

Call the Hands

Issue No. 73

April 2023

From the President

Welcome to Issue 73 of Call the Hands. Accompanying this newsletter are three occasional papers, 158 to 160. The first paper (158) describes the life of John Palmer the purser in HMS *Sirius*. After its loss at Norfolk Island on 19 March 1790 John Palmer was appointed the Colony's First Principal Commissary. Of course, his good fortune and success as a gentleman of the Colony should not be connected in any way to the mythology surrounding officers of the Supply Branch and more latterly Maritime Logistics Officers (bank commissions or other entrepreneurial activity). Interestingly though, there was for some time a John Palmer Society which maintained contact with the RAN through the Fleet Supply Officer.

Paper 159 republished courtesy of the Military History Society of Australia, ACT Branch describes the acquisition and service life of the six torpedo boat destroyers acquired for the RAN between 1909 and 1916. The final paper (160) originated closer to home after meetings with Kevin Murphy (aged 97) in which he spoke about his father, Patrick Murphy. Patrick was a shipwright whose service in the RAN spanned two World Wars. This paper tells his story.

As readers will appreciate from content in this edition of CTH, Society volunteers have been busy. Highlights have included; support of the HMAS Cerberus open day, finalisation of a new book 'Safe to Dive' by John Jeremy which is now at the printers, conduct of the inaugural Harbour cruise to significant naval sites east of the Harbour Bridge, receipt of a significant Garden Island archive from the estate of Mr Frank Read and a large book collection bequeathed to the Society by Arthur King. Arthur was a long-term member of the Society's ACT Chapter and served at times as Chapter President and Secretary. His biography is included on page 14.

Although the Society's policy is generally not to acknowledge the passing of members or others, the loss of two fine naval historians, John Smith and James Goldrick in recent weeks could not go without mention. Page 16 refers. In the June edition of the Naval Historical Review we will publish a tribute to John Smith. A link to James Goldrick's obituary prepared by Vice Admiral Peter Jones, AO, DSC, RAN is included on page 16. It is a compelling portrayal of Admiral Goldrick's life as a naval officer, renown historian and strategist.

Finally, the ongoing success of the Society, particularly our tours and cruises can only be assured if we maintain a pool of enthusiastic tour guides and cruise commentators. If you live in Sydney, enjoy history, storytelling and meeting people then why not [volunteer](#). Training is provided and volunteers only go solo when they feel ready. You do not need to be an expert from the start. Please contact us any time; office@navyhistory.au or phone (02) 9537 0035.

Best wishes for a safe and happy Easter.

Kind regards,
David Michael



Naval Historical Society
of Australia

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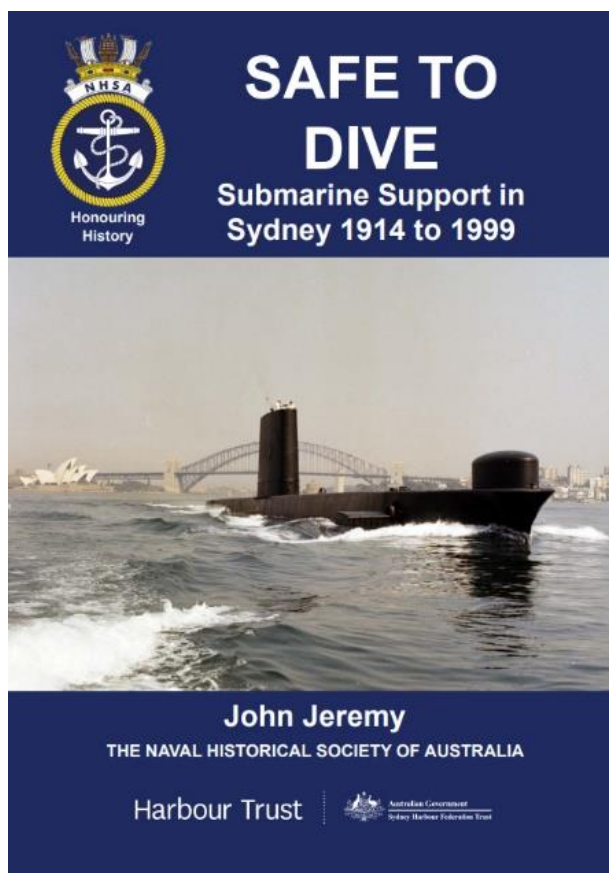
New Book Available Soon

We are proud to announce that the latest book to be published by the Society is another by Vice President, John Jeremy AM. It is entitled *Safe to Dive, Submarine Support in Sydney 1914 to 1999*. On receipt from the printer in the coming weeks the book will be launched in May/June and available for sale around the same time in both printed and digital format.

It is an important work in that throughout most of the 20th Century, submarines comprised part of the Royal Australian Navy's fleet on an intermittent basis until the decision by the Commonwealth Government in 1960 that Australia should reintroduce a submarine squadron as a permanent part of the RAN. The Cabinet approval on 22 January 1963 for the acquisition of British submarines of the Oberon class heralded a new era for the RAN.

