

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

HMAS ARUNTA

Item number: 40/2

Title: February 1944 - June 1954.
Partial duplicate



AWM78-40/2

AUSTRALIAN ARCHIVES
ACCESS STATUS

[40/2]

DUPPLICATE

~~OPEN~~
~~[REDACTED]~~

REPORT OF PROCEEDINGS

H.M.A.S. "ARUNTA"

Declassification Authority—Defence Records
This record has been reviewed and has been
declassified by the Department of Defence
(Navy) with effect from: 1 Nov 1990
Authority Dlg (N) Admin 13-13
Reviewer: LCDR R. L. Smith (RANEM)
Signature: [Signature] Date: 1 Nov 90

CONFIDENTIAL

3/2/54

H.M.A.S. ARUNTA,
at Paengyong Do.
1st. July, 1954.

The Commander-in-Chief,
Far East Station.

(Copies to:- Commander Task Group 95.1.
The Flag Officer, Second in Command,
Far East Station.
The Flag Officer Commanding,
H.M. Australian Fleet,
H.M.A.S. VENGEANCE.
Captain (D),
8th Destroyer Squadron,
H.M.S. COSSACK.
Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.)

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS FOR THE MONTH
OF JUNE, 1954.

Sir,

I have the honour to report the proceedings of
H.M.A.S. ARUNTA for the month of June, 1954.

2. From Tuesday 1st June until Saturday 5th June
H.M.A.S. ARUNTA lay at anchor in the vicinity of Paengyong
Do, acting as C.T.G. 95.1.2, C.T.G. 95.1.5 and O.T.C. West
Coast of Korea. This period completed an uneventful sixteen
day patrol in which there were no incidents of an operational
nature. After fuelling from R.F.A. WAVE PREMIER the previous
day, H.M.A.S. ARUNTA was relieved at 0900 on Saturday 5th June
by H.M.N.S. DUBOIS, and on relief proceeded for Hong Kong.

3. Apart from twenty hours of unpleasant weather the
passage to Hong Kong was uneventful, and the ship arrived off
Hong Kong at 0800 on Wednesday 9th June. Before entering
harbour a full calibre day firing was carried out at a Battle
Practice Target towed by H.M.S. ENCORE. Close and Long range
anti-aircraft firings arranged for this period were unfortunately
cancelled as the towing aircraft was unavailable. On
completion of the full calibre firing H.M.A.S. ARUNTA entered
Hong Kong harbour, and after fuelling from R.F.A. WAR AFRIDI,
secured alongside North Arm East, where she remained until
Friday 18th June.

4. The nine days in Hong Kong passed agreeably for all
despite the humid heat which made living conditions onboard
very oppressive. Shopping and bus trips were arranged but the
Dockyard swimming pool proved the main attraction. Urgent
defects affecting the operational efficiency were taken in hand
by the Dockyard, and No.2 boiler brickwork was repaired during
this period. The ship also replenished with stores.

5. Commodore A.H. THOROLD, O.B.C., D.S.C* , Royal Navy,
was kind enough to return my call on Monday 14th June, and on
Wednesday 16th June I had the honour to dine at the Commodore's
residence in company with other Commanding Officers.

...../2 During our stay

CONFIDENTIAL

CONFIDENTIAL

2.

During our stay in Hong Kong I also had the opportunity to pay my respects to Captain J.P. MILNER-BARRY, R.N., H.M.S. WARRIOR, Captain G.W. HAWKINS, Captain (F), 3rd Frigate Squadron, in H.M.S. CRANE, Captain B.C. DURANT, D.S.O., D.S.C., Captain (F), 4th Frigate Squadron, in H.M.S. CARDIGAN BAY, Captain J. HOWSON, D.S.C., H.M.S. TAMAR, and the Captain of the Dockyard, Captain R.C. LEWIS.

6. H.M.A.S. ARUNTA sailed for Kure at 1130 on Friday 18th June after replenishing with practice ammunition in the Dangerous Goods Anchorage. Anti-aircraft firings arranged to take place that afternoon were cancelled, this time due to the unfavourable weather conditions. The passage to Kure was uneventful and the ship secured alongside the pontoon warf at 0815 on Tuesday 22nd June.

7. U.S.S. MOUNT MCKINLEY, flying the flag of Rear Admiral J.M. WILL, U.S.N., Commander Task Force 90, was present in Kure on our arrival, and also H.M.S. DEFENDER and H.M.A.S. MURCHISON. I called on Rear Admiral WILL shortly after arrival and the Admiral was kind enough to return my call during the forenoon.

8. U.S.S. MOUNT MCKINLEY had invited all ships and H.M.A.S. COMMONWEALTH to compete in a Track and Field Meeting on Tuesday 22nd June. H.M.A.S. ARUNTA, MURCHISON and COMMONWEALTH provided the opposition and the meeting began at 1030. Events ranged from straight track events, through softball, to cricket. Despite heavy rain the day was an unqualified success, the highlight being the cricket match. H.M.A.S. ARUNTA had a good day, winning the 100 and 200 metre dashes, the tug-of-war, Heaving Line throw (won by an L.E.M.), and the veterans' race. The entire day was organised by the MOUNT MCKINLEY and included a splendid lunch with suitable refreshments for all competitors, and they also provided handsome prizes for all the winners. Despite the rain we all had a good day and were sorry to see U.S.S. MOUNT MCKINLEY depart early the next day.

9. H.M.A.S. ARUNTA remained in Kure until Saturday 26th June when, after fuelling from the shore installation at Tug Control, the ship proceeded for the West Coast Operational Zone. Arriving off Paengyong Do at 0830 on Monday 28th June H.M.A.S. ARUNTA relieved H.M.S. MOUNTS BAY as C.T.G. 95.1.2 and C.T.G. 95.1.5. O.T.C. West Coast at this time being H.M.S. WARRIOR.

10. H.M.A.S. ARUNTA lay off Paengyong Do for the remainder of the month. There have been no incidents and no violations of the Armistice Agreement during this latter period.

11. The conduct, health and morale of the Ship's Company remain satisfactory. 13 cases of venereal disease have been reported during the month.

I have the honour to be,

Sir,

Your obedient Servant,

(SGD.) W. J. DOVERS

COMMANDER.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX "A".

Submitted in accordance with C.N.O. 7/53 Para 7.

SPEED IN EXCESS OF ECONOMIC.

Nil.

Submitted in accordance with C.N.O. 107/48.

- (A) 3119.2 Miles steamed during the month.
- (B) 239 30/60 Hours underway during the month.
- (C) 4.00 Miles per ton of fuel.
- (D) 33,327.3 Miles steamed since commissioning.
- (E) 2686 35/60 Hours underway since commissioning.

DATE OF COMMISSIONING.

12th. November, 1952.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX "B".

No whales were sighted during the month.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX "C".

STATE OF UNIT AT 5TH JUNE 1954

O.T.C. West Coast

H.M.A.S. ARUNTA

1

T.U. 95.1.2

H.M.A.S. ARUNTA C.T.U.

R.F.A. WAVE PREMIER

T.U. 95.1.5

H.M.A.S. ARUNTA C.T.U.

P.C.S. 205 R.O.K.N.

P.C. 702 R.O.K.N.

T.U. 95.1.6

H.M.N.Z.S. PUKAKI C.T.U.

U.S.S. WAXWING

U.S.S. MERGANZER

A.M.S. 510

Y.M.S. 514

A.M.S. 502

STATE OF UNIT AT 30TH JUNE 1954.

O.T.C. West Coast

H.M.S. WARRIOR

T.U. 95.1.1¹

H.M.S. WARRIOR C.T.U.

U.S.S. RENSHAW

U.S.S. PHILYSS

T.U. 95.1.2

H.M.A.S. ARUNTA C.T.U.

R.F.A. WAVE PREMIER

T.U. 95.1.5

H.M.A.S. ARUNTA C.T.U.

LSSL 110

LSSL 109

T.U. 95.1.6

H.M.N.S. DUBOIS C.T.U.

U.S.S. PELICAN

U.S.S. SURFBIRD

A.M.S. 503

A.M.S. 502

CONFIDENTIAL

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 4/1331.

R.A.A.N. OFFICE,
at Sydney.
26th. October, 1953.

Captain (D),
10th. Destroyer Squadron,
R.A.A.N. ATMC.

MINUTE TO THE BOARD OF PROCEEDINGS SEPTEMBER 1953.

Submitted in accordance with your Minute III No.
15589/191 dated 21st. October, 1953, amended appendices to report
of proceedings for September, 1953.

13922/191

CAPTAIN (D)
29 OCT 1953
10TH DESTROYER SQUADRON

(SGD.) W. J. DOVERS

RECEIVED

APPENDIX "A"

Submitted in accordance with C.N.O. 107/48 Para.7

- (a). 1437.1 Miles steamed
- (b). 124 30/60 Hours underway.
- (c). 3.7 Miles per Ton of fuel.
- (d). 12703.7 Miles steamed since commissioning 12th. Nov. 1952
- (e). 999 10/60 Hours underway since commissioning.

SPEED IN EXCESS OF ECONOMICAL.

(C.N.O.2/53 Para.7)

8th. Sept.

- (a) 6 Hours in excess
- (b) Average speed 15 knots
- (c) 2.3 Tons per hour.
- (d) 6.5. Miles per ton
- (e) As required for A/S Exercises with Fox One
Authority Fox One 070425Z Sept.

10th. Sept.

- (a) 5 hours in excess
- (b) Average speed 15 knots
- (c) 2.3 Tons per hour
- (d) 6.5 Miles per Ton
- (e) As required by F.O.C.A.F.
Authority F.O.C.A.F. 090930Z Sept.

