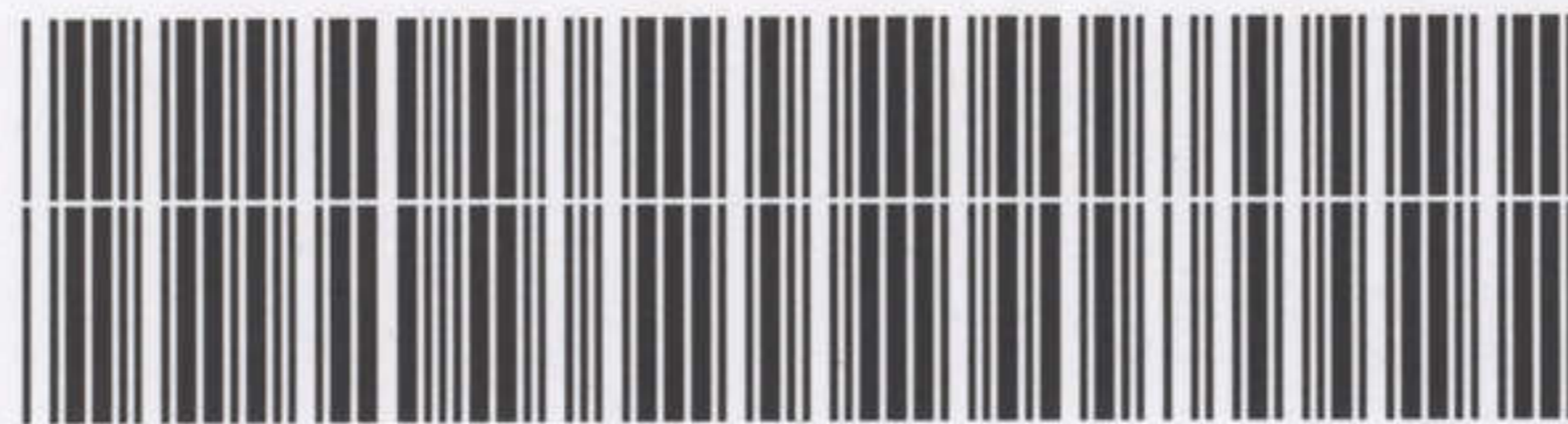


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

HMAS AIR SAVE

**Item number: 19/1**

**Title: January-May 1945**



AWM78-19/1

"AIR SAVE L. of P."

[19/1]

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NAVAL HISTORICAL RECORDS

DECLASSIFICATION AUTHORITY — DEFENCE RECORDS

This record has been reviewed and declassified by Dept of Defence and is available for Public Access.

AUTHORITY: DIG(N) ADMIN B/3

REVIEWER: Richard LeDR RAN  
(for DSS1 (Navy)).

Date: 29 March 90 ✓

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DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Ainslie" REPORT OF PROCEEDINGS.

May 1945.

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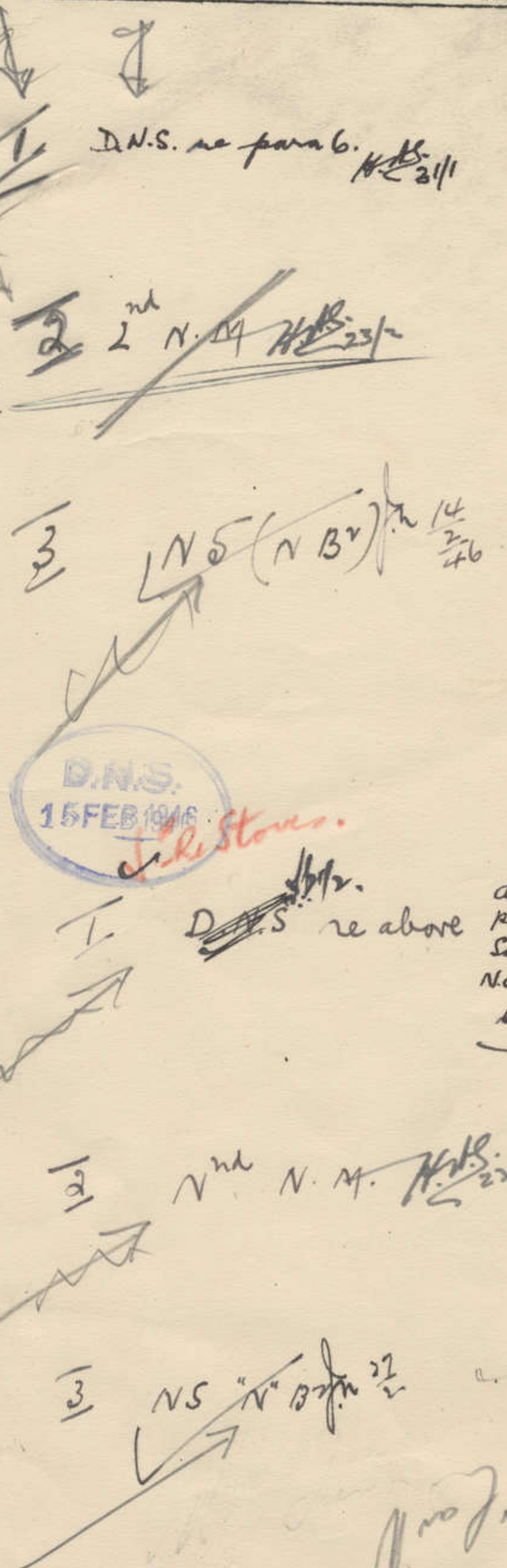
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*M. Heller  
12/5/45*

Office of the N.O.I.C.  
New Guinea. Madang.  
27th June, 1945.

The Secretary,  
Naval Board,  
MELBOURNE.