The vital support given by bases and dockyards to RAN ships and submarines often goes unrecognised. It is, however, essential to the safe, effective and continuing operation of the Navy's assets in peace and war. This book, which began in 2005 as a report for the

Sydney Harbour Federation Trust to support the development of the Conservation Management Plan for Cockatoo Island, tells the story of the support of Australia's submarines in Sydney from the arrival of AE1 and AE2 in 1914 to the decommissioning of HMAS Platypus in 1999.



Anzac Day 2005: HMAS Anzac (III) at Anzac Cove

In 2005 HMAS *Anzac* and her ships company supported the observance of the 90th anniversary of the Gallipoli Campaign landings. During the deployment code named *Northern Trident* from 7 March 2005 to 15 August 2005, the ship visited ports in Turkey, Italy, Malta, the UK, France, Spain, Morocco, South Africa and Mauritius before returning to Sydney.

In the 5 May 2005 edition of [Navy News](#) Lieutenant Rachel Irving described how in the stands ashore at Gallipoli 'stood 100 proud members of the ship's company of HMAS *Anzac*, who were lucky enough to be able to join the crowd ashore. But it was the sight that loomed 1,300 yards off the shore at 3am that drew a roar from the crowd. HMAS *Anzac* sailed into the cove with her entire silhouette and five-inch gun lit, as well as two three metre-high kangaroos lit up on each side.

Against the black night it was the perfect backdrop on one of the most important occasions for many Australians.

Even the Prime Minister, John Howard, said later in the day, "To be at Anzac Cove on Anzac Day with HMAS *Anzac* in the background - well there's nothing that makes you feel more proud to be an Australian."

POET Alf Green who was part of the shore contingent, said of the day, "The biggest thing that I have taken away from the experience is an understanding of how much the Turks value this day and this land as well." "[General Mustafa Kemal] Ataturk's speech, read out during the service, really struck home and made me realise what a great man he was."

Ataturk said (in part) in 1934, "You, the mothers, who sent their sons from far away countries, wipe away your tears, your sons are now lying in our bosom and are in peace after having lost their lives on this land they have become our sons as well."

The ill-fated Gallipoli Campaign against the Ottoman Empire involved more than 550,000 troops and sailors from Britain and the Empire.

Prime Minister John Howard with members of the HMAS *Anzac* ships company 25 April 2005. RAN image



HMAS *Anzac* of Anzac Cove Gallipoli 25 April 2005, RAN image



The Commanding Officer of HMAS ANZAC, Captain Richard Menhinick, reads during the dawn service on deck while in Anzac Cove, Turkey. RAN image.



Naval History Harbour Cruise East: A Great Success

After many months of hard work planning and preparing for the inaugural history cruise to significant naval sites east of Sydney Harbour Bridge, there was great satisfaction on the part of the volunteers on conclusion of the inaugural cruise when the Menai Men's Shed representative, John Eades took the microphone and expressed deep appreciation on behalf of his group. He said the experience was both informative and entertaining. Similar feedback was received from members of the RSL Anzac Village, Narraabeen who made up the balance of guests.

The three hour cruise takes in 15 sites in the comfort of MV Bennelong chartered each month from Caprice Cruises with which an excellent working relationship has developed over the previous year. Key features of the cruises in addition to the comprehensive commentary is a sumptuous morning tea and souvenir booklet which provides images and notes about each site covered during the cruise.



Boarding MV Bennelong at King Street Wharf. Ray Rees, cruise commentator welcomes guests.

Given the popularity of the three cruises, it is essential to book well in advance.

Bookings can be made via the [Society's website](#).



MV Bennelong passing Garden Island, Sydney

Song of HMAS Sydney

The following song first published in the Bunbury Herald, WA on Saturday 8 June 1918, page 6. It makes reference to HMAS *Sydney*'s 1914 battle with the German cruiser SMS *Emden* and its commanding officer Karl von Muller. This was one of the early important sea battles of the war involving the Royal Australian Navy.

South African author Ethel Campbell, a socialite of the time, devoted herself to the welfare of Australian and New Zealand soldiers who passed through Durban on troopships during the Great War. She was awarded an MBE in recognition of her war work.

Song of HMAS Sydney

Three long black lines of troopships From Albany they steer,
The "Melbourne" proudly at the head, The "Sydney" in the rear —
The answer to old England's call, The flower of her Southern sons —
When hark! there comes a call for help, Tho' blurred by the Pirates.
The "Melbourne" was the flagship, And dare not leave her place,
So off the "Sydney" streaked full speed, Nigh thirty knots her pace;
They guessed 'twould be the "Emden", And o'er the foam they sped
To catch the raider at her work, Now sixty miles ahead.
The stokers worked like demons And soon the Germans saw,
Smoke plume, and mighty bow wave, Von Muller dropped his jaw;
Then he laughed, "If that's a cruiser On the skyline which I see
It won't remain one very long, For 'twill be sunk by me!"

Chorus:—

But then he had to reckon with Australia,
He didn't know the dinkum Aussie Jacks,
But he met them by the Cocos.