24th. Sept.

- (a) 2 Hours in excess.
- (b) Average speed 16 knots.
- (c) 2.6 Tons per hour.
- (d) 6.3 Miles per ton.
- (e) As required for torpedo attacks.
Authority C.N.O. 2/53 Para. 5(b).

29th. Sept.

- (a) 4 Hours in excess.
- (b) Average speed 15 knots.
- (c) 2.3 Tons per hour.
- (d) 6.5 Miles per ton.
- (e) As required for Sea/Air Search Authority
C.N.O. 2/53 Para 5(b)

APPENDIX "B"

No whales were sighted during the month.

ENCLOSURE No. 5 To A.F. 1041/1140/38

H.M.A.S. ARUNTA

At Sydney

30th April 1950

The Flag Officer Commanding,
H.M.A. Fleet,

(Through; Captain (D).,
10th Destroyer Flotilla
Copy; Captain (D).,
10th Destroyer Flotilla.)

REPORT OF PROCEEDINGS FOR THE MONTH ENDING 30th APRIL 1950

Submitted,,

The entire month was spent in Sydney with the following movements taking place by Tug.

- (a) From Fitting Out Wharf to Kurraba Oil Wharf on 19th April 1950
- (b) From Kurraba Oil Wharf to Fitting Out Wharf on 20th April 1950
- (c) From Fitting Out Wharf to Captain Cook Dock on 24th April 1950


2. Good progress has been made with the installation of the new Crossley 60 K.W. Generator and it is expected that this machine will be ready to commence trials early in May.

3. ARUNTA, despite having only a small Ship's Company continues to do well in the Sporting sphere, and maintains a good position in the Dempster Cup Competition for Rugby. One Seaman rating - Able Seaman Graham - is normally included in the Navy team.

4. Morale remains high, and the health of the Ship's Company is excellent. A good standard of messing has been maintained and it is pleasing to see that there are singularly few defaulters.

5. There is no change in the monthly figures.

6616/191
CAPTAIN (D)
10TH DESTROYER FLOTILLA
13-5-50


(A.H. GREEN)
Lieutenant Commander R.A.N.,
COMMANDING OFFICER.

H.M.A.S. ARUNTA,

At Sydney,

6 March 1950

The Flag Officer Commanding,
H.M.A. Fleet,
(Through Captain (D),
10th Destroyer Flotilla)
(Copy to Captain (D), 10th
Destroyer Flotilla)

REPORT OF PROCEEDINGS FOR THE MONTH ENDING FEBRUARY 28th, 1950.

Submitted,

The entire month was spent at the southern end of the Cruiser Wharf, Garden Island, outboard of BARCOO and WARREGO. This is not a particularly satisfactory billet for the following reasons:-

- (a) With the limited personnel available on board, the ship is hard to keep clean.
- (b) Stores are difficult to embark and disembark across two ships.
- (c) CONDAMINE has experienced difficulty in manoeuvring alongside when ships are berthed abreast each other to the Northward. A great deal of time is wasted and valuable manpower lost, whilst CONDAMINE secures. The Admiral Superintendent, Sydney, has been requested to provide a berth for ARUNTA at the northern end of the fitting out Wharf. It is considered this will greatly facilitate CONDAMINE'S daily slipping and securing.

2. PERSONNEL.

It is considered that ships in Class B Modified Commission such as ARUNTA, have an irreducible minimum complement, and, if the ships are to be maintained in a satisfactory state, reliefs for shortages in complement should be made available without unnecessary delay.

A good example of this is the Seaman Complement of ARUNTA.

Numbers Allowed;-	1 C.P.O.,	Numbers actually	1 C.P.O.
	2 P.O.'S	borne;-	-
	2 L/Smn.		1 L/Smn.
	14 A.B.'S or		11 A.B.'S
	0/Smn.		

of the latter, three have been sick during February and two are still on the Excused duty list for an indefinite period.

3. WORK ONBOARD.

It can be readily understood that, with such a shortage of personnel, the state of the ship will gradually deteriorate.

At present, the hands are working really hard to maintain the ship in a reasonable state of cleanliness, but it is disheartening for the personnel, to observe a gradual decline, despite their efforts.

2.....

An endeavour has been made to keep living spaces up to their normal standard, but the side and upperworks are not as good as one would desire.

4. ACCIDENTS.

ARUNTA sustained slight damage during the month which will necessitate Dockyard assistance to make good.

- (a) On 7th February, when CONDAMINE was securing alongside, a catamaran capsized and CONDAMINE'S Flare damaged the Motor Cutter.
- (b) On 27th February, a heavy lighter, loaded with anchors and cables and towed by a Dockyard Tug, struck ARUNTA'S Stern and a survey has revealed that four frames are buckled and there are seven indents in the stern plating above the waterline, which need cropping and straightening. It is estimated this work will cost £130.

5. MISCELLANEOUS.

- (a) The ship is still holding a good position in the Cricket Shield Competition, but, as ARUNTA'S team contains some of the key ratings on board, it is not always possible to release them for games, as the numbers borne will not permit reliefs being supplied.
- (b) The daily running of CONDAMINE is placing a severe strain on the Officer complement of ARUNTA. Lieutenant G.H. Sanders, R.A.N. and Mr. W. James, Senior Commissioned Gunner TAS (T), R.N., proceed to sea in CONDAMINE leaving Lieutenant B.J. Hennessy, R.N., to cope with all general duties in ARUNTA. It is considered that there is sufficient daily work in ARUNTA to justify the appointment of another Officer whilst CONDAMINE is operating with Training classes; and should an Officer go sick, it would be extremely difficult to cope with the essential work and commitments of both ships, without assistance.

6. The general health of the Ship's Company is good and the morale is high.


It was hoped that the good record of "No Punishments for the month of January" might be continued in February, but unfortunately, there were two offenders.

- (1) Able Seaman W.A. Barwise, a deserter, who was apprehended in King's Cross, and
- (2) Stoker D.C. Davis.

Both these ratings have been the subject of special letters from ARUNTA requesting their drafts to ships or establishments, where more adequate supervision is possible.

7. There is no change in the monthly figures.

6162/191
10TH CAPTAIN (D)
10TH DESTROYER FLOTILLA
10 MAR 1950



(A.H. GREEN)
LIEUTENANT COMMANDER R.A.N.,
COMMANDING OFFICER.

H.M.A.S. ARUNTA,

at Sydney

31st January 1950

The Flag Officer Commanding,
H.M.A. Fleet.

(Through Captain (D), 10th Destroyer
Flotilla)
(Copy to Captain (D), 10th Destroyer
Flotilla)

REPORT OF PROCEEDINGS FOR MONTH ENDING 31st JANUARY 1950

Submitted,

in accordance with C.N.O. 107/48, the following report of proceedings for the month of January, 1950, for H.M.A. Ship under my command.

The entire month was spent at the Cruiser Wharf, Garden Island, up to the 20th, alongside, and the rest of the month, out board of WARREGO and BARCOO.

2. Until the 24th, all available hands were employed assisting CONDAMINE prepare for sea, this ship having been brought forward from 6th January, under the command of Lieutenant Commander J.H.W. Craven, D.S.C., R.N.. The combined efforts of both crews enabled CONDAMINE to commence A/S exercises as planned on 31st January.
3. With the bringing forward of CONDAMINE on the 6th, Lieutenant B.J. Hennessy, R.N. assumed duties of First Lieutenant, as well as all other duties except those of Naval Storekeeping Officer, which are carried out by the Engineering Officer, Lieutenant J.W. Schulz, R.A.N. and Gunner (T)'s duties which continue to be carried out by Mr. James, Commissioned Gunner (T), R.N., in addition to his duties in CONDAMINE.
4. The seaman complement has likewise been reduced. At the close of the month, 10 seamen were borne, 4 below authorised complement. With this small number, it is becoming increasingly difficult to maintain ARUNTA in her present state, as, after deduction of watchkeepers, a messman and special dutymen, a bare three hands are available for part of ship and armament and machinery maintenance. Similarly, the Engine room department at the end of the month was 3 leading stokers and one E.R.A. short of complement. The Chief E.R.A., being Category X, is allowed to do only light work and it is considered that an E.R.A.3 on full duties would be of greater value to ARUNTA in her present state. However, every possible endeavour is and will continue to be made, to prevent any deterioration in standard.
5. At present, the Victualling for CONDAMINE is carried out in ARUNTA, both ships being dealt with as one for this purpose. There is one objection to this arrangement in that two ships are being run on one allowance for mess utensils, but for Officers and Ship's company. After further experience of its operation, the system will be further reviewed in conjunction with CONDAMINE, and if found an unsatisfactory arrangement, a report will be forwarded.
6. On Tuesday, 10th January, the ship was honoured by the personal presentation of the "Gloucester Cup" for 1949 by the Flag Officer Commanding, Rear-Admiral J.A.S. Eccles, C.B.E., R.N. .

c o n t i n u e d .

7. On Wednesday, 25th January, an explosion occurred in H.M.A.S. TARAKAN then lying next astern of ARUNTA. The full implication of the seriousness of what had occurred was not obvious at the time, as, contrary to press reports, the noise produced sounded muffled and not entirely unlike other noises heard from time to time in the yard. However, investigation by the First Lieutenant, as a result of a further report revealed an urgent need for aid and all available personnel divided into two fire parties with Salvus, Pattern 230 equipment, extinguishers, portable pumps, stretchers and first aid kit were despatched to be some of first definite aid to arrive on the scene about 0840. These parties were recalled about 0900 after shore fire services had assumed control.

