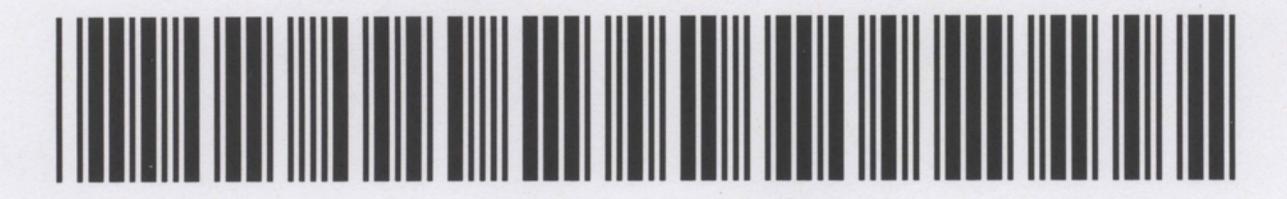
AWM78

Reports of Proceedings, HMA Ships and Establishments

[Harbour Defence Motor Launch] HDML 1359

File number: AWM78 171/2

Title: September-October 1945. Duplicate



RCDIG1072718

[171/2]

ACCESS STATUS

OPEN

HDM1 1359 (d)

Declassification Authority—Defence Records
This record has been reviewed and has been declassified by the Department of Defence (Navy) with effect from: 18-12

Authority Dig (N) Admin 18-13.
Reviewer: LCDR R. L. Smith (RANEM)

Signature: Pate: 1Nov9

HDML 1359

H.M.A.M. 1889 Savalboard copies - LIETTER OF PROCEEDINGS NOTE-MOLUCGAS FILE - NOVEMBER 1945 -Juphrotty 1.4.3.1.32 En route fram Balix Papan to Monortai. 4-11-48 12,30 decired alongside "Flatypers" at Morotai 8-11-48 Thackled on town from "I, levels" and proceeded for Thursday Island. 11-11-45 Olipped tow at above off Thursday deland and "Is levely " off Brid Is. at 1740 and fitted new towing bildh. 12-11-48 Proceeded under own steam at 04/0. Bit 1020 point enguie deviloped defect so proceeded under town 14-11-48 heaved alongside "blenelg" at Fawnswille at 1380. 18-11-45 dhacklid an tow outside part at offort proceeded. 17-11-45 Towning bridle wearing an both quarters - tow shipped at 1548 and new bridle pasitioned. 1658 Faw shackled an - proceeded 18-11-45 Tawing bridle parted at 0485 in morderate sea New chain bridle fitted but parted immediately stain was taken by lawing him Another bridle was this time fitted around forward gun mounting and ship proceeded at a 930. 19-11-45 Taw parted at 1900- proceeded under ourie steam for Sydney at 10 knots. 20-11-45 decerted at "fusheutter" at 0400. 23-11-45 Commenced paying off. WAL OFFICER IN CHARGE tance strawed during manth 1800 MILES -2.11 1946 " " " ane engine HOURS KNOTS MOLUCCAS average speed during manth Nope for Gab. fuel enchended " per hour GALS 1360 GALS Total hours under way. 1348 Hours

