

HMAS *Maryborough* – J195/B248/A122

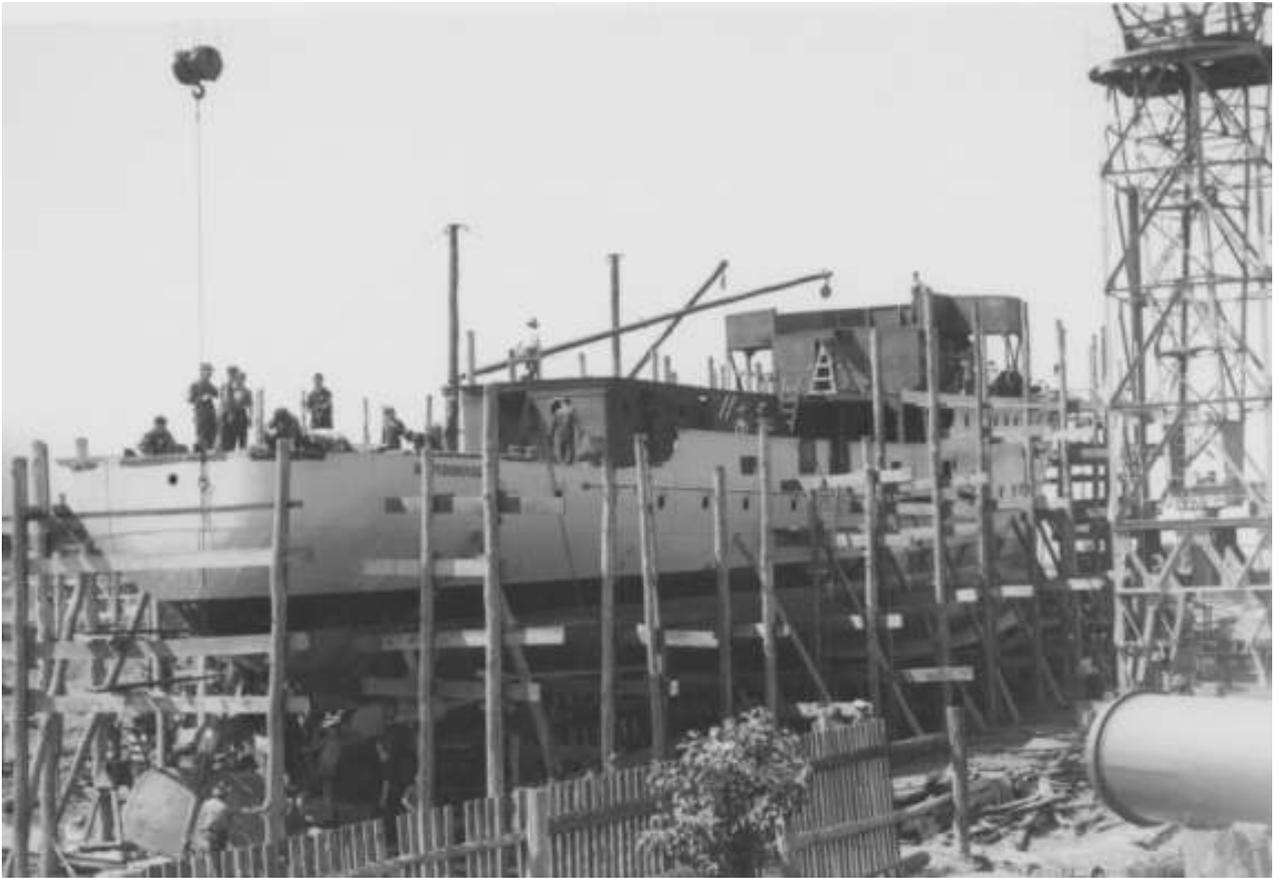


Namesake: City of Maryborough,
QLD Builder: Walkers Limited
Laid down: 16 April 1940
Launched: 17 October 1940
Commissioned: 12 June 1941
Decommissioned: December 1945
Battle honours:
 Pacific 1942
 Indian Ocean 1942–44
 Sicily 1943