8. The morale of the Ship's Company remains high and its conduct satisfactory. To maintain the former, it is planned to exchange ratings for daily exercises from time to time with CONDAMINE.

9. There is no change in the monthly figures.

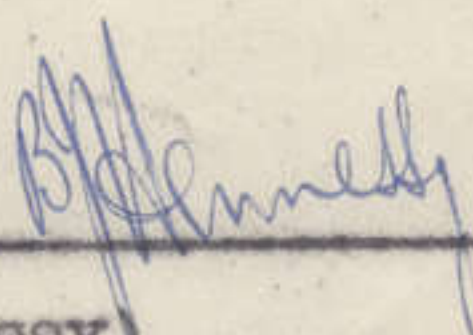
5953/191

CAPTAIN (D)

2/4

3 FEB 1950

10TH DESTROYER FLOTILLA



(B.J. HENNESSY)
LIEUTENANT ROYAL NAVY,
for COMMANDING OFFICER A.O.L.

DUPLICATE

H.M.A.S. ARUNTA,
at Sydney,
4 July 1949.

The Flag Officer Commanding,
H.M. Australian Fleet.
(Copy to: Captain (D) 10th. Destroyer Flotilla,
Senior Officer, First Frigate Flotilla.)

REPORT OF PROCEEDINGS - JUNE 1949.
ALL TIMES - ZONE 10.

Submitted in accordance with Commonwealth Navy Order
107/48, Report of proceedings of H.M.A. Ships ARUNTA and
CONDAMINE, under my command.

2. June 1 found the immobilized group at No. 4 buoy
Sydney, where the ships remained until the end of the
month.
3. Mid-winter leave period commenced on 6 June.
4. De-ammunitioning of both ships was commenced
on 20 June and was still in progress at the end of the
month. ARUNTA's ammunition being completely landed by
this time. This work was accomplished with seven ratings
including five miscellaneous Chief and Petty Officers.

APPENDIX "A".
STEAMING SUMMARY

- | | |
|--|-------------------|
| (a) Distance steamed during the month. | - Nil miles |
| (b) Hours underway during the month. | - Nil hours |
| (c) Average distance per ton of fuel. | - - - |
| (d) Total distances steamed since
commissioning (30 March 1942) | - 2624092.6 miles |
| (e) Total hours under way since commissioning | - 17962.06 hours. |



A. H. [Signature]
LIEUTENANT COMMANDER R.A.N.
COMMANDING OFFICER.

Lamplick

589/202/589

The Commanding Officer, H.M.A.S. ARUNTA (At SYDNEY).

1 April, 1949.

R.P. 4/49

The Flag Officer Commanding H.M. Australian Fleet. (Copies to: Captain (D) 10th Destroyer Flotilla, Senior Officer First Frigate Flotilla).

REPORT OF PROCEEDINGS - MARCH, 1949
ALL TIMES - ZONE 10.

Submitted:

In accordance with Commonwealth Navy Order 107/48, Report of proceedings of H.M.A. Ships ARUNTA and CONDAMINE under my command.

2. The immobilised group ARUNTA and CONDAMINE has been secured alongside Fitting Out Wharf, Garden Island, during the period of this report.

3. On Monday, 21st March, 1949, Lieutenant J.H.W. CRAVEN, D.S.C., R.N., superseded Lieutenant Commander J.H. DOWSON, R.A.N., as Commanding Officer.

4. At 1000, Tuesday, 22nd March, 1949, the Commanding Officer waited on the Flag Officer-in-Charge, New South Wales.

5. Captain W.H. HARRINGTON, D.S.O., R.A.N., Captain (D) 10th Destroyer Flotilla, carried out a walk round inspection of ARUNTA on Wednesday, 23 March, 1949.

6. On Friday, 25 March, 1949, a Board of Inquiry, comprising of Captain W.H. HARRINGTON, D.S.O., R.A.N., and Surgeon Commander G.J.K. LANE, R.A.N., sat in ARUNTA to inquire into the circumstances attending the admission of Sick Berth Attendant M.F. RICHARDS, O.N. 32217, to Sydney Hospital on 24 March, 1949.

7. The Commanding Officer, the Commissioned Gunner (T.A.S. (T)) and a party of twelve, attended Sick Berth Attendant RICHARD'S funeral on 28 March, 1949.

8. Whilst ARUNTA is being used as the living ship for the group, normal maintenance work is only required. Good progress has been made in placing CONDAMINE in a state of preserved immobilisation.

9. The health and Conduct of the Ships Company has been satisfactory during the month.

10. The condition of the ships and the conditions onboard are satisfactory observing the present reduced complements. Divisions followed by Physical Training are held every Monday morning.

APPENDIX "A".....

MIL

MIL

APPENDIX "A"
STEAMING SUMMARY.

(a) Distance steamed during the month	- Nil miles
(b) Hours underway during the month	- Nil hours
(c) Average distance per ton of fuel	- - -
(d) Total distance steamed since commissioning (30 March, 1942)	- 262052.6 miles
(e) Total hours underway since commissioning	17982.06 hours



A handwritten signature in blue ink, appearing to read "J. W. Law".

LIEUTENANT R. N.
COMMANDING OFFICER.

589/202/578

gnd

The Commanding Officer, H.M.A.S. "ARUNTA" (At SYDNEY).

1 March, 1949.

R.P. 2/1949.

The Flag Officer Commanding H.M. Australian Fleet.
(Copy to: Captain (D) 10th Destroyer Flotilla).

REPORT OF PROCEEDINGS - FEBRUARY, 1949
ALL TIMES - ZONE 10

Submitted:

In accordance with Commonwealth Navy Order 107/48.

2. On 1 February, 1949, H.M.A.S. "ARUNTA" was secured alongside Fitting Out Wharf, Garden Island, Sydney.
3. At 1130, the Commanding Officer, Commander F.N. COOK, D.S.C., R.A.N., paid a call on the Flag Officer Commanding H.M. Australian Fleet in H.M.A.S. "AUSTRALIA" as the Flagship was sailing for Hobart the next day.
4. At 1515, Saturday, 5 February, 1949, H.M.A.S. "KANIMBLA'S" duty watch (fire party) was accommodated in "ARUNTA" until 1500, 6 February, 1949, while "KANIMBLA" was being fumigated.
5. On the 4, 8, 9, 10 and 11 February, 1949, the Commanding Officer, as a member of the Court, attended a Court Martial in H.M.A.S. "PENGUIN".
6. The Captain of the Dockyard, Acting Captain F.B. MORRIS, R.A.N., and the Commanding Officer of H.M.A.S. "CONDAMINE", Lieutenant Commander J.H. DOWSON, R.A.N., lunched with "ARUNTA" on Tuesday, 15 February, 1949. Lieutenant R.T. RICHARDSON, R.A.N., Flotilla Gunnery Officer, left the ship A.M. Wednesday, 16 February, 1949, to join H.M.A.S. "BATAAN".
7. On Wednesday, 16 February, 1949, and Friday, 18 February, 1949, Lieutenant Commander J.H. DOWSON, R.A.N., accompanied the Commanding Officer on Magazine, Shell, Store Room and Engine Room Department Rounds in H.M.A.S. "ARUNTA" preparatory to supersession of Commanding Officer.
8. At 1300, Monday 21 February, 1949, Lieutenant Commander J.H. DOWSON, R.A.N., superseded Commander F.N. COOK, D.S.C., R.A.N., as Commanding Officer, H.M.A.S. "ARUNTA".
9. The remainder of the month was spent in getting H.M.A. Ships "ARUNTA" and "CONDAMINE" combined as a group. A separate report on steps taken during the month of February, 1949, is being forwarded to the Flag Officer Commanding H.M. Australian Fleet with copies to Captain (D) 10th Destroyer Flotilla and Senior Officer First Frigate Flotilla.

Mr. C.H. STEWARD...../

9. Mr. C.H. STEWARD, Warrant Electrical Officer (R), R.A.N., joined the ship on 26 February, 1949, to await the arrival of H.M.A.S. "WARRAMUNGA".

10. The health and conduct of the Ship's Company has been satisfactory during the month.

11. The conditions of the ship and the conditions onboard are considered satisfactory observing the present reduced complement.

APPENDIX "A"
STEAMING SUMMARY

(a) Distance steamed during the month	- Nil miles
(b) Hours under way during the month	- Nil hours
(c) Average distance per ton of fuel	- - -
(d) Total distance steamed since commissioning (30 March, 1942)	262052.6 miles
(e) Total hours under way since commissioning	17982.06 hours

(SGD.) J.H. DOWSON,

LIEUTENANT COMMANDER, R.A.N.
COMMANDING OFFICER

11

R.P. 2/1949

The Flag Officer,
Commanding H.M. Australian Fleet.

Submitted:

Herewith is forwarded an additional copy of Report of Proceedings for the month of February, 1949, for advance information.



H.M.A.S. "ARUNTA",
(At SYDNEY),

1 March, 1949.

A handwritten signature in blue ink, appearing to read "J.H. Dowson".

LIEUTENANT COMMANDER, R.A.N.
COMMANDING OFFICER

589/202/589

exp.

The Commanding Officer, H.M.A.S. "ARUNTA" (At SYDNEY).

1 February, 1949. R.P. 1/1949
The Flag Officer Commanding H.M. Australian Fleet.
(Through: Captain (D) 10th Destroyer Flotilla).