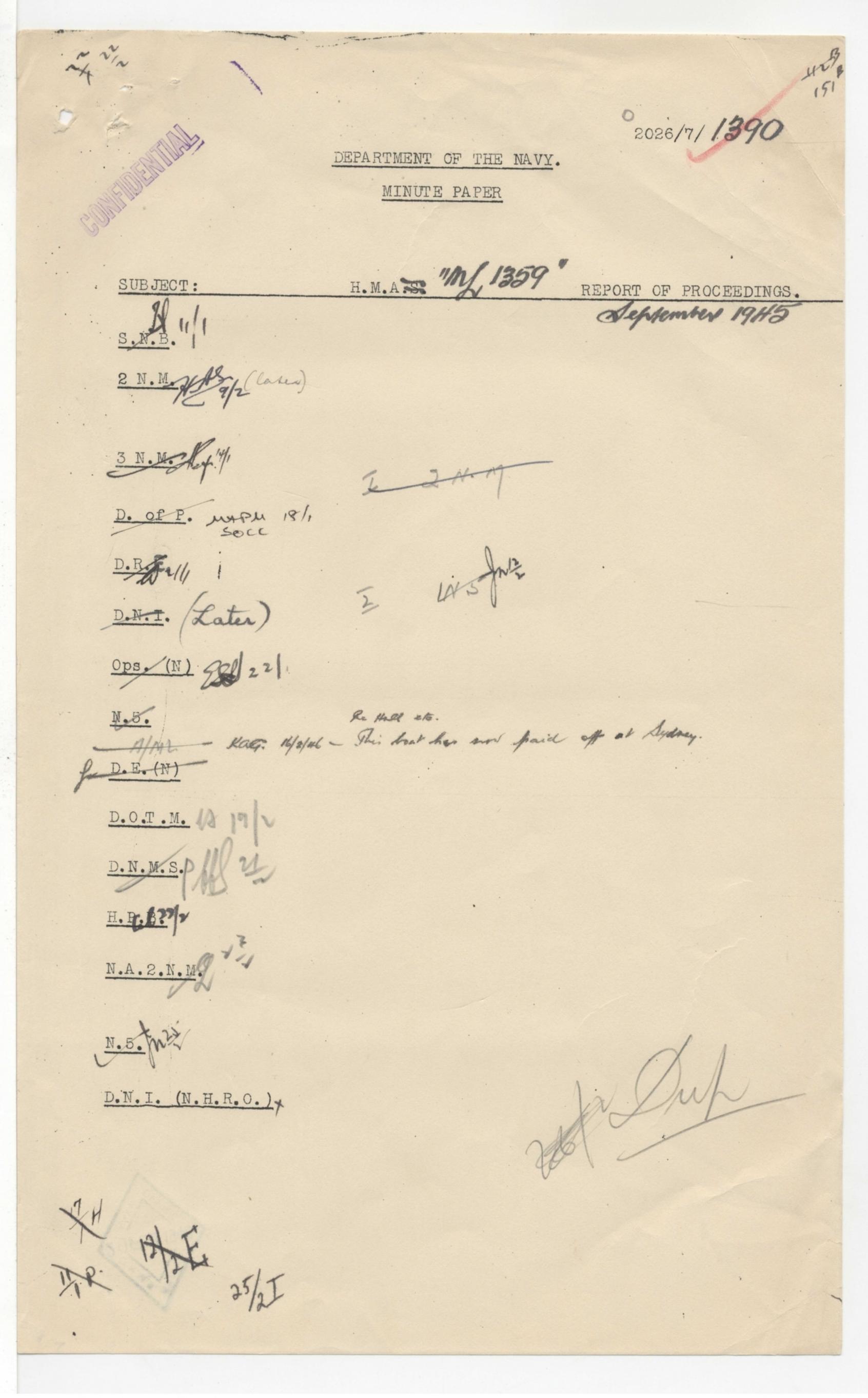
Hussel requires slipping for examination.