And now the "Sydney" checked her speed, And onward came the foe,
The lads stood calm beside their guns, With hearts and eyes aglow;
The youngest navy in the world, Was out to win her spurs,
And men would fight, and men would die, And glory would be hers!
And there they fought a valiant fight, And there they stousted the enemy;
They plugged the pirate raider till, She hadn't an answering gun;
And when the proud Von Muller, Had skied the flag of white,
Brave Glossop shook him by the hand, For 'twas a good straight fight.
He made him a guest of honour, And gave him back his sword:
Then they took the captives with them, Tending their wounds on board.
And back to join the convoy, The "Sydney" steamed away.
On Southern Seas the pirate Had seen his long last day.

Chorus:—

Because he had to reckon with Australia,
He didn't know the dinkum Aussie Tars,
But he met them on the ocean, And now he has a notion,
What happens when he raids too, near Australia!

In fair Colombo harbour, That wonderful array
Of forty great black transports Swarming with soldiers lay,
Waiting to greet the conqueror, With pent emotion thrilled,
The ships hung gay with bunting, But never a whistle shrilled.

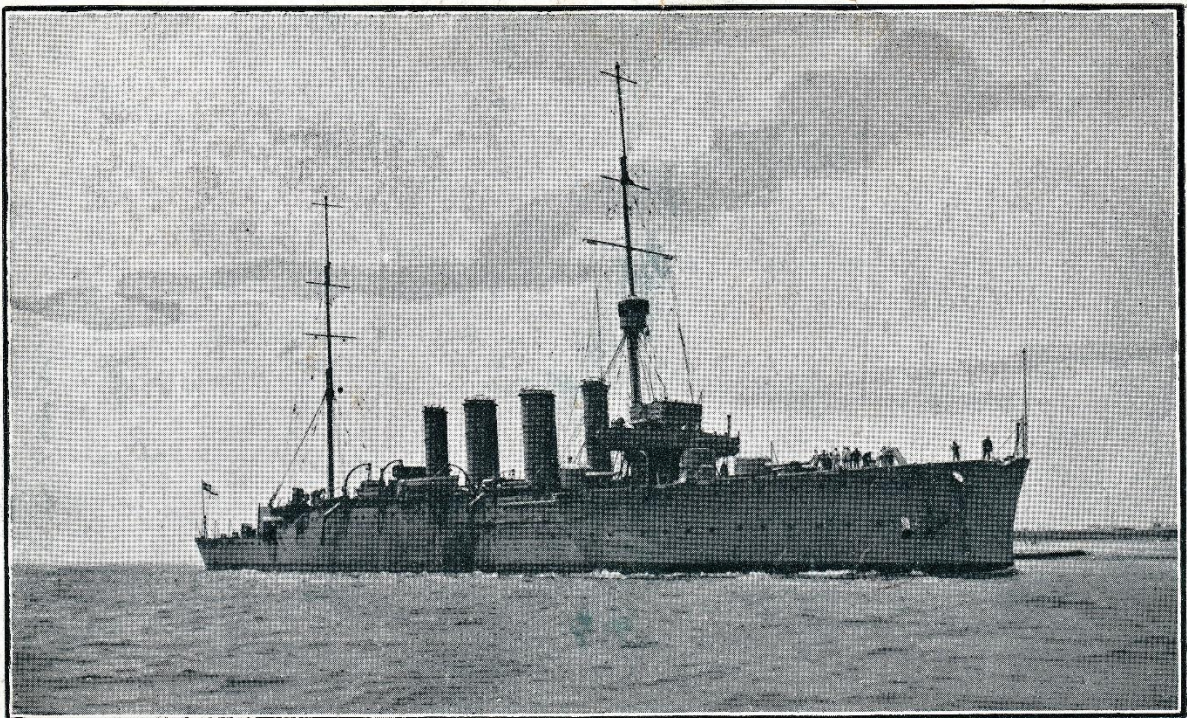
Thro' lines of towering troopships, The little "Sydney" steered,
Beneath those stalwart khaki throngs, And never a soldier cheered!
With hat in hand, and silent, They watched her steaming by,
In young Australia's crowning hour : The 'wildered Huns gasped, "Why?"
As there were wounded prisoners aboard — they came to learn —
No noisy demonstration must mark the ships return.
"You have been kind, but this crowns all", Von Muller tried to speak,
"We cannot hope to thank you" — The tears streamed down his cheek.

Chorus:—

But then he had to reckon with Australia,
He didn't know the dinkum "Ginger Micks",
But now he's "getting wise",
And the tears that filled his eyes
Are not the least of tributes to Australia!

Durban.

By Ethel M. Campbell



H.M.A.S. SYDNEY. THE CONQUEROR OF THE EMDEN

The loss of HMAS Woomera

Over 60-years ago the RAN suffered a major loss with the armament stores carrier HMAS *Woomera*, sinking off Sydney on 11 October 1960. The following day, the ACT-based newspaper, *Canberra Times* featured a page one story relating to the onboard explosion:



In her final throes HMAS *Woomera*, on fire, sinking off Sydney Heads with the loss of two lives. Survivors came ashore aboard the frigate HMAS *Quickmatch* which had dashed to the rescue when an explosion tore into *Woomera*'s hull. RAN.

An ammunition ship, H.M.A.S. Woomera, blew up and sank, on fire, 23 miles off Sydney Heads at 10.30 a.m. yesterday.