REPORT OF PROCEEDINGS - JANUARY, 1949
ALL TIMES - ZONE 10

Submitted:

In accordance with Commonwealth Navy Order 107/48.

1 - 10 JANUARY, 1949.

2. On 1 January, 1949, H.M.A.S. "ARUNTA" was alongside H.M.A.S. "AUSTRALIA" at Garden Island, completing Christmas Leave and making good urgent defects. At 0902 on 4 January, 1949, "ARUNTA" cast off and was towed to No. 2 Buoy. At 1400 the wind was logged as Southerly Force 7-8. It continued to be gusty for an hour or so.

3. At 0930 on Friday 7 January, 1949, the ship was swung to adjust magnetic compasses. During the forenoon, the Commanding and Executive Officers attended a most interesting escort lecture and game at the R.A.S. School, H.M.A.S. "RUSHCUTTER". At 0945, Saturday 8 January, 1949, Mr. R.E.C. KNEEN, Flotilla Ordnance Officer, was discharged to H.M.A.S. "QUICKMATCH".

10 JANUARY, 1949 - SYDNEY TO JERVIS BAY.

4. At 0850, 10 January, 1949, Lieutenant (P) J.L. HANNA, R.A.N., was discharged to H.M.A.S. "LEEUWIN" and at 1034 "ARUNTA" slipped and proceeded to Jervis Bay in Company with the Flag Officer Commanding H.M. Australian Fleet flying his flag in H.M.A.S. "AUSTRALIA". The visibility was extremely bad on leaving Sydney. A strong southerly had been blowing for some days and there was a big head sea and swell. The ship, although thrown about, behaved very well at 12 knots. No damage was sustained but the swell caused havoc amongst the younger ratings and some of the older ones too. At 1911, "ARUNTA" came to in Jervis Bay off the College Breakwater.

21/3

10 - 21 JANUARY, 1949. - JERVIS BAY.

5. Although the wind was not excessive, the East to South East swell was most unpleasant and at times impossible for boatwork. While at anchor, a 23° roll to Port and 17° to Starboard at 1415 on Tuesday, 4 January, 1949, was the biggest actually noted and logged, but this was by no means the biggest experienced. Under the circumstances external cleaning and painting were almost impossible especially over the side.

The swell decreased a little...../

The swell decreased a little on Thursday 13 January, 1949, making Fiddles on the tables unnecessary. On Friday, 14 January, 1949, the Commanding Officer attended a luncheon party given in the Flagship by the Flag Officer Commanding H.M. Australian Fleet. As the persistent South East swell still made boatwork hazardous, the Commanding Officer decided to request permission to shift billet. This was approved and at 1804, 14 January, 1949, "ARUNTA" weighed and proceeded across the Bay to come to at 1855 in Montague Roads where there was no swell - a great relief, especially to the Ship's Company.

On Sunday 16 January, 1949, Lower Deck was cleared for Divisions and Prayers and all hands were shown their Service Certificates. An enthusiastic recreational party of about 40 officers and men was organised for the afternoon but the wind changed to a strong Westerly (putting the ship again on a lee shore) and only about half the number could be landed for a short period. The wind shifted and blew strongly from the South West and South early A.M. Monday. At 0525, second anchor was let go to decrease yawing. At 1315 "ARUNTA" weighed and shifted billet to Darling Roads anchoring at 1413.

At 1130 on Tuesday 18 January, 1949, the Flag Officer Commanding H.M. Australian Fleet and Flag Lieutenant visited "ARUNTA". That evening the Flag Captain, the Executive Officer and Commander (E) of H.M.A.S. "AUSTRALIA" dined with "ARUNTA" and witnessed a Cinema performance on the Upper Deck. At 0830, 20 January, 1949, the Fleet Navigating Officer and 6 Lieutenants (P) from "AUSTRALIA" embarked and at 0915 "ARUNTA" weighed and proceeded in the Bay and carried out sea boat drill and Officer of the Watch anchoring procedure. Each of "ARUNTA'S" Executive Officers and the Lieutenants (P) for training, in turn doing the duties of Captain, Officer of the Watch and Navigating Officer - handling the ship and carrying out anchoring procedure without actually anchoring each time. This was extremely good value. On completion "ARUNTA" anchored near the Flagship off the College Breakwater at 1400.

21 JANUARY, 1949 - JERVIS BAY TO SYDNEY.

6. At 0508, "ARUNTA" weighed and proceeded in company with the Flagship to Sydney. At 0900 "ARUNTA" was detached and fired a quarterly pattern of depth charges satisfactorily at 0910. At 0930 a Surface Tracking exercise was carried out followed by Officer of the Watch manoeuvres at 1030. "ARUNTA" secured to No. 5 Buoy, Sydney, at 1420.

22 - 31 JANUARY, 1949

7. Ship was dressed over all to commemorate Australia Day on 26 January, 1949, and again for the Australia Day holiday on Monday 31 January, 1949. Lieutenant J.A. MACKIE, R.A.N., was discharged to H.M.A.S. "PARAKAN" P.M. 27 January, 1949. That night The Commanding Officer and his wife attended a most enjoyable dance given on the Quarter Deck of the Flagship.

At 0920 "ARUNTA" slipped from No. 5 Buoy and was towed to Fitting Out Wharf, Garden Island. A small, but most successful, tea party was given on board to children and families of officers and ship's company on Saturday afternoon 29 January, 1949. The Welfare and Canteen Committee being the hosts.

THE HEALTH OF THE SHIP'S COMPANY.

8. The health of the Ship's Company for the month of January, 1949, was very good. Hospitalization of only six ratings being necessary. Only one case of Venereal Disease was reported for the month. The number of injuries reported were few and only of a very minor nature.

Sick Berth Attendant H.P. RICHARDS joined "ARUNTA" on 11 December, 1948.

MORALE AND WELFARE...../

MORALE AND WELFARE .

9. Taking into consideration the uncertainty of the ship's future and the recent disappointments, namely the cancelling of the cruise with His Excellency, the Governor General, and the Tasmanian Cruise, the morale of the ship is excellent. This was shown by

- (1) the successful effort made by all to get her clean in spite of the uncertainty
- (2) the small number of offences in the month
- (3) the eagerness of all to join in recreational parties, games etc. and the children's party on board.

The cinema proved a great boom in Jervis Bay especially when all were weather bound. Performances were held on the Upper Deck every night except when it rained. The films supplied to the ship were exceptionally good.

CONDUCT.

10. Continues to be very good indeed.

CONDITIONS ON BOARD.

11. Conditions on board were normal except during those days when the ship had so much movement on her while at anchor in Jervis Bay.

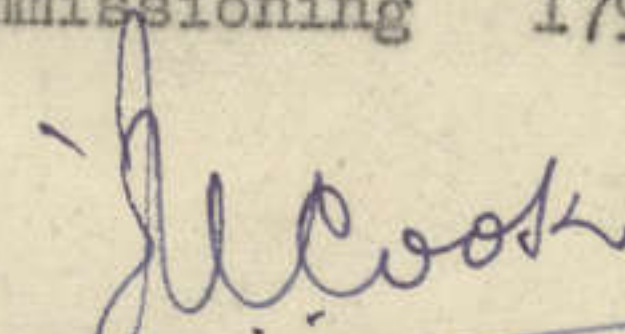
THE CONDITION OF THE SHIP.

12. The ship continues to be in a clean and seamanlike state. Bilges are good. Naturally she cannot achieve the same standard with a Ship's Company of about 145 that she maintained with the complement of about 205 while in Japan. Training has naturally had to suffer a little in consequence.

APPENDIX "A"
STEAMING SUMMARY .

(a)	Distance steamed during the month	146.6 miles
(b)	Hours under way during the month	25.06 hours
(c)	Average distance per ton of fuel	5.08 miles/ton
(d)	Total distance since commissioning (30 th March, 1942)	262052.6 miles
(e)	Total hours under way since commissioning	17982.06 hours.

CAPTAIN (D)
 28 FEB 1949
 10TH DESTROYER FLOTILLA


 (F.N. COOK)
 COMMANDER R.A.N.
 COMMANDING OFFICER.

II.

The Flag Officer Commanding,
H.M. Australian Squadron.

Submitted for information.

Office of Captain (D),
10th Destroyer Flotilla,
H.M.A.S. "WARRAMUNGA"
2nd March, 1949

(Sgd.) W.H. HARRINGTON
CAPTAIN .



589/202/564

The Commanding Officer, H.M.A.S. "ARUNTA" (At SYDNEY)

1 January, 1949. R.P. 12/48
The Flag Officer Commanding H.M. Australian Fleet
(Through Captain (D) 10th Destroyer Flotilla).

REPORT OF PROCEEDINGS - DECEMBER, 1948
ALL TIMES - ZONE 10

Submitted :

In accordance with Commonwealth Navy Order 107/48

1 - 8 DECEMBER, 1948 - GARDEN ISLAND, SYDNEY

2. On 1 December, 1948, H.M.A.S. "ARUNTA" secured to H.M.A.S. "BATAAN" alongside Cruiser Wharf South, Garden Island. Christmas leave was being given to the Ship's Company and urgent defects were being repaired by the Dockyard.

8 - 23 DECEMBER, 1948 - CAPTAIN COOK DRY DOCK.

3. At 0840 on 8 December, 1948, in company with "BATAAN", "ARUNTA" cast off and was placed in Captain Cook Dry Dock for the half-yearly underwater scraping and painting of the hulls. Lieutenant A.A. WILLIS, R.A.N., left the ship on 10 December, 1948, being relieved by Lieutenant J.A. ROBERTSON, R.A.N., who joined on 11 December, 1948. Lieutenants (P) K.F. WILSON, R.A.N., and N.S. FERRIS, R.A.N., left the ship on 8 and 11 December, 1948, respectively. On 13 December, 1948 the Commanding Officer commenced 21 days long leave.

