regrettable that many Australians are unaware of the strategic importance of this maritime contest and are fixated on one of the consequences flowing from the result, namely the actions on the Kokoda Track.



Wreck of USS Lexington, ships name board.

Image courtesy of Navigea Ltd, R/V Petrel

Since the bombing of Pearl Harbour on 7 December 1941 there was no stopping the Japanese armed forces: by early 1942 they had conquered or appeased Thailand, Malaysia, Sumatra, Borneo, the Celebes, Timor, the Bismarks, the Gilberts, most of the Solomons, and half of New Guinea. In a few weeks, the Japanese managed to dismantle an empire in Southeast Asia the Europeans took centuries to build. The resulting “Co-Prosperity Sphere” was the closest thing to a unified Asia the world had ever seen. The bold offensive gave Japan control over 20 million square miles of territory in Asia and the Pacific, five times the amount of territory controlled by Nazi Germany at the height of its of its power. At its peak the Japanese empire included the Philippines, the Dutch East Indies (Indonesia), Indochina (Vietnam, Laos and Cambodia), Malaya, Thailand (as an ally), Burma, northern New Guinea, the Solomon Islands and a number of Pacific islands.

The next Japanese target was the airfield in Port Moresby, opening up the SW Pacific islands for further air bases, thereby enabling them to isolate Australia with the possibility of invasion if desired. Accordingly, an Invasion Fleet and accompanying Carrier task force entered the Coral Sea. The Japanese carrier force was intercepted by Allied – predominately US maritime forces, and the ensuing action become known as the Battle of the Coral Sea. It was unique in several ways; the surface forces never sighted each other and all attacks were by carrier-borne aircraft. The result was a tactical draw, but strategically the consequences were enormous.

- It was the first time the Japanese armed forces had been checked in their drive South.
- Following their losses in this battle, the depleted Japanese Navy was soundly defeated at the Battle of Midway only a month later.
- The invasion fleet reversed course and there was no further sea-borne attack on Port Moresby.
- Japanese plans to invade Fiji and other SW Pacific Islands were abandoned.
- While Australia was subjected to air and submarine attacks, all credible threat of a Japanese invasion ceased.
- The Japanese then attempted to reach Port Moresby by land, at Kokoda and Milne Bay, suffering eventual defeat in both areas.

Australia is surrounded by oceans and was discovered and settled from the sea, but we are not at heart a maritime nation and although our economy is hugely dependent on trade, we have no merchant navy. Nevertheless, one only has to look at the plethora of yachting and boating clubs around our harbours to appreciate the tremendous interest that exists in water-borne activity. Additionally, there exists a pool of family and friends of all the personnel who have, or are serving in the RAN, Customs, Border Force, Fishing and offshore support vessels, all involved in affairs of the sea. It is unfortunate, therefore, that understanding of the importance of the Battle of the Coral Sea, and associated Naval actions is not more widespread. Perhaps there is room for all who are interested in Naval History to be more active in spreading the word.

Sinking of the Centaur

Source: [Australian War Memorial](#)

The *Centaur*, 2/3rd Australian Hospital Ship, was a motor passenger ship converted in early 1943 for use as a hospital ship. In November 1941 it had rescued survivors of the German auxiliary cruiser *Kormoran* after it had sunk and been sunk by HMAS *Sydney*.

On 12 May 1943 the *Centaur* sailed unescorted from Sydney at 0945 hours carrying her crew and normal staff, as well as stores and equipment of the 2/12th Field Ambulance but no patients. It was sunk without warning by a torpedo from a Japanese submarine on 14 May 1943 at approximately 0400 hours, its position being approximately 27°17' S, 153°58' E about 50 miles east north-east of Brisbane.



AWM Image: Sydney, NSW. 1943. Starboard bow view of the Hospital Ship Centaur. Prominent red crosses and green lines are painted on her hull. Red crosses are also attached to her funnel and stern with another lying horizontally on the after deckhouse.

