

## HMAS *Lismore* – J145/B247/A121



**Namesake:** City of Lismore, NSW  
**Builder:** Morts Dock  
**Laid down:** 26 February 1940  
**Launched:** 10 August 1940  
**Commissioned:** 24 January 1941  
**Decommissioned:** 3 July 1946  
**Battle honours:**  
     Indian Ocean 1941–44  
     Sicily 1943  
     Pacific 1945  
     Okinawa 1945  
**Fate:** Transferred to RNN  
**Netherlands**  
**Name:** Batjan  
**Commissioned:** 3 July 1946  
**Reclassified:** Frigate (1946)  
**Decommissioned:** 1958



**Displacement:** 650 tons (standard), 1,025 tons (full war load)  
**Length:** 186 ft (57 m)  
**Beam:** 31 ft (9.4 m)  
**Draught:** 8.5 ft (2.6 m)  
**Propulsion:** triple expansion engine, 2 shafts, 1,750hp  
**Speed:** 15 knots (28 km/h; 17 mph)  
**Complement:** 85  
**Armament:** 1 × 4-inch gun, 3 × Oerlikons (later 4, later 2), 1 × 2-pounder gun (installed later), Machine guns, Depth charges, chutes and throwers

Ordered for the British Admiralty and commissioned by RAN, HMAS *Lismore* was laid down at Mort's Dock Engineering Company, Balmain, Sydney on 22 February 1940. She was launched on 10 August 1940 by Mrs Muirhead-Gould, wife of the Commodore-in-Charge, Sydney and was the first RAN warship to carry the name of the north-east NSW regional city. By the war's end Mort's Dock had constructed 14 of sixty Bathurst Class corvettes.



*Official party at the launching of Lismore. L-R: Sir Kelso King (Chairman of Directors of Shipping Company), Mrs Muirhead-Gould, Mr TH Silk (Managing Director of Dockyard), Rev AG Rix, who performed the dedication ceremony, and Mr Cameron, Minister for the Navy. Two Muirhead-Gould children in front.*



*Lismore was laid down and launched at Morts Dock & Engineering Co, Ltd, Sydney.*