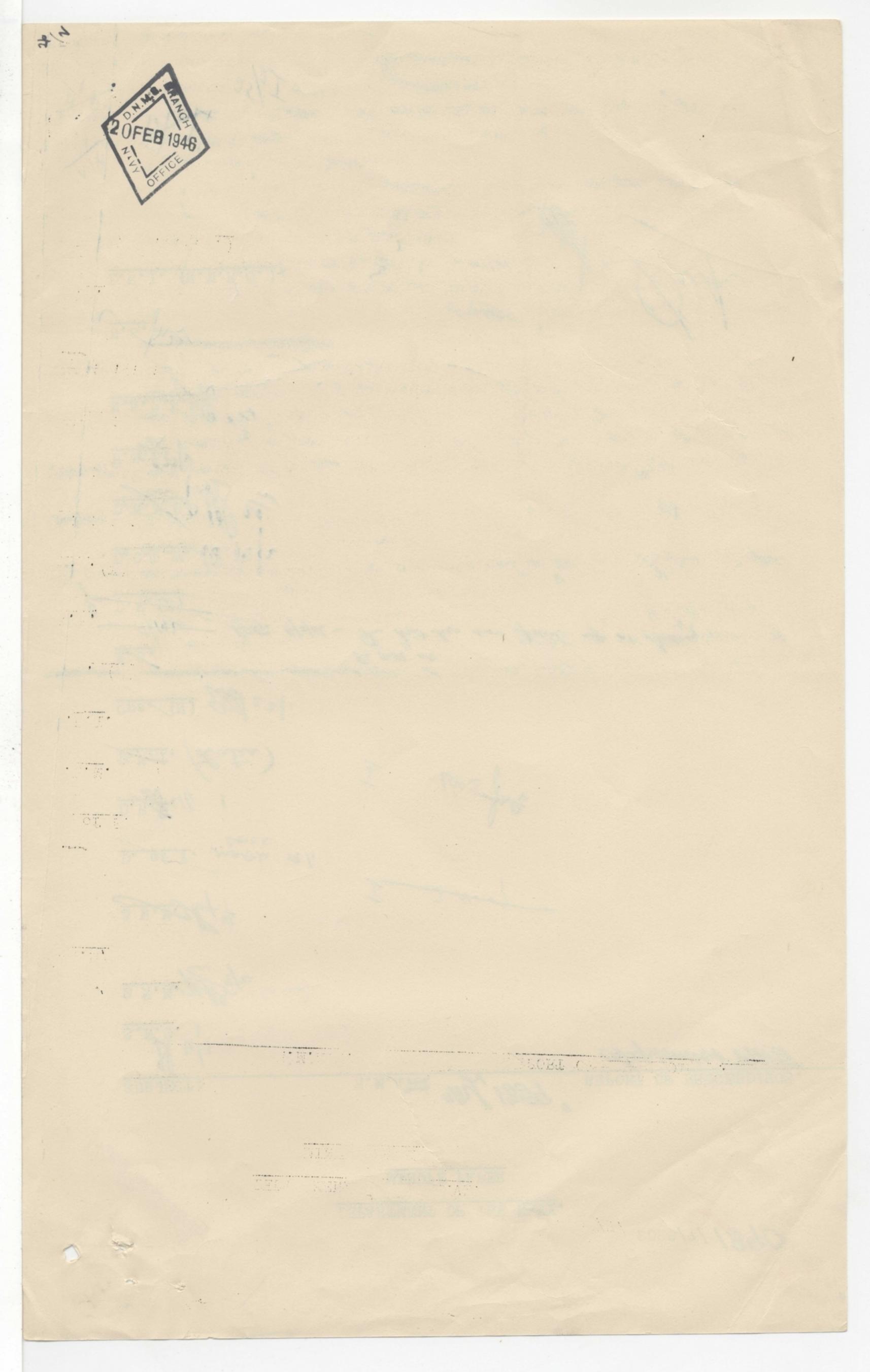
Considerable amount water being taken in through
tiller flat. ENGINES: Require overhaut Part engine fuel pumps defective Buxiliary generator out of order electrically and mechanically BATTERIES: All batteries require replacement. GUNS: Datisfactory. GENERAL: Ship is in theed need of ungent general Aul ako regures shipping and checking