Fate:
 Maryborough paid off in December 1945, and was sold to the Australian General Trading & Shipping Syndicate on 9 May 1947, who renamed her *Isobel Queen*. For years she was berthed near Victoria Bridge, Brisbane but never sailed under her own power after sale by the navy. She was later sold for scrap in Brisbane in 1953

Displacement: 650 tons (standard),
 1,025 tons (full war
 load)
Length: 185 ft 8 in (56.59 m)
Beam: 31 ft (9.4 m)
Draught: 8.5 ft (2.6 m)
Propulsion: triple expansion
 engine,
 2 shafts
Speed: 15 knots
 (28 km/h;
 17 mph) at 1,750 hp
Complement: 85
Armament: 1 × 4-inch gun,
 3 × Oerlikons

Ordered for the British Admiralty and commissioned by RAN, HMAS *Maryborough* was laid down 16 April 1940 at Walkers Ltd. and launched 17 Oct 1940 by Mrs Goldsmith, wife of the General Manager, Walkers Ltd.



HMAS Maryborough under construction at Walkers Ltd, Maryborough, Queensland.





Maryborough's launching lady, pictured, was Mrs Goldsmith.





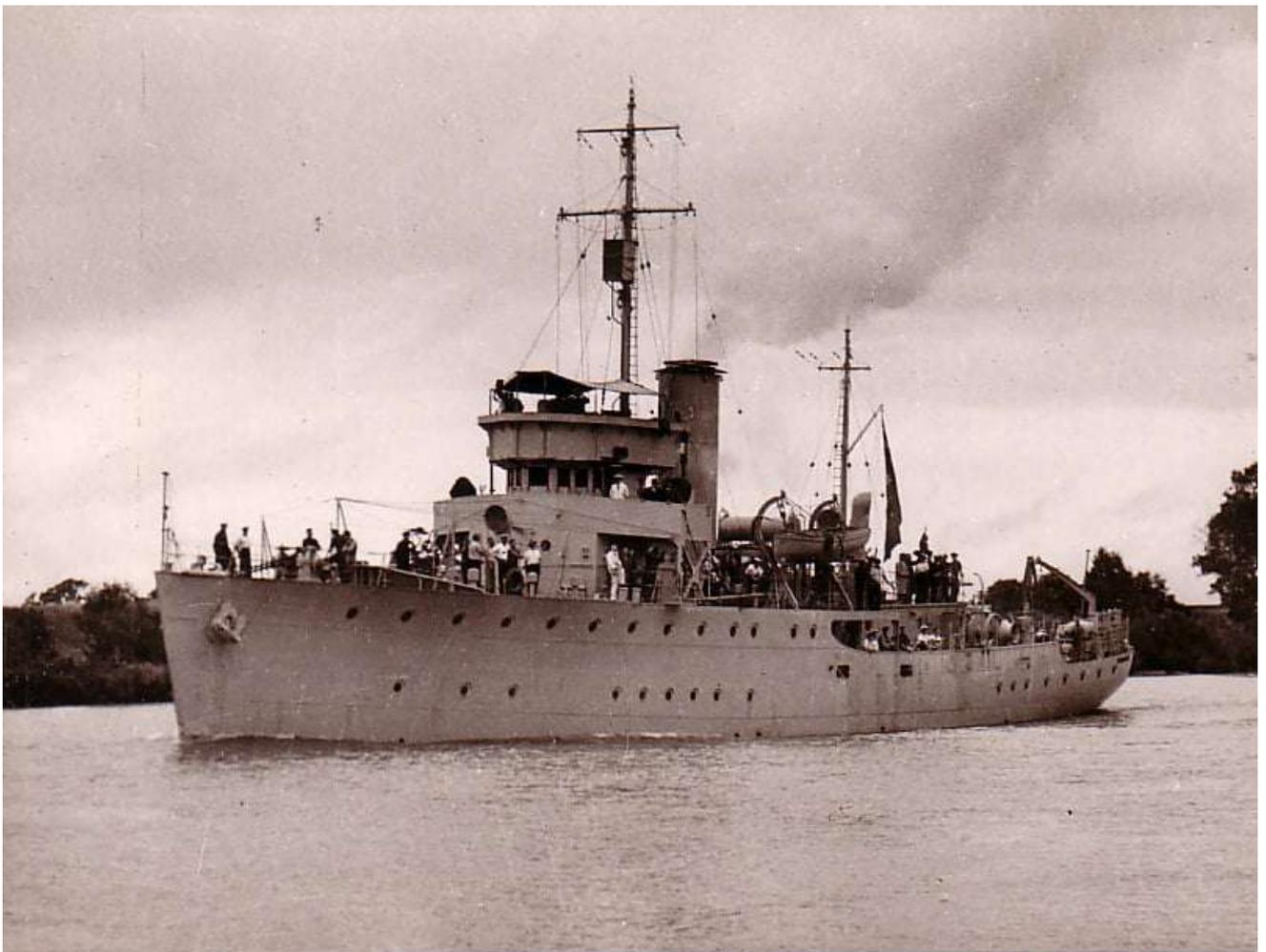
Maryborough on the slip in her namesake town, Maryborough, Queensland, on the occasion of her launching, 17 October 1940.