Of the 332 persons on board, only 64 survived. These survivors spent 35 hours on rafts before being rescued. Sister Ellen Savage, the only one of twelve nursing sisters on board to survive, though injured herself, gave great help to the other survivors and was awarded the George Medal for this work.

The ship had been appropriately lit and marked to indicate that it was a hospital ship and its sinking was regarded as an atrocity. The Australian Government delivered an official protest to Japan over the incident. The Japanese did not acknowledge responsibility for the incident for many years and the War Crimes Tribunal could not identify the responsible submarine. However, the Japanese official war history makes clear that it was submarine *1-177*, under the command of Lt Commander Nakagawa who had sunk the *Centaur*. Lt Commander Nakagawa was convicted as a war criminal for firing on survivors of the *British Chivalry* which his ship had sunk in the Indian Ocean.

Centaur Found

Since the end of the war, many people have pushed to locate *Centaur* as a way of providing some solace to those family and friends who had lost loved ones, and to possibly answer some the unresolved questions surrounding its sinking.

A search led by David Mearns, who had previously lead the team that found the wrecks of HMAS *Sydney* and HSK *Kormoran*, discovered *Centaur's* wreck on 20 December 2009. *Centaur* was located about 30 nautical miles off the southern tip of Moreton Island, off Queensland's south-east coast.

The wreck was in one piece although it appears as though the hull broke in at least one, and maybe two, places. *Centaur's* approximate position is 27° 16.98'S, 153° 59.22'E at a depth of over 2,000 metres. The ship's location is less than 1 nautical mile (1.85 kilometres) from that calculated by the navigator, 2nd Mate Gordon Rippon, who was on the bridge taking regular bearings the night *Centaur* was torpedoed.

The wreck site is protected by the Australian government's *Historic Shipwrecks Act 1976*. The site is therefore become a memorial to the lives that were lost.

Sources

Peter Dennis et al., *The Oxford companion to Australian military history*, Oxford University Press, Melbourne, 1995

R.D. Goodman, *Hospital ships*, Boolarong Publications, Brisbane, 1992

Further Reading

[The Tragedy of the Centaur](#) by Tory Stephens, Published June 1988 edition of the Naval Historical Review (all rights reserved)

[Australian Hospital Ships](#), by Graeme Andrews, Published June 2012 edition of the Naval Historical Review (all rights reserved)

Podcasts

Podcasts of interest to members and subscribers are released regularly by the NHTA, Naval Studies Group and Life on the Line. A wealth of interesting listening is available on these sites.

Naval Historical Society of Australia

Recordings of presentations to members are available on Society web pages.as follows.

NHTA: <https://www.navyhistory.org.au/podcast/>

NHTA Victorian Chapter: <http://navyvic.net/associations/nhs/recordings.html>

Australian Naval History Podcast Series

The Australian Naval History Podcast Series examines Australia's Naval history, featuring a variety of history experts. It is produced by the Naval Studies Group in conjunction with the Submarine Institute of Australia, the Australian Naval Institute, the Naval Historical Society, and the RAN Seapower Centre. The website link is: <https://www.unsw.adfa.edu.au/australian-centre-for-the-study-of-armed-conflict-and-society/naval-studies-group/australian-naval-history-podcast>

Life on the Line Podcasts

Life on the Line tracks down Australian war veterans and records their stories. The second season of Life on the Line podcasts was launched 20 March 18 with the release of a trailer and new interview each week. The website link is: <https://www.lifeonthelinepodcast.com/podcast/>.

WHAT DO BOY SCOUTS, THE SYDNEY MORNING HERALD AND NAVAL GUNNERY HAVE IN COMMON?

By John Smith, Senior NNSA Researcher

Scout leaders regularly assemble to discuss the many aspects of running scout groups. The word selected to describe such meetings is MINDARI. This aboriginal word is said to mean “a place where the elders instruct the younger tribesmen” and so is appropriate to this role.