23 - 31 DECEMBER, 1948 - GARDEN ISLAND, SYDNEY.

4. "BATAAN" and "ARUNTA" undocked and secured on H.M.A.S. "AUSTRALIA", Cruiser Wharf, Garden Island, P.M. 23 December, 1948. 16 Bells were struck at the end of the First Watch, 31 December, 1948.

5. The health of the Ship's Company has continued to be very good during the month. Venereal disease figures remain low. Minor injuries have been few.

6. Conduct has been very good indeed.

WELFARE AND MORALE, CONDITIONS ONBOARD AND CONDITION OF THE SHIP.

7. Normal for a Christmas leave and Docking period in Sydney.

APPENDIX "A"
STEAMING SUMMARY

(a) Distance steamed during the month	Nil miles
(b) Hours underway during the month	Nil hours
(c) Average distance per ton of fuel	Nil miles/ton
(d) Total distance since commissioning (30 March, 1942)	261906 miles
(e) Total hours underway since commissioning	17957 hours

CAPTAIN (D)
23 JAN 1949
10TH DESTROYER FLOTILLA

F.N. Cook
(F.N. COOK)
COMMANDER R.A.N.
COMMANDING OFFICER

NHRS

('ARUNTA'S" letter No.R.P.11/48 dated 1st December,1948)

REPORT OF PROCEEDINGS - NOVEMBER, 1948
ALL TIMES - ZONE 10.

(11)

The Flag Officer Commanding,
H.M.Australian Squadron ,

Submitted for information.

(Sgd.) W.H.HARRINGTON

C A P T A I N .

Office of Captain(D),
10th Destroyer Flotilla,
H.M.A.S. " WARRAMUNGA "
(At Sea)
13th December, 1948.

3733/191



24/1

NHRS

The Commanding Officer, H.M.A.S. "ARUNTA" (At SYDNEY).

1 December, 1948.

R.P. 11/48

The Flag Officer Commanding H.M. Australian Squadron.
(through : Captain (D) 10th Destroyer Flotilla).

REPORT OF PROCEEDINGS - NOVEMBER, 1948

ALL TIMES - ZONE 10.

Submitted :

In accordance with Commonwealth Navy Order 107/48.

NOVEMBER 1 - 8 AT MELBOURNE.

On 1 November, H.M.A.S. "ARUNTA" was secured out board of H.M.A.S. "CULGOA" berthed on H.M.A.S. "AUSTRALIA" (wearing the flag of Rear Admiral H.B. Farncomb, C.B., D.S.O., M.V.O.) at Inner West Berth, Princes Pier, Port Melbourne. All officers and ratings were X - Rayed at H.M.A.S. "LONSDALE" during the day. At 1200 the Chief Staff Officer (Captain H.M. Burrell, R.A.N.) and the Commanding Officer called officially on the Melbourne Club. At 1730 the Commanding Officer attended an "At Home" at Government House.

2. On Tuesday the 2 November, the Commanding Officer attended the Victorian Racing Club Melbourne Cup Meeting and together with the Flag Officer Commanding H.M. Australian Squadron and the Chief Staff Officer attended the luncheon given by Lady Duggan at Flemington.

3. The Squadron Engineer Officer (Commander (E) W.J.M. Armitage, R.A.N.) carried out an inspection of the Engine Room Department on Wednesday 3 November, and Lieutenant (E) J.C.W. Kennedy, R.A.N., joined Ship to relieve Lieutenant (E) L.A.D. Sladdin, R.A.N., as Engineer Officer.. At 1300 the Chief Staff Officer and Commanding Officer lunched with Major General Clowes in the Army Officers' Mess, Albert Park.

4. On the 4 November, the Commanding Officer called on the Fourth Naval Member (Commodore Guy Willoughby, R.N.) and the Deputy Chief of Naval Staff (Captain G.G.O. Gatacre, D.S.C., R.A.N.) and returned the call of the Director of Naval Intelligence (Commander G.C. Oldham, D.S.C., R.A.N.). At 1145 a very pleasant water colour picture, painted by the Arunta Aboriginal, Albert Namatjira, was presented to H.M.A.S. "ARUNTA" in the Ward Room by Namatjira's discoverer and teacher, Mr. Rex Batterbee.

5. At 1330, 5 November, at the Royal Melbourne Golf Course, a Squadron Officers Golf Team had a narrow victory over a Navy Office Officers' Team. After a strenuous tussle, Captain H.J. Buchanan and the Commanding Officer went down to Rear Admiral Collins and Captain Gatacre on the 17th Green. That night Commander S. Jurika, U.S. Naval Attache and Mrs. Jurika gave a delightful dinner party in the Australia Hotel to a number of R.A.N. Officers from Navy Office and the Squadron and their wives. The Commanding Officer attended.

8. Armistice Day celebrations/.....

8. Armistice Day celebrations were held on Sunday 7 November, colours being half masted and two minutes silence observed at 1100. At 1145 Commodore Guy Willoughby, R.N., returned the Commanding Officers call. During the Dog Watches, gusts of wind reaching force 9, from North West and West were logged.

NOVEMBER 8 - 10 ON PASSAGE MELBOURNE - SYDNEY.

9. At 0858, "ARUNTA" cast off and proceeded and was joined off Falkiner Beacon at 1043 by H.M.A.S. "AUSTRALIA". The passage to Sydney was uneventful except that the weather was not suitable for any exercises other than a little manoeuvring and station keeping.

10. At 0857 on 10 November, "ARUNTA" secured to No. 3 buoy, Sydney, and embarked four torpedoes and Training Classes who completed the preparations for the forthcoming Torpedo Firings. Lieutenant (E) L.A.D. Sladdin, R.A.N., left the ship to proceed to the United Kingdom for a course.

11. T.A/S. FIRINGS - OFF SYDNEY

At 0823 11 November, "ARUNTA" slipped and proceeded for Torpedo School Firings. H.M.A.S. "RUSHCUTTER'S" letter A6/5 dated 20 September, 1948, refers. H.M.A.S. "MURCHISON" (Lieutenant Commander W.F. Cook, R.A.N.) acted as Torpedo Target Ship accompanied by a Torpedo Recovery Vessel. The latter proved most useful and was organised in case the swell was too great to lower a whaler. The Torpedo Recovery Vessel had to be back in Sydney by 1600.

12. At 0939, the first torpedo was fired and recovered. Two smoke floats were then burned and funnel smoke made to simulate low visibility for a night attack. The second torpedo was fired at 1039. As "ARUNTA" has only one A/S rating, opportunity was taken, with the help of the Training Classes on board, to lower the A/S Dome and exercise during the torpedo practice.

13. "ALFIE CAM"

When commencing Run 3, a signal was received from Flag Officer - in - Charge, Sydney (Confirmed by Flag Officer Commanding H.M. Australian Squadron) instructing "ARUNTA" to close and investigate a claim made by the Trawler "ALFIE CAM" (some 18 or 20 miles away and off Botany Bay) that she had a 21" Torpedo Warhead foul of her trawl. Consequently "ARUNTA" decided to combine runs 3 and 4. Having fired and found the two torpedoes, "ARUNTA" ordered the Torpedo Recovery Vessel to recover them and return to Sydney placing herself under "MURCHISON'S" charge. The Torpedo firings were completed by 1150. They went off satisfactorily. All torpedoes ran splendidly.

14. "ARUNTA" then proceeded at 18 knots to search for little "ALFIE". Several fishing craft were asked her whereabouts, none could assist. This was rather ominous, but as there was no wreckage about !!, and as no steam trawlers were in sight when "ARUNTA" was in a position $2\frac{1}{2}$ miles due East of Cane Bank's (Botany Bay), the ship returned to Sydney to secure to No. 3 buoy at 1500. Economical speed was exceeded for short periods when necessary while carrying out the torpedo attacks and when following up torpedoes. 18 Knots was maintained for about $1\frac{1}{4}$ hours on passage from the torpedo practice area to the signalled position of "ALFIE CAM".

15. At 1102 on 12 November, the ship was shifted by tugs to Garden Island - Cruiser Wharf South. Commander G.D. Tancred, D.S.C., R.A.N., ("WARREGO") called. Lieutenant (S) O.G. Streeter, R.A.N., joined ship. The Commanding Officer repaid "WARREGO'S" call A.M. 13 November.

16. At noon 15 November, H.M.A.S. "AUSTRALIA" fired a 21 gun salute/.....

16. At noon, 15 November, H.M.A.S. "AUSTRALIA" fired a 21 gun salute in honour of the birth of the Prince of Edinburgh. At 1330, in accordance with instructions from Captain (D) 10th Destroyer Flotilla, the Commanding Officer, accompanied by the Flotilla Electrical and Ordnance Officers, inspected H.M.A.S. "QUICKMATCH"; and at 1030, 16 November, H.M.A.S. "QUIBERON". Reports of the inspections were forwarded direct to Captain (D) 10th Destroyer Flotilla.
17. At 1200, 16 November, the Main Brace was spliced and a "Make and Mend" was given in honour of the baby prince.
18. The Commanding Officer spent Wednesday, 17 November, and the forenoon of 18 November, examining officers for Command of Destroyers.
19. On Wednesday, 24 November, "ARUNTA" was hauled off to allow "BATAAN" to berth inside her. Commander A.S. Storey, D.S.C., R.A.N., called on the Commanding Officer. This call was repaid next day.
20. On 25 November, the Commanding Officer was president of Seamanship Board "B", Leading Seaman for Petty Officer, held in "ARUNTA".