Maryborough commissioned at Maryborough on 12 June 1941 under the command of Lieutenant Commander Glen L Cant.



Signed Commissioning Pennant



Returning after trials



HMAS *Maryborough*, after a brief period of service on the east coast of Australia, proceeded in November 1941 to Singapore. There on 28 November she became a unit of the 21st Minesweeping Flotilla. Following the outbreak of the Pacific War, *Maryborough*, with six of her sister ships, played a notable part in the Malayan-Java-Sumatran operations, ending on 2 March 1942, when she departed Tjilatjap for Fremantle.



The period of March to November 1942 was spent on escort and patrol duties in Western Australian waters around Fremantle. It was an uneventful period. During April 1942 *Maryborough* took the submarine USS *Sea Raven* in tow and brought her to Fremantle. The submarine, which had rescued a party of servicemen from Timor, had broken down.

On 3 November 1942 *Maryborough* departed Fremantle for Diego Garcia en route to join the Eastern Fleet. The following four months were spent escorting shipping from Colombo to Bombay and to the Persian Gulf.



Maryborough 1942



HMAS Maryborough 4" Gun



Maryborough in Alexandria, circa 1942. Note the disruptive pattern camouflage.

In May 1943 *Maryborough* entered the Mediterranean. Five months were spent in this theatre on convoy, escort and anti-submarine patrol, including the operations for the Sicily landings.



Lieutenant Commander GL Cant, RAN with his ship's company in Alexandria 1943.

In November 1943 *Maryborough* returned to the Indian Ocean and resumed her convoy escort duties. After a year of these activities she returned to Fremantle on 3 December 1944 after more than two years of overseas service.



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

Three and a half months in Australian waters had elapsed when on 16 March 1945 she departed Sydney for Seeadler Harbour. *Maryborough* spent the remaining months of the war on patrol in Australian and New Guinea. On 15 August 1945 ('VJ' Day) *Maryborough* was en route from Milne Bay to Seeadler. The remainder of her active service with the RAN was spent as a unit of the 21st Minesweeping Flotilla based at Hong Kong.



Arrival home at Maryborough 1945



Arrival home at Maryborough 1945



Arrival home at Maryborough 1945

In December 1945 she finally returned to Australia and was paid off for disposal. February 1947 it was proposed to offer *Maryborough* for sale as and where lies, Asdic to be removed before handed over to purchaser.

April 1947, ship was sold to Australian General Trading and Shipping Syndicate, Sydney (Comino Bros Pty Ltd) for £12,000, delivered 1 May 1947. She has not sailed under her own steam since.

Maryborough Chronicle (Qld) Wed 6 Sep 1950:

CORVETTE FOR SALE BRISBANE

Sept. 5. — The former 650-ton Australian Navy corvette HMAS *Maryborough*, will be sold by public auction in Brisbane on October 18. The famous old ship still in excellent condition, according to shipping experts. They jib only on an estimate of her value. In 1947 HMAS *Maryborough* was sold to a southern shipping syndicate. The Brisbane auctioneers who will sell the ship claim that the twin screw 15-knot vessel is ideal for Pacific trading etc.

In October, 1950, she was passed in at auction at £20,000 when she was reported to be in good condition. Various schemes to put her into service failed.