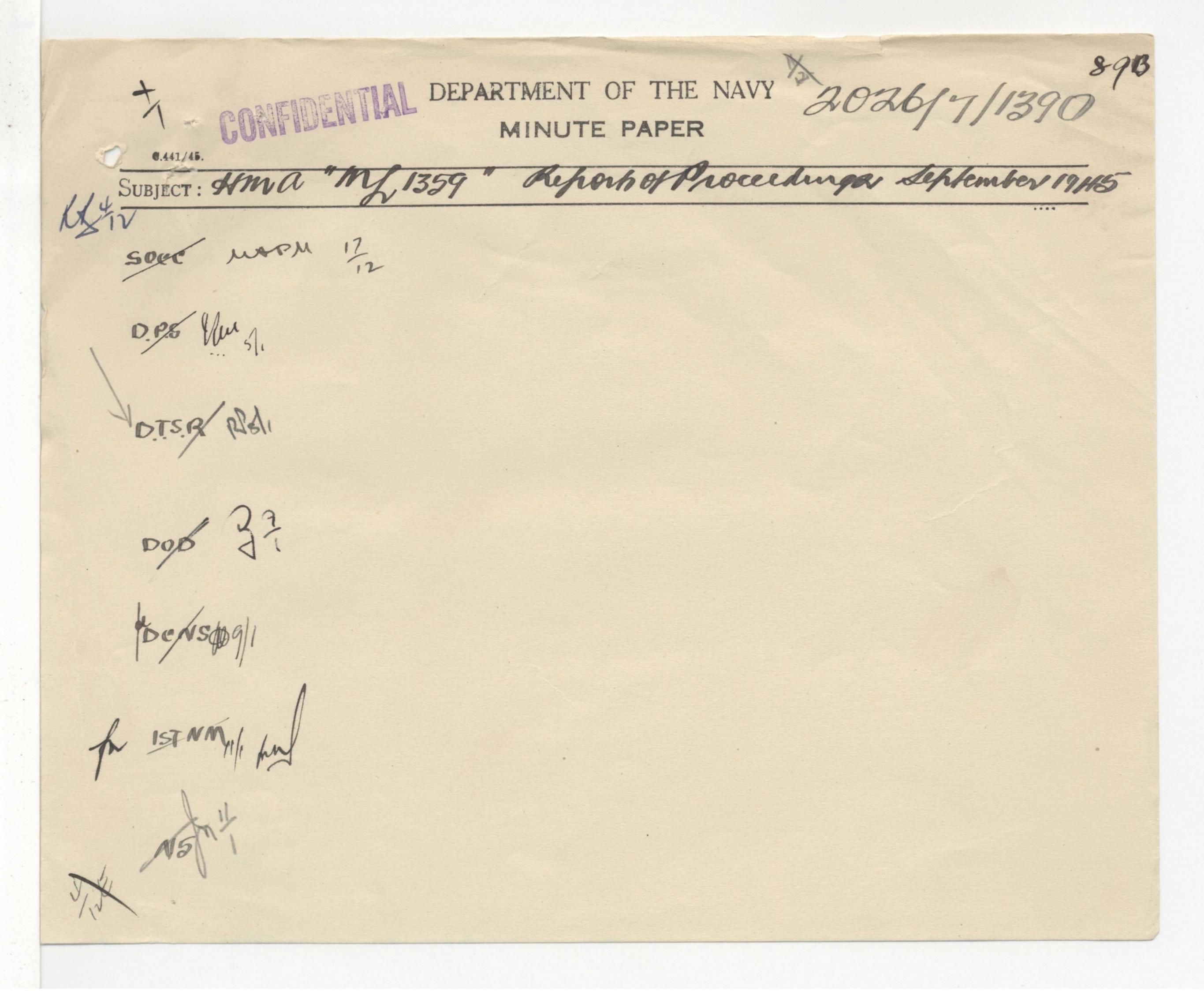
H.M.A.M.L. 1889 -LETTER OF PROCEEDINGS NOIG-MOLUCGAS FILE 00 OCTOBER 1945 M. 1.4.3.7.32
Ouplicate
Ouplicate At Bandfermasen acting as Yort Director 1-10-45 Combarked party hand Farcos" and proceeded for Bandformasin leading 2.4.0.7.5 3-10-48 Coularked to Japanese wannen and proceeded down rurer and disembarked party to Farcas: Took an 300 gab. ful ham Fareos "and proceeded up niver, securing at Sandfermasin at 2.180. Sto. G. T. Bucking ham admitted to field hage-4-10-48 ital with dysenting. Thoceeded down never and placed pilat an "lyrass duake" at larrivay busy. Leturned to 5-10-48 Bandfermasin. Ruseliary generator defective. 4.10-48 Sto. Bucking have refaciled. 18-10-45 - Praceeded to farmerly bridy and secured alanguide "Endelin" at 0948 - Embarked parties from Endekin and "Gascoyne" and returned to Sanafermasin leading 2. L.C.T.s 1.CT " proceeded for Salik Kapan with troops. 18-10-45-Rocceded for Saha Papan. Horating mine sighted off Ann Rock pasition 2011'5' 20-10-48 21-18-45 generator found to be defective.