Switching to the Sydney Morning Herald, which is a Fairfax publication, there is a large brick, castellated and fortress like structure in Cowper Wharf Roadway in Woolloomooloo built in 1917 by John Fairfax and Sons Ltd. It is opposite the current site of Harry’s café de Wheels and was used to store newsprint unloaded from ships berthed at the Woolloomooloo Finger Wharf.

As with many other buildings then in existence in World War II and close to Garden Island, it was acquired by the Commonwealth in 1942 for naval uses. It was used primarily as a Gunnery Instruction Centre (GIC). It contained the office of the Port Gunnery Officer who was responsible for many items including close range weapon training, provision of guards and naval photography. It contained the most important training aid, the forty foot AA dome trainer which provided reasonably realistic training for gun aimers. The largest number of trainees were the guns’ crews for Defensively Equipped Merchant Ships (DEMS).



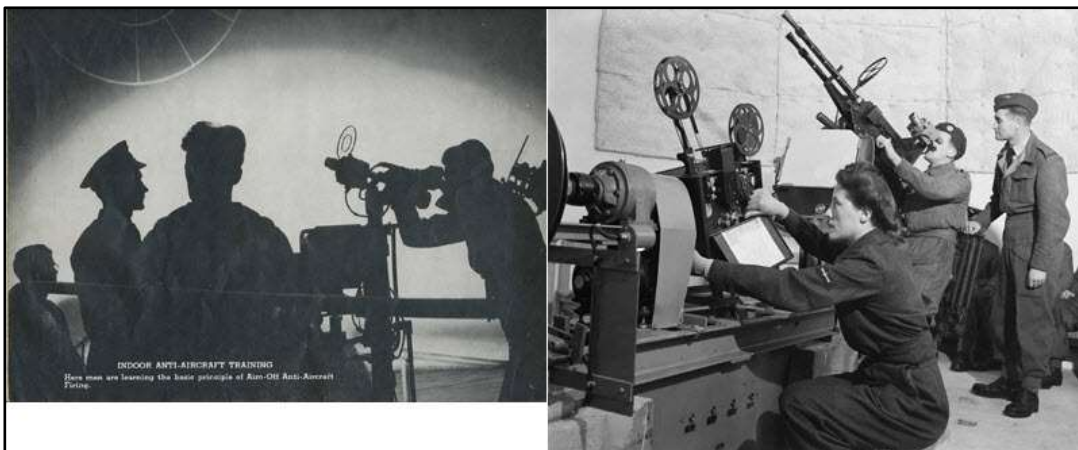
40 Foot Dome-trainer at Langham, UK
Gioconda Beekman Flickr, image

Even though the GIC had been operating since 1942, it was not until 1 July 1945 that it was commissioned as an independent naval establishment and was not paid off until 30 April 1948 although it continued to operate as GIC until after 1970.

As a commissioned stone frigate, a name was required and the one chosen, wait for it, was HMAS MINDARI. It was also required that it have a tender and the vessel chosen was the Naval Auxiliary Patrol launch LINRIC, whose name was changed to HMAS MINDARI until it was sold in April 1947. The new tender was GPV 964 which was commissioned as HMAS MINDARI in September 1946.

So there we have the common link between the Boy Scouts, the Sydney Morning Herald and naval gunnery namely the word MINDARI.

As epilogue, many of the duties in GIC/HMAS MINDARI were carried out most effectively by WRANS.



Langham-dome-trainer, UK

Langhamdome.org
image

HMAS Parramatta Bow Memorial

Source: Monument Australia website

The HMAS Parramatta Bow Memorial commemorates the HMAS Parramatta (1) for its service during World War One and its part in the establishment of naval forces in Australia.

The wreck of the former HMAS Parramatta is remarkable for its early associations with the establishment of Commonwealth Naval forces. A torpedo boat destroyer (TBD), Parramatta was the first of six built to serve as fast hunters of the "River" Class, a modification of the British "I" Class destroyer. This class was the last British warship designed with an external rudder system. With Pennant Number "55" painted on the bow, Parramatta was the first of the Australian group built by Fairfield Shipbuilding & Engineering at Govan, Scotland in 1910. It was also the first to arrive in Australian waters.