The Courier Mail (Brisbane, Qld) Tues 2 Sep 1952:

TIED UP FOR FIVE YEARS

Corvette to sail again

A former Pacific war corvette HMAS *Maryborough*, which has been tied up in Brisbane for five years, will sail soon for Adelaide and New Zealand.

The new master, Captain J. Kennedy, said yesterday that she would be renamed the *Isobel Queen*. She would fly the Bolivian flag and return to the sea as an ocean-going tug. Captain Kennedy said the corvette had been chartered by a Sydney company, and would be refitted in Brisbane. She would sail in about six weeks to tow a 5000-ton merchant vessel across the Tasman. The corvette has been tied up at Stanley Wharf, South Brisbane, for years. She was sold by the Disposals Commission to the Australian Trading and Shipping Syndicate, Sydney.

Captain Kennedy said last night that the vessel had not moved under her own steam since 1947. But she was still in fine condition.

The Sunday Mail (Brisbane, Qld) Sun 19 Apr 1953:

WATERFRONT RIDDLE OF THE SHIP THAT NEVER SAILS

Now a ship without a name, the waterfront calls her the ship that never sails.

You can see her any day — the once proud HMAS *Maryborough* — tied up at Stanley wharf South Brisbane, just downstream from Victoria bridge. Rust has started to eat into her decks and sides. She cost £130,000 (without armament) to build. In October, 1950, she was passed in at auction at the Stanley Wharf for £20,000, and was quoted as being in 'good condition.' Maybe old salts were right when they said she had a jinx. In the security –shrouded days of 1940, HMAS *Maryborough* hit the mud when she slid down the launching ways of Walkers Ltd, *Maryborough*. She came out unscathed, but superstitious old-salts shook their heads. After the war *Maryborough* returned to Queensland with a meritorious record. She was sold by the Navy in 1947, and since then her engines have not turned over.

Various schemes to put her into service have failed; and she is 'open for sale.' She sailed under the White Ensign in the Indian Ocean, with the Mediterranean fleet, and finally in the south-west Pacific. Her new owners, the Australian Trading and Shipping Syndicate, Sydney, decided to put her under the registry of Honduras. In September last year the ship went under the name of *Isabel Queen*, and a bearded mystery man, Captain John Heuston Kennedy, said he was taking her out under charter for high seas salvage work. He also said she would sail under the Bolivian flag.

But now Captain Kennedy can't be found by the ship's owners, and the scratch crew have left the ship. Last week at Stanley Wharf, the ex-corvette was flying the Honduran flag — horizontal blue, white, blue stripes, with five stars in the middle. And her only crew was the watchman. She was listing to port, and river 'hawks' had stripped her of many brass fittings.

Mr. S. T. Comino, Brisbane member of the owners' syndicate, said yesterday that vandals had pillaged only non-essential gear. 'The ship could be made seaworthy at comparatively little cost,' he said. 'Engines and particularly the boilers are in good condition. She's costing us money lying idle, and we want to get rid of her.'



Maryborough in Brisbane

The Courier Mail (Brisbane) Tue 12 Oct 1953:

IDLE SINCE 1947

RAN ship sold; to be broken up

Former Australian Navy corvette HMAS *Maryborough* is reported to have been sold to be broken up.

The corvette has been berthed for years at a wharf near Victoria Bridge. *Maryborough* was owned by a syndicate which included prominent Brisbane men. She has been sold to a Sydney enterprise. It was reported on the Brisbane waterfront yesterday that negotiations for the sale had been completed in Sydney and that, as soon as a suitable wharf was found in Brisbane, breaking up operations would begin. Sale price of the vessel which cost £130,000 (without armament) to build in 1940 was mentioned at only a few thousand pounds.

The Courier Mail (Brisbane, Qld) Wed 16 Dec 1953:

Few bids at ship auction.

Only 25 of the 133 auctioned lots from the dismantled 800-ton corvette, HMAS *Maryborough*, were bought yesterday.

The auctioneers Messrs Sharp and Musgrave said the lack of interest was probably due to the small demand for marine equipment in Brisbane.

1953: *Maryborough* was resold to Carr Enterprises Ltd, Sydney and subsequently broken up in Brisbane.