Two men are missing, believed dead, and others are injured. The fast anti-submarine frigate, H.M.A.S. Quickmatch and Royal Navy destroyer, H.M.S. Cavendish, which were exercising in the area, sped to the scene and picked up 23 survivors. All survivors were taken to Balmoral Naval Base tonight.

A fire which began when the crew was dumping ammunition into the sea, caused the explosion. Woomera, a 603-ton wooden ship, was built for the Army 18 years ago, and was taken over by the Navy in 1946.

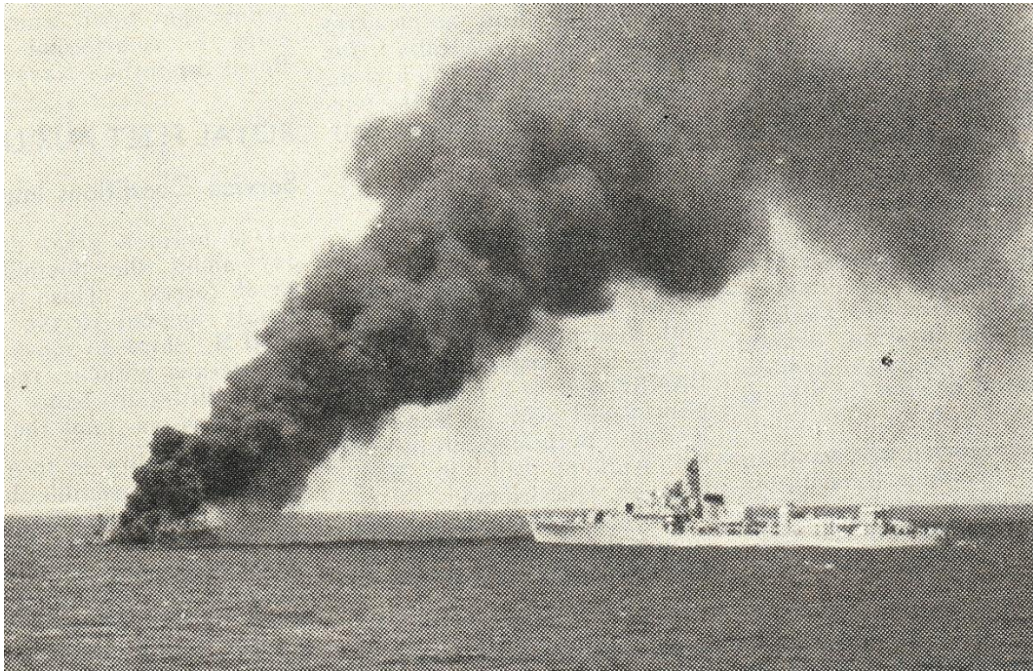
After the explosion, Woomera's commander, Lt. Commander D. Marshall, ordered the crew to abandon ship. The fire was then raging out of control and the crew had no hope of saving the ship. Twenty-three men remaining aboard after the explosion jumped into the sea, where they were rescued by Quickmatch and Cavendish. They clutched lifejackets and pieces of wreckage scattered by the explosion, until picked up. Warships made an extensive search of the areas for the two missing ratings, but late this afternoon abandoned the search.

*The Minister for the Navy, Senator Gorton, said yesterday that a Board of Inquiry would be set up as soon as possible to investigate the tragedy. Senator Gorton gave this chronological account of the disaster:
9.57 a.m. - Woomera sent an S.O.S. that it was on fire. Quickmatch immediately went to rescue.*

10.33 a.m. - Fire and explosion severe. Quickmatch and Cavendish alongside.

11.12 a.m. - Woomera sank.

When Quickmatch radioed that she was racing to Sydney with the survivors, 12 ambulances went to Garden Island to meet the frigate. A Navy chaplain also waited at the wharf where the rescue vessels docked. Dozens of phone calls jammed the base switchboard as relatives anxiously sought information about the crew. At first it was feared that casualties would be heavy and every available ambulance in Sydney was alerted. Teams of doctors and nurses stood by at St. Vincents and Sydney Hospitals.



Royal Navy destroyer HMS Cavendish alongside HMAS Woomera. Two helicopters and a naval workboat joined HMAS Quickmatch and Cavendish in the search-for two missing men. RAN.

Video of the Month

This 2.5-minute video produced by the Sea Power Centre – Australia describes the circumstances surrounding the loss of HMAS Canberra (I) on 9 August 1942. Canberra had been operating with the naval force supporting the American landings at Guadalcanal and Tulagi. These operations ended with her loss in the Battle of Savo Island.

[HMAS Canberra \(I\) - Battle of Savo Island.](#)

HMAS Canberra and Shropshire-Stained Glass Window, Naval Chapel Garden Island, Sydney



Letter by Mrs Stoker, Mother of Commander Dacre Stoker, Commanding Officer HMA Submarine AE2

The following article entitled 'HMAS AE2.WAR PRISONERS IN TURKEY' was published in the Sydney Morning Herald (page 8) on Thursday 1 February 1917. It has been sourced from the National Library of Australia, Trove Website.

Engineer Lieutenant-Commander Paterson, R.N., now in Sydney, has received a letter from Mrs. Stoker, mother of Commander Dacre Stoker, of AE2, the Australian submarine, which, after many adventures, went ashore in the Sea of Marmora, her entire crew being made prisoners by the Turks.