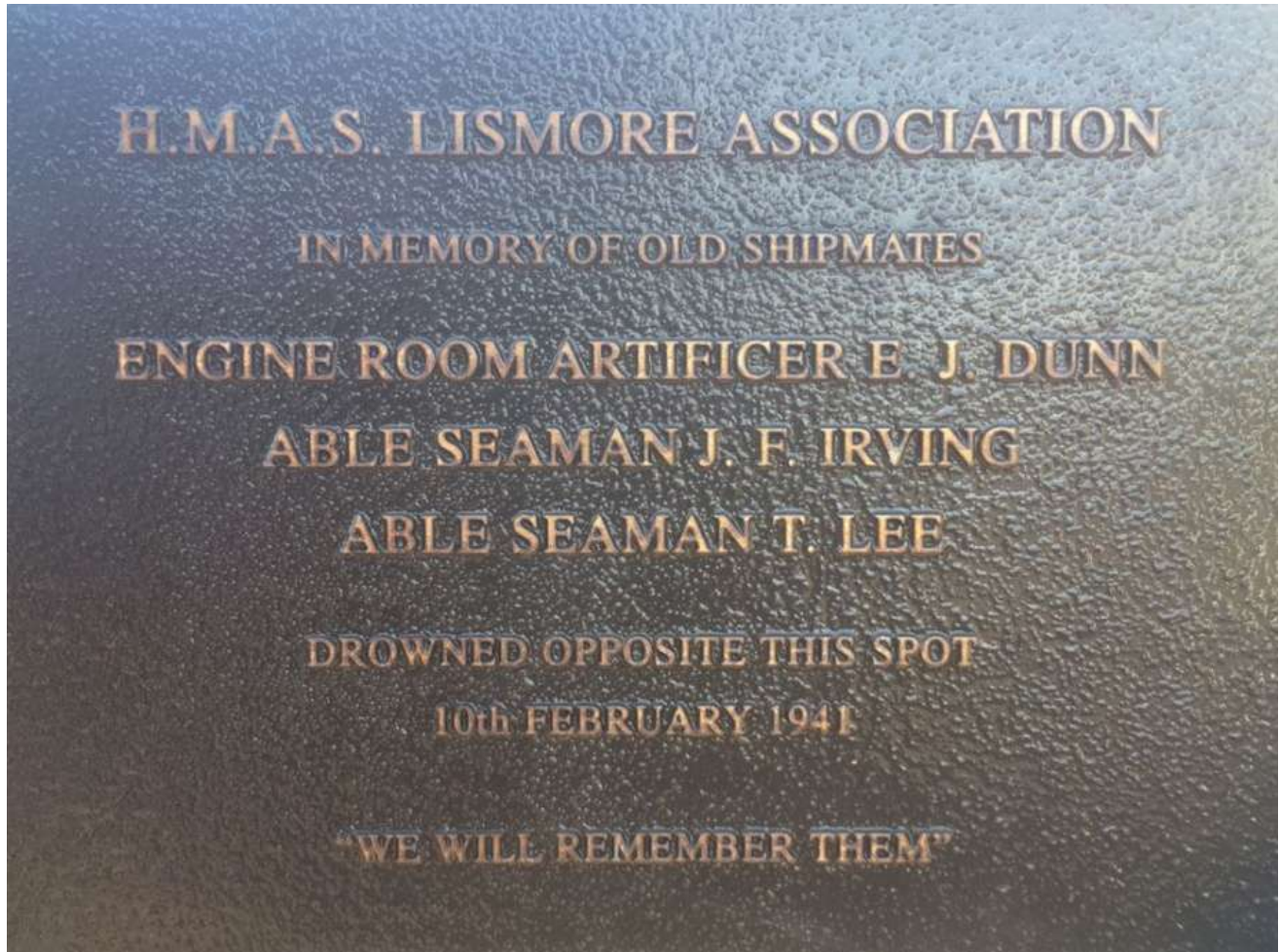
*HMAS Lismore in water*

HMAS *Lismore* commissioned at Sydney on 24 January 1941 under the command of Lieutenant Commander Stanley H Crawford MBE, RANR(S).



*HMAS Lismore*

*Lismore* commenced her work up off the Australian east coast, however, on 10 February 1941 tragedy struck when the ship was anchored in Jervis Bay. One of the ship's boats was returning to the corvette when it was swamped in heavy seas. Three men were drowned with only the body of Engine Room Artificer Edward Dunn recovered. The other two men who lost their lives in the incident were Able Seaman John Irving and Able Seaman Tom Lee.



*Memorial to the three ratings from HMAS Lismore who drowned in Jervis Bay on 10 February 1941 (Plaque at HMAS Creswell)*

*Lismore* departed Sydney for service on the East Indies Station on 21 February 1941 in company with her sister ship HMAS *Bathurst*. The vessels called at Darwin en route and arrived at Singapore on 26 March. On completion, on 7 April, of boiler cleaning and minor repairs, the ships took up duty on anti-submarine patrols off Singapore. On 26 May they sailed for Suez via Colombo, the Seychelles and Aden. They arrived at Colombo on 3 June. Shortly afterwards the ships sailed to take up duty with the Red Sea Force.

Thereafter, until mid-December 1941, *Lismore* was employed on East African coastal patrol duty which included, from August to December 1941, patrols in the Gulf of Tadjoura as a unit of the forces employed in maintaining a blockade of French Somaliland. On 16 December 1941 *Lismore* detached from the Red Sea Force and proceeded for Colombo to join the Eastern Fleet for Indian Ocean escort duty.



*Xmas Party 1941*



*Ship's Mascot, Leading Seaman Stuka 1942*

From January 1942 to April 1943 *Lismore* served as an escort vessel for Indian Ocean convoys including duty in the Persian Gulf area in the second half of 1942. On 3 May 1943 she arrived at Aden en route for the Mediterranean where with her sister ships HMA Ships *Gawler*, *Ipswich* and *Maryborough*, she formed the 21st Minesweeping Flotilla.

Her service in the Mediterranean, however, was mainly confined to escort duty. She once, in August 1943, proceeded into the Atlantic to form part of the escort of an Alexandria bound convoy. Despite numerous air attacks in the Mediterranean en route to the Atlantic the ship escaped damage.



*Fitted with a Captured Italian 20mm Breda gun*

On 25 September 1943 *Lismore* departed Suez for Kilindini to re-join the Eastern Fleet for further Indian Ocean escort duty. For the following fifteen months she was almost constantly at sea protecting convoys moving between India and Africa.

After escorting many convoys in the Indian Ocean HMAS *Lismore* was due for a re-fit and in March 1944 was sent to Port Elizabeth in South Africa, a Dominion of the British Empire at that time. The ship's crew should have only been away from the ocean for a number of weeks but due to unforeseen delays the re-fit process lasted for 3 months.