20 mm. Perlisan and mounting removed and returned 221-10-45 28-10-45 to 4 P.S.D. (9.15) 26-10-45 drung W/T set 2.2, matalled. The broke out in sthat hattery lose at 1948. C.O. gas used to extinguish flames. 30-10-45 Sailed for Moratai. -2.0mm 996 MODUGGES

Huis Vessel requires slipping for examination. Bansida-able amount of water being taken in through ENGINES: Require overhauf Port engine full pump defective Ruxilizing generator out of order electrically and mechanically. BATTERIES: Altho! hank replaced with light duty batteries all hatteries require replacement. Guns: Salsfactory Ship is in weld af ungert general averhand electrically & muchanically thull also regiures Slipping & checking. 880 MILES Distance steamed during month Hours under way " 98 HOURS . one engine 8.8 KNOTS average skeed during month Gab! puil expended. 1164 GALS " for hour 6.7 GALS Votal distance steamed unce commissioning 9490 MILES Total hours under way 1198 HOURS







AUSTRALIAN WAR MEMORIAL

H.M.A. "M.L.1359"

LETTER OF PROCEEDINGS

2026-7-130 Oug.

SEPTEMBER 1945

At Balik Papan.

5-9-45 Reverted to operational control of R.A.N/ under NOIC Moluccas

6-9-45 Proceeded for Bandjermasin to pick up Japanese peace envoys, having embarked Major Hall (AIF), 2 Army signallers and one W/T set.

7-9-45 Anchored off Aru Rock at 0300 - visibility bad.

8-9-45 Contacted Japanese ship flying black and white flags and embarked three envoys (Capt.Gotto, Major Hiramatu and interpreter).

Proceeded for Balik Papan.

10-9-45 Dismbarked envoys at Balik Papan and then proceeded to refuel and water. At 1600 proceed for Manggar beach where ship was anchored

at rendezvous position whilst LCT's embarked troops andstores.

Colonel Marson (C.O. 2/25th Bn.) and party embarked for occupation of Sanga Sanga.

At 0145 proceeded at head of convoy of 6 LCT's and 12 LCM's, acting as navigational escort. Contacted "Inverell" at reference point and proceeded up the Mahakam River contacting Japanese launch 2 miles from mouth. At 1200 landing of troops at Sanga Sanga commenced and by 1530 was completed. Secured & no.5 jetty for night

12-9-45 With 6 LCT's and 9 LCM's in convoy sailed for Balik Papan where ship secured alongside "Burdekin".

13-9-45 Refuelled and watered ship. 2 Army signallers and W/T set embarked in orderato proceed with force for occupation of Bandjermasin.At 1800 proceeded for Bandjermasin - "Inverell" S.O. escort to 6 LCT's in convoy. Took position astern.

14-9-45 07000relieved "Inverell", who returned to Balik Papan, and assumed duties of navigational escort.

16-9-45 Anchored astern of "Burdekin" and "gascoyne" off mouth of Sungei Barito.

17-9-45 Embarked Co's "Burdekin", "Gascoyne" and 2/31st Bn.AIF and then proceeded up river guiding LCT's. Securd at wharf at Bandjermasin at 1200 and troops commenced to disembarked. Fuelled from LCT's.

Party of ratings and officers were present at surrender ceremony.

18-9-45 Proceeded down river with LCT's which were loads with Japanese.

Anchored for night.

19-9-45 Proceeded up river and at 1130 landed Generals Milford and Steele from Catalina which landed on Sungei Barito. After re-mbarking party on Catalina returned to Bandjermasin.

20-9-45 Assumed duties of Port Director, Bardyermason adrequest C.O. 2/3/21 Belv.

23-9-45 At 1330 proceeded for Kumai with 10 troops on board. Hap Goan in company. and carrying 30. These were for the occupation of Kumai and evacuation of Japanese.

24-9-45 Anchored at dusk off SE point of Kumai Bay.