In the course of her letter from Dublin Mrs. Stoker writes: "I will try and tell you what I know of my boy's life, since the ill-fated day when his fine submarine was lost. Of the details of the disaster, we know little, as, of course, he cannot give particulars. You know that H.M.A. submarine AE2 was the first to run the Dardanelles successfully and get into the Sea of Marmora. There she sank a transport and captured a gunboat. Three days later she was destroyed by gunfire; no lives, however, were lost.

"It is supposed that AE2 had to rise for adjustment, as the currents in Marmora are very swift, and alter the navigable channels, but no one knows yet what actually happened, except that the crew took to the water and all were saved, and taken prisoners to Affion Kara Hissac - a fortress in the mountains. It was from this fortress that I first heard from my boy, often quite long letters, till the Turks forbade them, and reduced his communications to a bare four lines at long intervals.

"In October 1915, the Turks instituted reprisals on their prisoners owing to the supposed bad treatment by the British of the crew of a Turkish ship. Dacre and Lieutenant Fitzgerald, another submarine officer, were selected from the fortress at Afflon Kara Hissac - although Dacre denied that it was possible for the British to treat prisoners in such a way, and demanded an investigation - and taken to Constantinople and placed in solitary confinement. I really cannot bear to write of what he underwent there. Lieutenant Fitzgerald suffered so much in health that the Vatican interfered, and got him exchanged for a Turkish officer, and he is now in London.

"The Turks, however," continues Mrs. Stoker, "found they were in error about the treatment of their crews by the British. The United States Ambassador was most active in proving that what they had been told was false, and to atone the Turks allowed Dacre and Lieutenant Fitzgerald a fortnight in an hotel at Constantinople, where, according to the United States Ambassador, they were feted by the whole of Constantinople. They returned to Afflon Kara Hissac, and in a short time Lieutenant Fitzgerald, whose health was much impaired by captivity, was exchanged.

"In March 1916 Dacre and two other submarine officers escaped from Affion Kara Hissac. They reached the shores of the Bosphorus, taking a month to get there, but were recaptured, and placed in close confinement in the military prison at Constantinople. The Turkish Government informed the United States Ambassador that they were in good health, and that if they would give their promise not to try and escape again their condition would be much improved. This, it was stated, they steadfastly refused to do, but, notwithstanding their refusal, the military permitted them to walk in the prison garden.

"Books are permitted to them, and parcels; and please send as many as you can".

"In his earlier letters Dacre spoke in most glowing terms of the courage and bravery of his crew in AE2, and please take every opportunity of making this public, as it may be some slight comfort



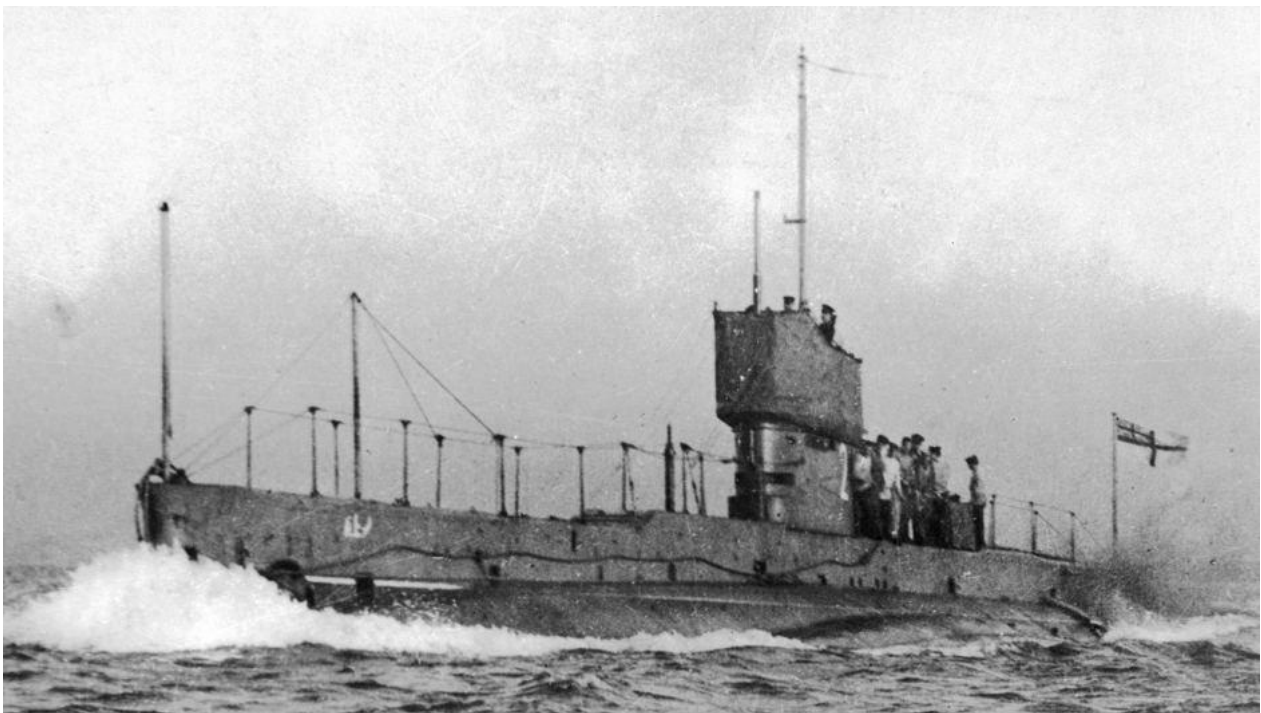
AE2's Commanding Officer, Lieutenant Commander Henry Hugh Gordon Dacre Stoker.
RAN image.