HEALTH OF THE SHIP'S COMPANY.

21. The health of the Ship's Company has been very good. As "ARUNTA" has neither a Medical Officer nor a Sick Berth Attendant, the Squadron Medical Officer (A/Surgeon Commander K.C. Armstrong, R.A.N.) kindly embarked in "ARUNTA" for the trip Melbourne to Sydney. The services of Leading Sick Berth Attendant McKenzie were loaned (from "KUTTABUL") for him to complete "ARUNTA'S" Medical Store Account.

22. "ARUNTA'S" full kit of Medical Stores still remain on board on the Commanding Officer's charge - a source of worry during a refit - as the Sick Bay has to be used at times.

WELFARE AND MORALE

23. Welfare normal. Morale is very good. The numbers of offences is low and no difficulty is experienced in getting teams for games, etc.

CONDUCT.

24. Continues to be very good indeed.

CONDITIONS ON BOARD AND CONDITIONS OF THE SHIP.

25. Taking into consideration the reduced complement - normal.

APPENDIX "A"
STEAMING SUMMARY

(a)	Distance steamed during the month	685 miles
(b)	Hours underway during the month	55 hours
(c)	Average distance per ton of fuel	5.2. miles/ton
(d)	Total distance since commissioning (30 March, 1942).	261906 miles
(e)	Total hours underway since commissioning	17957 hours

9 - DEC 1948
3702/191
10TH DESTROYER FLOTILLA

F.N. Cook
(F.N. COOK)
COMMANDER R.A.N.
COMMANDING OFFICER.

0
"ARUNTA'S" letter No. R.P.10/48 dated 1st November, 1948)

REPORT OF PROCEEDINGS - OCTOBER 1948 -
ALL TIMES : ZONE -10

11.

Flag Officer Commanding
H.M. Australian Squadron.

loop
Area Temp vaily
ast

Submitted for consideration.

(Sgd.) W. H. HARRINGTON
CAPTAIN R.A.N.

Office of Captain (D)
10th Destroyer Flotilla.
H.M.A.S. "WARRAMUNGA"
(at sea)
17th November, 1948.



WHS

WHS

The Commanding Officer, H.M.A.S. "ARUNTA" (At PORT MELBOURNE)

1 November, 1948.

R.P. 10/48

The Flag Officer Commanding H.M.A. Squadron; through Captain (D),
10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - OCTOBER, 1948

ALL TIMES: ROPE -10

Submitted:

In accordance with Commonwealth Navy Order 107/48.

OCTOBER 1st - 6th - AT JARVIS BAY

2. On 1 October, H.M.A.S. "ARUNTA" was anchored off the College Breakwater in D1 billet, JARVIS BAY in company with the Flag Officer Commanding H.M.A. Squadron flying his flag in H.M.A.S. "AUSTRALIA".

At 0805 a platoon under arms was landed for field exercises and drill. That evening the Commander of the Flagship (Commander H.A. MACKINNON) dined with the Commanding Officer.

3. On Sunday the 3rd the Commanding Officer (with other officers from the Flagship) was invited by F.O.C.A.S. to supper and a cinema in H.M.A.S. "AUSTRALIA".

OCTOBER 6th to 8th - OFFICERS' GUNNERY TRAINING FIRINGS

4. At 1220 on the 6th one Lieutenant (G) and 12 officers from Flinders Naval Depot embarked. At 1300 the ship weighed, proceeded, and dropped a target in JARVIS BAY and carried out sub calibre firings. On completion at 1600, the target was recovered and "ARUNTA" came to in the College Anchorage at 1619.

Having embarked a Medical Officer from H.M.A.S. "AUSTRALIA", "ARUNTA" weighed at 2204 on the 6th and proceeded with the class to a rendezvous off SYDNEY A.M. 7th. At 0953 the Officers' class commenced an A/A Long Range 4" full calibre shoot at a sleeve target towed by a Beaufighter. This practice was completed at 1145. "ARUNTA" then proceeded to a Rendezvous with H.M.A.S. "RESERVE" towing a Battle Practice target for a 4.7" reduced charge full calibre shoot. Owing to the porting of the tow, "RESERVE" did not make the rendezvous in time, consequently, as it was getting dark, "ARUNTA" constructed and dropped a target and carried out the full calibre day runs.

5. At 1910 the 7th the 4.7" night reduced charge firings, using starshells, were commenced. The Battle Practice Target was towed by "RESERVE". Great keenness and ability was shown by the officers during the firings, the night shoot and starshell illumination being worthy of note.

As "ARUNTA" has no director layer, this duty had to be carried out by an A/A2 who had never done a low angle shoot in a director before. He did well under the circumstances.

According to the SYDNEY newspapers next day, apparently a certain amount of excitement was exhibited by the inhabitants of BONDI and WAVERLY owing to the spectacle and the noise of the firings. The police etc. received about 90 telephone calls reporting raids and ships in distress etc. On conclusion of the night firings at 2008, the ship returned to SYDNEY, securing to No. 3 buoy at 2108.

6. At 0800 on the 8th, in accordance with previous instructions, H.M.A.S. "ARUNTA" disembarked 2 torpedoes. Empty cylinders were landed, and some stores were embarked for "AUSTRALIA". At 0955 "ARUNTA" slipped and proceeded to obtain fuel from Chowder Bay where she secured alongside the jetty starboard side to at 1025. During these few hours in SYDNEY opportunity was taken to have the S.G. Radar repaired by the Port Radar Officer and team. At 1430 ship cast off and proceeded uneventfully to rejoin the Flagship in JARVIS BAY where "ARUNTA" came to, in the College Anchorage, at 2055 on the 8th.

OCTOBER 8 to 13th - At JARVIS BAY

7. On Sunday 10th the Commanding Officer attended a very pleasant Buffet Supper and Cinema party given by the officers of the Flagship to officers and wives of "ALBATROSS" and local guests.

8. On the 11th, a routine medical inspection carried out by the Squadron Medical Officer, brought to light two hernae and six pediculosis.

OCTOBER 13th to 15th - JARVIS BAY to WESTERNPORT

9. At 0835 on the 13th the ship weighed and proceeded to WESTERNPORT, in company with the Flagship. Seaboats were exercised independently then Officer of the Watch manœuvres were carried out from 0930 to 1030, being followed by Surface Tracking with "AUSTRALIA" until 1130. At 1130 an aircraft shadowing exercise commenced with a Catalina. At 1340 the Catalina was joined near the ships by 2 Mustangs. At 1440 2 Beaufighters attacked. At 1512 the aircraft exercises were completed and ships manœuvred until 1540.

10. By 0800 the 14th, the wind had increased to force 8 from right ahead, quickly whipping up a nasty sea. At 12 knots, due to occasional heavy "pile driving", "ARUNTA" (with revolutions for 14 knots) could not keep up with "AUSTRALIA". The speed of the fleet was reduced to 10 knots, but this was still too much for "ARUNTA", who was told to act independently. Throughout the afternoon the wind was blowing force 9 - from right ahead. Revolutions for 11 knots made good 8.5 knots. At 1900 the ship was able to increase to 14 knots, the "AUSTRALIA" being overhauled at 2138. Speed was then reduced to 12 knots. A small amount of damage of a minor nature was done.

OCTOBER 15th to 22nd - AT WESTERNPORT

11. At 0854 the 15th "AUSTRALIA" and "ARUNTA" came to in WESTERNPORT. The Commanding Officer paid an official call on the Commodore Superintendent of Training, Flinders Naval Depot (Commodore W.A. DALLMEYER, D.S.O., R.N.) and was taken up to the "Commodore's House" for tea.

12. At 0800 on the 16th the wind suddenly increased to force 7 and later increased to 8. At 0803, 2nd anchor was let go and steam raised for slow speed. The wind made a confused sea and the ship was often tide rode. By 1400 the wind decreased sufficiently to revert to usual notice for steam.

13. On Sunday 17th an R.C. church party was landed in the forenoon and the Church of England party went to H.M.A.S. "AUSTRALIA". At 1130 the Commodore Superintendent of Training paid a return call on the Commanding Officer. That afternoon the Commodore and officers of F.N.D. challenged the officers from the two ships to golf on the F.N.D. course. The former won, after an enjoyable afternoon's fun. The course is a great asset.

18. On the 18th, F.O.C.A.S., Captain and Officers of "AUSTRALIA" held a very pleasant At Home onboard for the C.S.T., Officers and wives of Flinders Naval Depot. The Commanding Officer and officer of "ARUNTA" attended.

On the 19th, the C.S.T. and Mrs. DALLMEYER gave a large dinner party which was attended by the Admiral, Flag Captain and Commanding Officer "ARUNTA". At 1530 on Wednesday 20th, the Commanding Officer had a tea party onboard for 15 F.N.D. officers, wives and children.

19. On Thursday 21st, the Commanding Officer (as Battalion 2nd in Command) landed at 0900 to proceed to MELBOURNE to take part in the combined F.N.D. and "AUSTRALIA" Trafalgar Day march and ceremony outside Parliament House. The Parade assembled in Alexander Avenue and marched thence to Spring Street. The Ceremony, commencing at about 1515 was performed in the presence of His Excellency the Governor General.