25-9-45 Proceeded up Kumai river securing at Kumai at 1410. Japanese garrison surrendered that aftenoon.

26-9-45 Loaded 186 Japanese on Hap Goan and sailed for Bandjermasin at 1600.

28-9-45 Secured at Bandjermasin.

HULL:

Requires overhaul. Ship is leaking and it is suspected that borers have entered hull. External hull fittings

require overhaul.

MAIN ENGINES:

In good order and performing satisfactorily. Generators require constant attention also starter motors. Electrical equipment requires overhaul.

BATTERIES:

As batteries supplied by Army were medium duty only strictest economy has to be maintained with lighting etc. in order to keep vessel in fit condition for operations.

QUNS:

Satisfactory.

Distance steamed during the month	1800	miles (approx)
Hours under way during the month	300	hours
Hours under way on one engine	164	hours
Average speed during the month	6	knots
Gals. fuel expended during the month	1420	gals
Gals. fuel expended per hour	4.7	gals
Total distance steamed since commissioning	8640	miles
Total hours under way	1100	hours



Q1359

From: Comm

Commanding Officer, H.M.A. M.L.1359

Date:

To:

The Secretary, Naval Board, Melbourne, through Naval Officer-in-Charge, Sydney

Subject:

Letter of Proceedings. OCT. 44

Submitted:

Tuesday - 3/10/44: Crew victualled on board.

Wednesday -4/10/44: Carried out gunnery trials under G.I.C. Staff. All guns worked satisfactorily.

Friday - 6/10/44 : Compasses swung by Capt. Carter at G.T. camber and No. 6 buoy.

Lat. Ship inspected by C.O. Rushcutter.

7-10-44: Lieut J.S. Stevens R.A.N.R. assumed command

8-12th: General routine, storing etc.

Friday

13th : Sub/Lt. O.M. May, R.A.N.V.R. assumed Command. Lt. J.S. Stevens discharged to M.L. 1342

14th-17th : General routine

Wednesday

18th: Proceeded on passage to Brisbane in company with M.L.1343 and A.M.2094. Weather unfavourable returned to Rushcutter.

Thurs.

19th: Sub-Lt. May discharged to sick bay with mumps and hand from AM 2094 with chicken pox. Both ships isolated by M.O.

Friday

20th: Carried out gunnery practice with M.L.1343 - satisfactory. Lt. Hard assumed command

Monday
23rd: Proceeded on passage to Brisbane in company
with M.L. 1343 and A.M. 2094. Owing to no pressure
being on salt water pump, main engines were temporarily
broken down at 2130. At 2400 water was noticed to be in
mess deck bilges.

24th: Forward Vent and claradi box washed away at 0600 temporary canvass cover placed over opening. Position of water in mess decks became serious, pumps were broken down and all hands turned to with buckets. By 1100 water had been reduced to 3 feet. Anchored off Crowdy Head for night and by 2000 bilges were clear of water.

Wednesday
25th: Continued to Coff's Harbour at 1406
forward hatch was washed away by heavy seas. It was
repositioned, cover with canvas and lashed down.
Anchored at Coff's Harbour at 1710

26th: Crew engaged in minor repairs and drying out

of entire ship. Portion of port side gunwale was found to have been broken away by towing strop which had broken free from three of the clamps. Engine room staff started repairs on generator and blower of port engine also on bilge pumps.

27-28th: Work continued. Repair of port engine generator and blower unable to be carried out without base

staff assistance.

29th: Proceeded on passage to Brisbane. At 15.45 steering

broke down off Danger Point.Junction of the

sprocket which was driven by main cord by key and key way was found to have apparently never been fitted with key and was secured solely by means of a grub screw. At 1900 steering had been repaired

and tested. Ship proceeded to Brisbane.

30th: Secured at Naval Wharf, Kangaroo Point.

31st: Moved Ship to Fairmile Base.

Total Engine hours 103 hours

Fuel used 964 gals

Lub. used 54 gals

Average cans per hour 12 gals (9.3)

Dist. travelled - 800 miles approx.

LIEUT. R.A.N.V.R.