*to the relations of these brave Australian sailors. I have heard from him that AE2 was stuck on the rocks, submerged in the Dardanelles for 48 hours, and there seemed little prospect of getting her off. It was an awful time for Dacre, but he got her off the beach **and to Malta for repairs**¹ before the final catastrophe. He says his crew behaved magnificently.*

"If the friends of the crew wish to send them anything - books, which must come through a publisher, and tinned things - they must be sent through the authorised official channels.

"Dacre much appreciated the kindness extended to him with such lavish hands while he was in Sydney, and I should greatly appreciate it if you would let his friends there know how he is getting on. His cards are always cheery and hopeful, and he makes no complaint."

Further Reading: HMAS AE2, Sea Power Centre Australia, available at, <https://www.navy.gov.au/hmas-ae2>



HMAS AE2

¹ The point by Mrs Stoker about repairs in Malta is either a mistake on her part or that of the journalist.

Photo of the Month



HMAS *Vendetta* (I) in the Mediterranean 1940 - Mick Pettingell with mail and parcel from home.
Gordon Hill collection

The US State Department has approved the sale of some 220 cruise missiles to Australia in a deal valued at \$895m.

The proposed sale, which requires sign-off from Congress, includes Tomahawk missiles and technical support. The missiles will be used by the Virginia-class submarines Australia will acquire from the US under the Aukus defence pact. Australian Defence Minister Richard Marles said the missiles would provide "a really important capability".

The deal would enable the country "to reach out beyond our shores further and that's ultimately how we are able to keep Australia safe" the minister told the Australian Broadcasting Corporation (ABC).

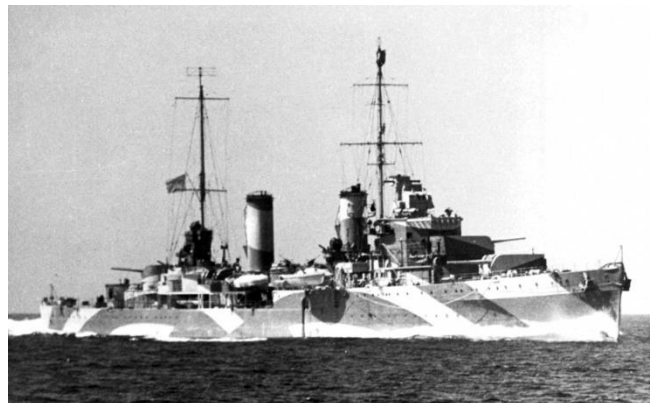
The missiles could be initially deployed on Australia's Hobart-class destroyers before the first Aukus submarines are delivered. The Pentagon said the sale would "improve Australia's capability to interoperate with US maritime forces and other allied forces as well as its ability to contribute to missions of mutual interest".



Sailing through the Sunda Strait between border protection operations, the Anzac Class frigate HMAS *Perth* (III) paid homage to sailors from HMAS *Perth* (I) and USS *Houston*, which fought in the Battle of Sunda Strait in 1942.

Within sight of the *Perth* I (Photograph) and *Houston* wreck sites, *Perth* III paused to remember their fallen shipmates in a moving service to mark the 81st anniversary. Gathering on the flight deck, the crew heard stories of courage and sacrifice, and a gallant fight in the face of overwhelming odds.

Outnumbered and outgunned, the two ship's crews fought courageously against the Japanese onslaught before succumbing to their watery graves. Of *Perth*'s proud crew of 681 on that night, 353 died. Another 106 of *Perth*'s men died as prisoners of war. During the 81st anniversary commemoration, survivors' diary entries and poems were read to highlight the indignity these men faced in their daily struggle to survive as prisoners of war.



One such account was the *Ode to Rice*, secretly recorded by Able Seaman Arthur Bancroft in a diary he kept hidden. The poem vividly describes the terrible rations endured by the survivors in the many forms of poorly cooked or tainted rice. As a tribute, a small amount of rice prepared in banana leaves was provided to the crew to acknowledge the hardships endured by the prisoners of war. This was followed by the *Naval Prayer* and the *Naval Ode*, in addition to messages of reflection from family members of *Perth* survivors.

HMAS *Perth* III carries a number of traditions and close ties to her predecessor ships. She not only maintains close contact with Frank McGovern - the sole remaining survivor of *Perth* I's crew from the Battle of Sunda Strait - but also to the City of Perth. The ship also proudly displays little red paw prints scattered throughout the decks - a tribute to *Perth* I's pet cat, Red Lead, who also perished in the Sunda Strait.