20. In the absence of the Commanding Officer, the weather again blew up and at 1515, 2nd anchor was let go and steam raised for slow speed for the third time in 7 days. The Commanding Officer was in the third workboat bringing off the last of the Battalion to "AUSTRALIA". When about 2 cables from her the boat was ordered inshore due to the seas. This was literally a case of "an ill wind blowing no one no good" as he was thus able to attend the Trafalgar Day Dinner given by the C.S.T. and officers of the Wardroom Mess.

21. A strong effort was made to wash and paint ship's hull during the week in WESTERNPORT. The weather was so consistently bad that this was found to be quite impossible. The workboat loaned by F.N.D. was found to be invaluable. The ship's small boats could not possibly have coped with libertymen etc., in these seas.

OCTOBER 22nd to 31st - AT FORT MELBOURNE

22. At 0745 a Lieutenant, R.A.N. and Cadet Midshipmen of the Third Year were embarked. "ARUNTA" weighed and proceeded to Fort Melbourne in company with "AUSTRALIA". The passage to the Rip was rough. Six of the C-sets insisted that they were not sick. At 1605 Ship secured to on the west berth Princes Pier.

23. At 1730 the Commanding Officer and eight Officers attended a very enjoyable Late Afternoon Party in H.M.A.S. "LONSDALE" given by Rear Admiral and Mrs. J. Collins.

24. At 1150 on 23 October, 1948, the Commanding Officer called officially on the Chief Staff Officer, H.M.A.S. "AUSTRALIA", Captain H.M. Burrell, R.A.N. This call was returned by Captain Burrell at 1030 on 24 October, 1948.

25. Gunnery School classes were embarked at 0830 on 25 October, 1948. The Ship cast off at 0907, and Bofers functioning Trials and Anti-Aircraft close range firings at a Dregue Target in area N.I. between 1015 and 1420. Identities were exchanged with H.M.A.S. "GULGOA" at 1135. "ARUNTA" secured on "GULGOA" at main west berth Princes Pier at 1523. At 1700 the Commanding Officer attended an "AT HOME" given by the Lieutenant Governor and Lady Herring.

26. At 1830 on 26 October, 1948, Gunnery School classes were again embarked. Ship cast off at 0915 and made a rendezvous with H.M.A.S. "LATROBE" in area N.I. at 1000. Sub Calibre day, Full Calibre reduced day and night and star shell firings were carried out finishing at 2000. "ARUNTA" anchored at 1555 and weighed at 1855.

27. At 2135 Ship let go port anchor and berthed on "GULGOA" in the same berth - West Princes Pier, on H.M.A.S. "AUSTRALIA".

28. During the forenoon on 27 October, 1948, the following Officers from Navy Office called on the Commanding Officer.
Captain G.G.O. Gatecre, D.S.C., R.A.N. (Deputy Chief of Naval Staff)
Commander G.C. Oldham, D.S.C., R.A.N. (Director of Naval Intelligence)
Commander J.L. Bath, R.A.N., (Director of Communications)

29. On 28 October, 1948, the Commanding Officer attended the "Passing Out" Ceremony of the 4th Year Cadets, R.A.N. College, Flinders Naval Depot, at which His Excellency the Governor General, the Minister for the Navy and members of the Naval Board were present. That evening at 1750 the Squadron at Home was held in H.M.A.S. "AUSTRALIA". It was somewhat marred by the foul weather. After the "At Home", the Commanding Officer had a Buffet Dinner for Service people, among the guests being the Commanders Superintendent of Training, Flinders Naval Depot, and Mrs. Dellmeyer.

30. On Sunday, 31 October, 1948, the Commanding Officer attended a very enjoyable Supper and Cinema party given by Captain H.M. Burrell in H.M.A.S. "AUSTRALIA".

31. It is noted that, generally speaking, the weather experienced during this month was constantly foul - except luckily for the 5 days at sea doing Gunnery School firings.

32. HEALTH OF SHIP'S COMPANY.

The health of the Ship's Company has been very good. The Medical Stores were mustered on 6 October, 1948, and found to be correct and in good order. A routine medical inspection carried out by the Squadron Medical Officer, A/Surgeon Commander K. Armstrong, R.A.N., discovered 2 HERPES and 6 cases of PEDICULOSIS. Through the Squadron Medical Officer arrangements have been made to X-Ray Officers and Ship's Company at "LONSDALE" on 1 November, 1948.

33. Although the most generous assistance is being supplied by the Squadron Medical Officer and H.M.A.S. "AUSTRALIA", the loss of Leading Sick Berth Attendant McKenzie is being keenly felt in the Ship.

34. WELFARE AND MORALE

All are eagerly looking forward to the day when "ARUNTA'S" complement will be built up, again. Numbers onboard are 149 as compared with the interim complement of 210 Officers and men in Japan recently. Naturally, with so many gaps in all branches, the extra duties devolve on all the remainder. "AUSTRALIA'S" action in lending a Cook (O) (in order to allow "ARUNTA'S" Cook (O) to get some short leave), was much appreciated. The alternative expedient of Messing the Wardroom and Commanding Officer from the General Mess forward was not satisfactory. The constant bad weather made things uncomfortable onboard but that has been taken very well by all.

35. Tennis, cricket, rugby and Australian Rules football matches were played in Jervis Bay and cricket, golf, tennis, rifle and trap shooting were enjoyed at Flinders Naval Depot. Few cinemas could be held on deck on account of the weather.

36. CONDUCT

The conduct of the Ship's Company has been very good during the month - an average of under 4 minor offences per week.

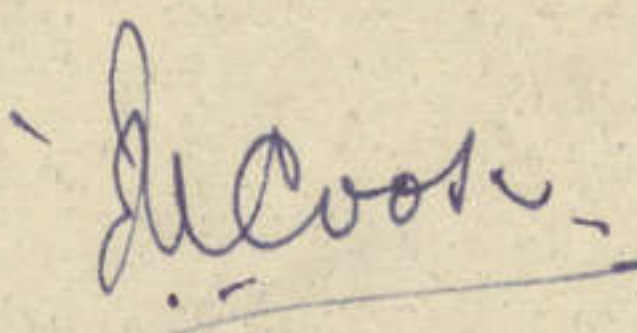
37. CONDITIONS ON BOARD AND CONDITION OF THE SHIP

Bad weather has naturally had its effect, especially the outward appearance, and all are disappointed that, because of gales and rain, they could not entirely fulfill the early promise shown to remove the traces of 5 weeks alongside Garden Island recently.

APPENDIX A
STEAMING SUMMARY

(a) Distance steamed during month.	899 miles
(b) Hours underway during month.	101.75 hours
(c) Average distance per ton of fuel.	2.3 miles per ton
(d) Total distance steamed since commissioning (30 March, 1942).	261,221 miles
(e) Total hours underway since commissioning.	18,049 hours

CAPTAIN (D)
16 NOV 1948
10TH DESTROYER FLOTILLA


(F.N. COOK)
COMMANDER R.A.N.
COMMANDING OFFICER

DUPLICATE

The Commanding Officer, H.M.A.S. "ARUNTA" (At JERVIS BAY)

1 October, 1948

R.P. 9/48

Flag Officer Commanding H.M.A. Squadron; Copy to:
Captain (D), 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - SEPTEMBER, 1948
ALL TIMES : ZONE -10

Submitted:

In accordance with Commonwealth Navy Order Number 107/48.

SEPTEMBER 1st - 28th - At SYDNEY

2. On 1 September, H.M.A.S. "ARUNTA" was secured alongside Garden Island. The Commanding Officer proceeded on 9 days leave commencing on Thursday 9 September.

3. At 1130 on Thursday 23 September, "ARUNTA" cast off from Garden Island and was secured at to Number 3 buoy.

4. During this period in SYDNEY, as much use as possible was made of the Port Training facilities; taking into consideration "ARUNTA'S" reduced complement and the fact that many officers and ratings had long leave due to them. Details of are contained in Appendix 'B'.

SEPTEMBER 28th - SYDNEY to JERVIS BAY

5. At 0930, "ARUNTA" slipped and proceeded to sea for exercises with H.M.A.S. "AUSTRALIA" wearing the flag of F.O.C.A.S. (Rear Admiral H.B. FARNCOMB, C.B., D.S.O., M.V.O.) and H.M.A.S. "CULGOA" (Commander J. PLUNKETT-COLE, R.A.N.). The following exercises were carried out; Surface Tracking, and aircraft shadowing and striking executed by one Catalina, 2 Mustangs and 2 Beaufighters. (This Catalina unfortunately subsequently crashed at Lord Howe Island at 1900 with the loss of 5 lives).

6. During the afternoon, manoeuvres were carried out using the new signals. At about 1415, H.M.A.S. "CULGOA" was detached to return to SYDNEY. Action Stations were exercised in "ARUNTA", and after Evening Quarters ships dropped lifebuoys which were recovered by seaboats.

7. At approximately 1900 "AUSTRALIA" and "ARUNTA" came to in the College anchorage. At 1030 on the 30th, a heightfinding exercise was carried out with one aircraft.

HEALTH OF THE SHIP'S COMPANY

8. This month was spent in SYDNEY and JERVIS BAY. The health of the Ship's Company during this period has been particularly good. The Attending List was low, consisting mainly of minor injuries, none of which was serious, and all responded to treatment given onboard. Only 1 hospital and 1 sick list case were recorded during the month. Venereal Disease decreased, there being only one case.

WELFARE AND MORALE

9. On 22 September, at Rushcutters oval, a cricket match was played against "CULGOA" who won by 22 runs. A ship's tennis team landed and played at the White City Courts. A tennis match, Ship's Company versus Officers was played at JERVIS BAY, the latter winning. On 30th, "AUSTRALIA'S" Electrical Party defeated "ARUNTA'S" seamen's cricket team by 4 runs.