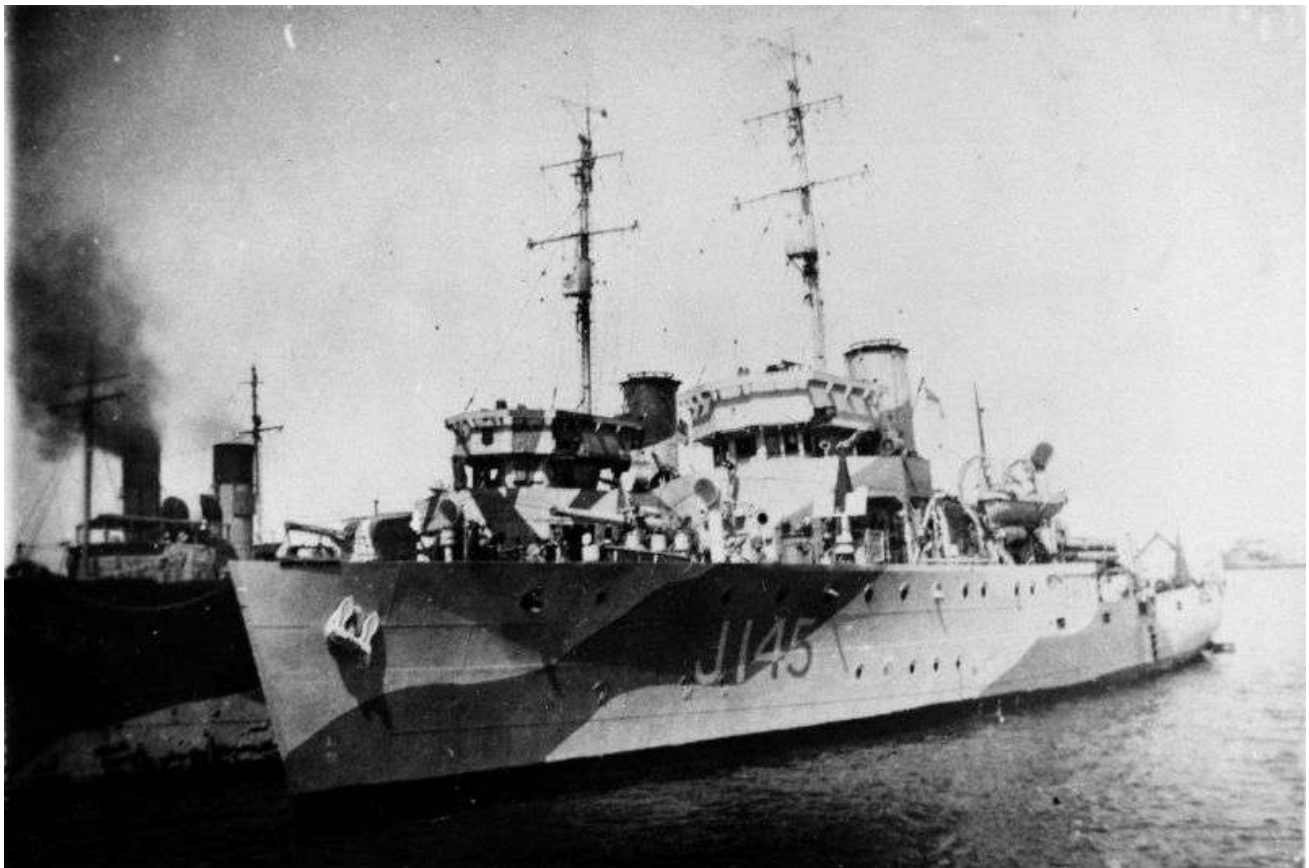
*L-R: HMA Ships Toowoomba, Lismore, Burnie and Maryborough nested at Colombo, Ceylon in November 1944.*

On 3 December 1944 *Lismore* arrived at Fremantle, her first call at an Australian port since leaving Darwin for Singapore on 20 March 1941. Her absence from Australia was longer than that of any other Royal Australian Navy ship of World War II.



*Ship's crew onboard HMAS Lismore.*

On 2 January 1945 *Lismore* returned to Sydney after an absence of nearly four years (1409 days). She had steamed some 156,000 miles since commissioning. At Sydney *Lismore* joined the British Pacific Fleet (as a unit of the 21st Minesweeping Flotilla, recently a part of that Fleet) and until hostilities ended served as an escort vessel for shipping moving north to the forward areas including the Philippines. She was one of the Royal Australian Navy ships which participated in the invasion of Okinawa (March to June 1945).



Following the cessation of hostilities *Lismore* served for several months in the Darwin, Timor and Moluccas areas before returning to Sydney in March 1946.

On 1 June 1946 the ship sailed for Ceylon for transfer to the Royal Netherlands Navy. HMAS *Lismore* was retired from Australian service on July 3rd, 1946 in Trincomalee. The same day she was introduced into Dutch Service as HMNS *Lismore*, having steamed 191,132 miles as a unit of the Royal Australian Navy.

At arrival in Tandjongpriok, the port of Batavia on Java, the ship was baptized as HMNS. Batjan. After takeover, first used in the waters of Indonesia in the war against the infiltrations for patrol purposes and later as minesweepers and later still as Frigates. During Netherlands service the ship carried the pendant numbers **B247, MV25, PK5, P10, M813, F813 and A870.**



*HMNS Batjan in the Royal Netherlands Navy*

The corvette was involved in the battle against the Indonesian nationalists till the independence on 27 December, 1949. In those years the ship was active as patrol vessel and supported the landings of the Dutch Royal Marines during the 'policing actions', as those military actions were called.

After a stay in Indonesian waters, the ship arrived in Holland 19 November 1947 for maintenance and repair at the Royal Docks at Willeswoord. Returned to service 7 March 1950. Became a fisheries-police ship in the North Sea from 1 April 1950.

From June 1951 put into service as a Training ship. On the 2 SeptVlissingenember taken out of service and put in conservation, later Reserve. Later used as a houseboat for Submarine service in Rotterdam. By 18 January 1955 sent to Vlissingen to be used as a Lodgeman ship by the builders of Submarine Hunters.

She was removed from the effective list in 1 July 1958, moved out of the navy and shortly afterwards sold for scrap.