This Month in History

April 1860	HMVS VICTORIA sailed from Melbourne for service in the Maori War, in New Zealand. This was Australia's first commitment of forces overseas.
April 1900	CAPT Hector McDonald Laws Waller, DSO and Bar, RAN, one of Australia's greatest naval commanders, was born at Benalla, VIC.
April 1914	LEUT A. M. Longmore, an Australian serving with the Naval Wing of the Royal Flying Corps, flew the First Sea Lord, Winston Churchill, on his first flight in a Maurice Farman seaplane.
April 1918	HMAS TORRENS and HM Ships JACKAL and HORNET engaged five Austrian destroyers in a running gun battle in the Adriatic Sea. The Austrian vessels turned away and broke off the engagement.
April 1921	Flinders Naval Depot, (HMAS CERBERUS), was officially opened. This date is now accepted as the commissioning date for HMAS CERBERUS.
April 1928	HMAS MELBOURNE (I) decommissioned at Portsmouth. In December 1928 the ship was sold to Alloa Shipbuilding Co, Rosyth, Scotland, for £25,000. She was broken up in 1929.
April 1940	AB A. Kennedy, RAN, survived the sinking of the destroyer HMS GHURKA by dive bombers off Norway. Kennedy was the only Australian in the crew.
April 1942	A lifeboat, commanded by PO J. Tyrrell, containing 23 survivors from HMAS PERTH surrendered to the Japanese at Semangka Bay, Sumatra. The party set out to sail to Australia after their ship sank, but 37 days of adverse winds and constant searching for food and water weakened them. On 1 April the boat was shelled by a Japanese destroyer, but they escaped under cover of dark. After their capture they were taken to a prison camp at Palembang, where they remained until the end of the war.
April 1945	HMA Ships COLAC and DELORAINE, (minesweepers), bombarded Japanese fortifications at Cape Boiken, New Guinea.
April 1950	808 Squadron commissioned as a RAN squadron at St Merryn in Cornwall, England, flying Hawker Sea Fury FB IIs and 817 squadron was commissioned at RNAS St Merryn, UK, as a RAN squadron equipped with Fairey Firefly Mk 5 aircraft. Both squadrons formed part of the 21st Carrier Air Group (CAG).
April 1962	HMAS PARRAMATTA joined her sister ship YARRA deploying to the Far East where the two ships relieved HMA Ships QUICKMATCH and VAMPIRE in the British Commonwealth Strategic Reserve. During that deployment PARRAMATTA'S crew took part in the SEATO exercise SEA DEVIL before visiting Japan in company with other RAN vessels.
April 1969	CPO A. V. Rashleigh and AB A. J. Sherlock, of the RAN Clearance Diving Team 3, carried out an underwater night search of the hull of MV HERADIA at Vung Tau, Vietnam, after the capture of a Viet Cong diver alongside the ship. Knowing that another enemy diver was in the vicinity, they continued their search until they found an explosive charge secured alongside the ship. After removal of the charge, they re-entered the water and captured the enemy diver.
April 1977	HMAS DERWENT rendered aid to the disabled World War II landing ship, MV VALASNA, 40 miles east of Singapore.
April 1982	RAN personnel joined the Multi-National Force and Observers, (MFO), operating on the Sinai Peninsula, to enforce the separation of Egyptian and Israeli forces. The RAN provided Iroquois helicopters, (which had been transported to the Middle East by HMAS TOBRUK), to patrol the peninsula. The RAN presence ceased in 1986, but a small Army detachment remains to this day.
April 1992	The last naval pilots graduated from the RAAF's No.1 Flying School at Point Cook, VIC. They were SBLT Marcus McGregor, RAN, and MIDN Robert Needham, RAN. From then on, all pilot training was conducted at RAAF Base Pearce, WA.
April 2001	HMAS JERVIS BAY (II) conducted her last re-supply run from Darwin to Dili, in support of the UN peacekeeping mission in East Timor.
April 2006	The oil replenishment ship HMAS WESTRALIA entered port for the last time when she berthed at HMAS STIRLING, Perth, WA. During her 17 years in service, WESTRALIA steamed 458,254 miles, and conducted 1269 replenishments at sea.
April 2011	HMAS ADELAIDE (II) was scuttled as a dive wreck off Avoca, New South Wales

The entries selected for publication this month are randomly generated from an extensive database of historic naval events. The absence of a significant event is in no way intended to cause offence. The objective is to provide a cross section of events across time. The Society's website enables you to look up any event in RAN history. Searches can be made by era, date look up or today. The latter appears on the home page. The others are accessed via the Research page. <https://www.navyhistory.org.au/research/on-this-day/>

Arthur King

Arthur King was born in Sydney on 6 October 1944 and grew up in Balmain where his life revolved around St John's Anglican Church and the Snapper Island Corps of the Sea Cadets.

He attended Birchgrove Public School and then Homebush Boys High School. From an early age he was fascinated by ships. When he was around 12 years of age he created a scale model of each of the ships in the Australian Navy from balsa.

From High School he enrolled in the Shipwright's course at Sydney Technical College and was apprenticed as a shipwright at Garden Island. His talent was soon recognised and he was awarded Apprentice of the Year in his final year.