HN

H.M.A.S. "AIR SAVE" - REPORT OF PROCEEDINGS - MAY, 1945.

Submitted for the information of the Naval Board.

*J. Dain*

A/Captain R.A.N.  
Naval Officer in Charge,  
New Guinea.

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COPY.

REPORT OF PROCEEDINGS.

**RESTRICTED**

*m. Keller  
12/5/65*

H.M.A.S. "AIR SAVE",  
At Alexishafen,  
June 10th.

Departed Sydney A.M. March 10th, in company with and under orders of H.M.A.S. "AIR MIST", Sub. Lieut. Needle in command. Kept to inshore route on passage Nth. keeping W/T watch on 2990 kilocycles.

2. On departure from Brisbane joined by Air Foam (then Air Wave) and Air Host commanded by Sub. Lieuts. Middleton and McLean respectively. S/O. Sub. Lt. Needle.

3. Certain repairs to motors while at Townsville delayed the ships. Air Host departed in company of Air Clan and Air Rest. Air Save, Foam and Mist continued in company, and arrived at T.I., having parted with Air Foam in Howe Islands.

4. Arrived Thursday Island April 30th. Departed A.M. May 2nd., for New Guinea. Anchored at Stephens Island overnight. Arrived Mile Island P.M. May 4th. Departed for Port Moresby A.M. May 5th., arriving P.M.

5. Departed Moresby for Milne Bay via Port Glasgow arriving May 10th. Departed Milne Bay for Lae via Oro Bay arriving May 14th. Departed Lae for Madang arriving 15th May. Proceeded to Alexishafen for slipping. Returned to Madang and departed for Aitape May 29th. Reached Manam Island where engine trouble forced me to anchor in Hansa Bay. Instructed to return in tow to Alexishafen for top overhaul on both motos. Overhaul nearly completed and trials showed a faulty oil cooler. Final adjustments now being effected. In view of trouble with oil cooler on four occasions and delay caused thereby, I request that spare coolers be made available to carry in the event of further trouble in this direction. The generating unit has been inefficient, and has been replaced with new rings. These rings (piston) were not carried as spares and those installed were made by Base Staff at Alexishafen. It is requested that spare rings may also be obtained and issued to ship, to prevent future breakdowns and delay.

6. The consumption of fresh food has been confined to a one-day basis, owing to inability of obtaining ice to keep fresh. At many places ice was unobtainable, such being the case at Alexishafen. While here, the galley stove, after much trouble on the journey from Sydney, finally became useless. No burner spares can be got. Meals for Ship's company have been cooked, while at Alex. on an open fire on the beach. It is requested that present stoves be replaced by 3 primuses for the benefit of ship's company.

7. Fire, Action Stations and Abandon Ship exercises have been maintained. As a further aid to the prevention of fire, I have included in standing orders an instruction detailing a seaman to stand by automatic extinguisher with key ready for instant use, each time motors are started.

8. This ship is not, as yet, fitted with new types of rescue booms. When so fitted, approval is sought to remove sheerlegs which have been proved too awkward and somewhat dangerous for working in anything like weather.

9. The platform on the stern (not yet fitted) as approved by Navy Board would be far more suitable.

10. No yellow or black paint being available and in view of the fact that ships (A.S.R.) in forward areas are not being painted foliage green, I request that the same be issued and defective paint-work be made good on Air Save.

MONTHLY FIGURES:

Distance steamed during month of May	-	1421 miles.	
Hours under way " " " "	-	87.	
" " " on one engine.	-	2.	
Average speed for month	-	18 knots.	
Fuel Expended " "	-	4689 Gals.	
" " per hour.	-	54 Gals.	
Total Distance Steamed since Commissioning	-	3803 miles.	
Average Speed " "	-	17 knots.	
Total hours under way since commissioning	-	STAR. 263 hrs. PORT. 256 hrs	
One new battery is required for Radio Compass.			

*Nov 8*

(Sgd.) Charles G. Graham. June 10th, 1945.

*6032/2/15366  
The W/mt/5366  
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**RESTRICTED**  
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Abt  
Mr. Kellin  
12/5/65

DEPARTMENT OF THE NAVY.  
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SUBJECT: HMS "Air Serv." Report of Proceedings January 1945

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ACK. BY. A.S. 1330Y  
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The Commanding Officer, R.M.A.S. "KUSHCUTTER".

25 FEB 1945

C.O. 22/62/jr

Checked for  
Indexing

The Flag Officer-in-Charge, SYDNEY  
(Copy to Secretary, Naval Board, MELBOURNE)  
MONTHLY REPORT OF PROCEEDINGS FOR JANUARY, 1945

Submitted for information the attached report  
of proceedings for the month of January from R.M.A.S. "AIR SAVE".

HN

(Sgd) H. M. NEWCOMB

a/Commander, R.N.

CONFIDENTIAL

The Commanding Officer, H.M.A.S. "AIR SAVE".

1st February, 1945

The Commanding Officer, H.M.A.S. "RUSHCUTTER".

MONTHLY REPORT OF PROCEEDINGS. FOR JANUARY, 1945.

Submitted:

H.M.A.S. "AIR SAVE" has not carried out any sea or harbour duties, being still in the cradle in Rushcutter Bay.

2. Fire and dinghy drills have been carried out regularly and exercises in handling of rubber dinghy, have also been undergone.

3. Half the ships company was loaned to H.M.A.S. "AIR CHIEF" for a week to undergo further training. This was found most valuable, offsetting a general tendency to become "stale".

4. There has been no sickness and the morale is high. Conduct good.

5. Engine, mileage and fuel figures - Nil.

(SGD) C.G. GRAHAM  
Sub-Lieutenant, R.A.N.V.R.

COMMANDING OFFICER  
H.M.A.S. "AIR SAVE"