With the outbreak of war in 1914, Parramatta (1) immediately saw active service in German New Guinea serving with the Australian fleet led by HMAS Australia (1). During 1914, Parramatta (1) steamed 193 miles (310.6 kilometers) up the dangerous Sepik River in New Guinea in search of enemy vessels. Parramatta spent much of 1915 and 1916 enforcing shipping movements in the western Pacific. In mid-1917 the whole destroyer flotilla was sent to the Mediterranean and based at Brindisi, Italy, on Adriatic patrols to seek out enemy submarines.

On 12 November 1918, Paramatta (1) was part of the Allied fleet that entered the Dardanelles after Turkey agreed to an armistice. After the war, the destroyers sailed to England for leave, then returned to Australia. Here they were individually decommissioned between 1919 and 1928.

In 1972, the Naval Historical Society of Australia began a project to recover the bow and stern for a memorial to the vessel and its later namesakes (Parramatta (2) and Parramatta (3), and Australian naval history generally. However, funding and other constraints delayed the project with the stern finally being mounted in Queens Park, Parramatta in 1981 and the bow at Garden Island in 1986.



HMAS Parramatta (1) stern section. City of Parramatta Council Image



HMAS Parramatta (1) Bow Section, Garden Island Sydney. NNSA Image

Further Reading:

[HMAS Parramatta: First Born of The Commonwealth Navy](#), Published September 1974 edition of the Naval Historical Review (all rights reserved)

[HMAS Parramatta Memorial](#), Published June 1981 edition of the Naval Historical Review (all rights reserved)

Coming Events

Coral Sea Ceremonial Commemoration and Lunch

The Naval Officers Club has joins with the Australian National Maritime Museum to invite Society members to this event at Darling Harbour Saturday 5 May, 11:30 am - 4:00 pm.

Details: <https://www.navyhistory.org.au/event/coral-sea-commemorative-lunch-invitation-to-nhsa-members/>

Australian National Maritime Museum Presentation: The Mystery of the AHS CENTAUR

The National Maritime Museum will host a talk on the loss of the CENTAUR on 10th May. Richard Jones will describe the challenge of getting the search for the wreck organised and funded, including the idiosyncrasies of the Australian East Coast Current which caused conflicting evidence on the possible whereabouts of the ship. He will also describe the profound effect on families and friends of those on board when the wreck was eventually found and positively identified.

Details: <http://www.anmm.gov.au/whats-on/events/maritime-series-ahs-centaur-talk>

Society Matters

Reading Material

Use the website [Research Page](#) search facility to access more than 1200 articles published in the Society's flagship magazine, *The Naval Historical Review*. Articles can be located by key words, authors name or categories.

Society Library

The Society maintains an extensive research library of naval books and other publications which are available to members and volunteers conducting research and writing for the Society. It also facilitates responses to numerous requests for information from the public. The [library catalogue](#) is now available through the website.

Naval Historical Review

[Become a member](#) on line to receive quarterly copies of the *Naval Historical Review*, the Society's flagship magazine.

Tours of Garden Island, Sydney

[Tours of Garden Island](#) provided by Society volunteers on Thursdays are very popular with organized groups and retired naval personnel and their families. Tours of 1.5 to 2 hours which take in historic sites and buildings in the Dockyard including the Captain Cook Graving Dock are preceded by an introductory video in the Boatshed, Garden Island. Groups and individuals generally arrive by ferry from Circular Quay but arrangements can also be made for groups arriving by coach. The cost is \$20 per person. Should you be interested in booking a tour start by visiting the website, calling or e-mailing the Tour Coordinators.

Phone: (02) 9359 2243) Thursdays only

E-Mail: tours@navyhistory.org.au

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

Subscription

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