He studied part time for the degree of Bachelor of Science & Engineering in Naval Architecture at University of NSW, whilst working as a shipwright at Garden Island. He graduated with merit in 1971 in the top 10% of his course and shared the award from the Royal Institution of Naval Architects for best performance in the final year of Naval Architecture subjects.

He was subsequently offered a scholarship to complete his Master's Degree in Science in Naval Architecture at the University College London in 1971 but failed to meet the requirements of the first year of study. He returned to Canberra to work for the Navy in Dept of Defence until his early retirement in 1994. His chief focus was the design and construction of the new Collins Class submarine and he was part of the design team sent by the Aust Government to Sweden to participate in a 12 month tender process for the construction of the submarines.

An avid reader, he amassed a significant collection of reference books related to all aspects of naval architecture and design and the history of naval vessels during both World Wars. He was a Member of the Canberra Chapter of the Naval Historical Society, serving at times as President and Secretary. He bequeathed his collection of books to the Naval Historical Society.

He moved to the Gold Coast to be close to his aging mother following his retirement and died in Pindara Private Hospital Benowa Qld on 2 January 2023.

Occasional Papers

- Occasional Paper 158 - John Palmer -The Colony's First Principal Commissary
- Occasional Paper 159 - River Class Torpedo Boat Destroyers
- Occasional Paper 160 - Shipwright First Class Patrick Daniel Murphy BEM

Society Matters

Celebrating Longevity and Recognizing Commitment

Two World War II veterans shared a coffee with members of the Naval Association of Australia (NAA) and Historical Society in early March. Joining centenarian, Rear Admiral Guy Griffiths was 97-year-old Kevin Murphy, also a member of the Naval Association of Australian Sub Section – Parramatta Memorial. Kevin joined the RAN in 1945 and served in HMAS *Warramunga* until being demobilised in November 1946. After the more formal celebrations of Admiral Griffiths' 100th birthday this relaxed occasion was also an opportunity to recognise both Guy and Kevin's long-term commitment to the Naval Association. This recognition took the form of certificates recognising their 30 and 75 years respectively with the NAA. Sub Section President, Bruce Richens presented the awards in the company of Secretary Michael Kielty.



Guy Griffiths, Kevin Murphy receiving Naval Association awards from Bruce Richens with Michael Kielty, 7 March 2023.



The youngest person present, Rear Admiral Lee Goddard RAN RTD assisting Rear Admiral Griffiths RAN RTD.

Honouring Warrant Shipwright Patrick Murphy

The father of Kevin Murphy, featured above also served in the RAN. Patrick Daniel Murphy was born in Ireland in 1894 and joined the RAN on 11 December 1915 at aged 21. After service in many ships including *Encounter (I)*, *Penguin(I)*, *Adelaide (I)*, and *Moresby (I)* he served in HMAS *Canberra* from 29 April 1942 until her loss on 9 August 1942. Patrick was then posted to the crew of HMAS *Shropshire* which commissioned on 20 April 1943. Sadly in a tragic twist of fate, having survived the loss of *Canberra* Patrick lost his life on 5 September 1943 in Cape Town, South Africa. His death was the result of an incident ashore during *Shropshire's* voyage to Australia. *Shropshire* suffered no further casualties for the remainder of the War. Read more about Patrick Murphy in Occasional Paper 160.

Vale Two Fine Historians

The Naval Historical Society acknowledges the passing of two fine historians who have crossed the bar in recent weeks. Their contributions to enhancing community understanding of Australian naval history in quite different ways were enormous. They will be sorely missed.

Commander John Smith RAN Retired

John Smith was born at Coffs Harbour in 1932 and entered the Royal Australian Naval College in 1946. After a naval career as a seaman officer, he retired as a Commander in 1976, having specialised the old-fashioned way in gunnery. John was proud to have been one of the last gunnery officers to study 'cruiser' gunnery.

After naval service he launched himself into a managerial career in a law firm, the Institute of Chartered Accountants, the Australian Bicentennial Authority, the NSW Cancer Council, Red Cross NSW and finally the Sydney Maritime Museum where he was deeply involved in the restoration of *James Craig*.

These managerial roles gave him extensive experience in financial control, general administration, working with volunteers, lobbying and public relations. As a retiree he worked as hard as ever particularly in Sydney Legacy and as Vice-President of the Naval Historical Society and later senior researcher where his immense knowledge of naval history was shared with members, volunteers and the community in many and varied ways.

Sadly, John lost a battle with cancer and crossed the bar on 3 February 2023.



Rear Admiral James Goldrick AO CSC RAN Retired

Rear Admiral James Goldrick died in Canberra on 17 March 2023 in Canberra after a long battle with cancer. Born in 1958 he joined the Royal Australian Naval College in 1974 and served with great distinction until retiring in 2012. He then committed himself to academic activities, researching writing and lecturing. His sea commands included HMAS *Cessnock* and HMAS *Sydney* on two occasions.

An Honorary Life Member of the Australian Naval Institute (ANI) one of his legacies amongst many, will be the Goldrick series of seminars.

In his obituary published by the ANI and available at <https://navalinstitute.com.au/obituary-rear-admiral-james-goldrick-ao-csc-ran-retired/> he is acknowledged as a naval officer of exceptional intellect and influence and Australia's most internationally acclaimed naval historian.