10. 35mm Cinema films have been shown on deck every evening in JERVIS BAY. They have proved very popular. The empty Communications Mess Deck has now been fitted up as a 16 mm cinema theatre, seating about 30, and great benefit is being obtained from the instructional and recreational films shown there.

CONDUCT

11. The conduct of the Ship's Company has been very good. During the month the number of offences dropped considerably and there have been few cases of leave breaking. At 0400 on 27th, a recovered deserter broke out of the ship and illegally took the motor boat. This was soon discovered, and as a result of good work by the Sydney Provost Marshall team the deserter was recovered a few hours later, and the boat was steamed back to the ship undamaged by one of "ARUNTA'S" young Ordinary Seaman.

CONDITIONS ONBOARD

13. The conditions onboard have been normal.

CONDITION OF THE SHIP

14. The ship is not slipping back with the new complement; but in order to hold her own not so much time can be given to training as heretofore. A great deal of energy is being expended intelligently and cheerfully in cleaning up after 5 weeks alongside Garden Island.

15. The faulty H.P. Manoeuvring Valve (reported in paragraph 22 of "ARUNTA'S" Report of Proceedings of July - R.P. 7/48 dated 1 August 1948) has been repaired. Fifty per cent of the Engine Room Department bulges have been thoroughly cleaned and red leaded, the other fifty per cent are receiving attention. The remainder in the ship are very good.

APPENDIX A

STEAMING SUMMARY

(a) Distance steamed during the month	123.1 miles
(b) Hours underway during the month	9.5 hours
(c) Average distance per ton of fuel	2.2 miles/ton
(d) Total distance since commissioning (30 March 1942)	260,445 miles
(e) Total hours underway since commissioning	17,957 hours



F.N. Cook
(F.N. COOK)
COMMANDER R.A.N.
COMMANDING OFFICER

APPENDIX "B"

SYDNEY PORT TRAINING FACILITIES

The following courses were attended during the month :-

Damage Control Course 31 Ratings

Radar Plotting and Action Information
Course 3 Officers

Loran Course 1 Officer

Radar Plot Training
At H.M.A.S. "WATSON" 5 R.P.3 s.

Jus

DUPLICATE

The Commanding Officer, H.M.A.S. "ARUNTA", (At SYDNEY)

1 September, 1948.

Flag Officer Commanding H.M.A. Squadron; Through
Captain (D), 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - AUGUST, 1948

ALL TIMES : ZONE -10

Submitted:

In accordance with Commonwealth Navy Order
No. 107/48.

AUGUST 1st - 3rd At SYDNEY

2. On 1st August, H.M.A.S. "ARUNTA" was at No.2 buoy, SYDNEY. At 1120, the Commanding Officer was received by P.O.C.A.S. before the ship proceeded to BRISBANE. P.M. on 3 August, Sub Lieutenant P.B. COOPER R.A.N. was discharged to proceed to The United Kingdom for Lieutenant (P) course.

August 3-5. On passage SYDNEY to BRISBANE

3. At 1500 on 3 August, "ARUNTA" slipped and proceeded to BRISBANE, and on clearing the heads Action Stations and 4.7" Control Parties were exercised. On the forenoon of the 4th, 4.7" Control Parties were again exercised. The weather was good so all bedding was aired. Evolutions were carried out after Evening Quarters. An abnormal number of whales was sighted during the day. These were reported to the Director of Fisheries in my letter No. 49/844/11 dated 6 August 1948.

August 5-14. At BRISBANE

4. At 0850 on 5 August, the ship secured to A.U.S.N. Eagle Street Wharf, port side to. During the forenoon, with Captain (D) 10 (Captain W.H. HARRINGTON, D.S.O. R.A.N.) the Commanding Officer paid calls on
the Premier - Mr. EARLON
the Lord Mayor - Mr. CHANDER
the Chief Justice - Mr. MACROSSAN
The G.O.C. - Major General WINNO.

Afterwards the Commanding Officer lunched with Captain (D) 10 and stayed to receive the return calls of the above in "WARRAMUNGA".

5. On 6 August, H.M.A.S. "CONDAMINE" returned to BRISBANE with His Excellency, the Governor of Queensland and secured to Eagle Street Wharf. A
At 2030 the Brisbane Club gave an At Home at which the Commanding Officer and First Lieutenant attended.

6. At 1000 on the 7th with Captain (D) 10, the Commanding Officer called on His Excellency the Governor of Queensland, Sir John LAVARACK, K.B.E., C.B., D.S.O., and later in "WARRAMUNGA", received the return call of the A.D.C.

That day Captain (D) 10, the Commanding Officers "ARUNTA" and "CONDAMINE" attended the official luncheon at the Queensland Turf Club, Eagle Farm Racecourse.

During the afternoon the ship was open to visitors.

7. At 1045 on the 8th the Commanding Officer and officers attended the Ex-Navalmen's Association Annual Memorial Service and laying of the wreath ceremony in Anzac Square. "WARRAMUNGA", "ARUNTA", "CONDAMINE" and "MORETON" each provided platoons of unarmed men. During the afternoon the ship was open to visitors - 1200 people came onboard.

8. At 1600 on the 9th the Commanding Officer and officers attended the Queensland Club At Home, at 1800 The Staff Corps Mess At Home and at 2030 the United Services' Club Ball.

9. At 1630 the 10th the Commanding Officers and officers attended the Civic Reception given in the City Hall by the Lord Mayor and at 1845 the Commanding Officer dined at Government House together with Captain (D) 10, the Commanding Officer and officers of "CONDAMINE" after which all went to the Ex-Navalmen's Ball.

10. On Wednesday afternoon, the 11th, the ship was open to visitors when 325 came onboard. That night the Commanding Officer attended a dinner party given by Captain (D) 10 in "WARRAMUNGA" the Presidents of the Queensland Turf Club, the Agricultural Society, the General Officer Commanding and their wives.

11. On the 12th the Commanding Officer and officers attended the Moreton Club At Home and later the Church of England Ball in the City Hall.

12. At 1700 the 13th the Captains and officers of "WARRAMUNGA", "ARUNTA" and "CONDAMINE" gave an At Home on "ARUNTA's" Quarterdeck to which approximately 100 were invited including 48 official guests. The weeks solid round of social engagements, mainly official, concluded with a most delightful dance at Government House on the 13th which the Commanding Officer attended.

August 14-16 - BRISBANE to SYDNEY

13. At 0812 "ARUNTA" cast off and proceeded to SYDNEY, and at 1100 made a rendezvous with "WARRAMUNGA" and "CONDAMINE" off the Pile Light. The three ships then proceeded in company.

After Evening Quarters with the ships in line abreast, life buoys were dropped and recovered.

August 16-18 At SYDNEY

14. After an uneventful passage with good weather "ARUNTA" secured to No. 2 buoy SYDNEY on "WARRAMUNGA" at 0717. In the forenoon torpedoes (from the A/S school) arrived onboard and commenced preparations for firings on the 18th.

15. P.M. the 16th a large draft of ratings left the ship without relief in order to implement "ARUNTA's" Training Complement. At 0930 17th "WARRAMUNGA" slipped and proceeded to Cruiser Wharf Garden Island.

August 18 - Torpedo Firings off SYDNEY

16. At 0815 "ARUNTA" with the torpedo classes onboard, slipped and proceeded to sea off Port Jackson for Torpedo School firings. At 0915 in the first run one torpedo was fired and recovered; at 1032 in the second run two torpedoes were fired and recovered by 1125 when "ARUNTA" returned to SYDNEY. H.M.A.S. "MURCHISON" was target ship for both runs. The torpedoes ran very satisfactorily. For short periods, economical speed of course was exceeded when making the attacks and following torpedoes. At 1310 "ARUNTA" secured to No. 2 buoy.

August 19-31 At SYDNEY

17. At 0930 the 19th the Commanding Officer presided over a Board of Enquiry in "WARRAMUNGA" on an accident to Acting E.R.A. MOORE, Official Number on
18. On 23rd a class of 9 Stokers Mechanics were sent to "PENGUIN" for a damage control course. At 1345 the Commanding Officers and men concerned attended a Pensions talk given in the Dockyard chapel by the Second Naval Member (Commodore H.A. SHOWERS, C.B.E. R.A.N.) and Mr. HASSETT. At 1345 the ship slipped and proceeded to Cruiser Wharf and secured alongside "QUADRANT".
19. At 1430 the 27th the Commanding Officer called on His Excellency the Governor General (Mr. W. McKELL) at Admiralty House. The call was repaid by the Naval A.D.C. at 1130 on 20th.

HEALTH OF THE SHIPS COMPANY

20. The health of the Ship's Company has continued to be very good. The period covered by this month was spent in SYDNEY and BRISBANE where there was of course an adequate supply of fresh food. The attending list has been low, mainly consisting of minor infections such as boils, common colds and tonsillitis of the follicular type. Venereal disease continues to remain low, there being only three cases recorded. Minor injuries were few, there being only 10 cases, and none of these was of a serious nature.

WELFARE

21. The Ship's Company had the usual good time in BRISBANE during Show Week. The Premier Queensland kindly offered free railtravel up to a hundred miles from BRISBANE. Queensland natives were given all reasonable leave.

CONDUCT

22. Generally very good. The commonest offences were very minor leave breaking.

CONDITIONS ONBOARD

23. Normal. There is now plenty of space on the messdecks!

CONDITION OF THE SHIP

24. Satisfactory. Great efforts are being made - not without success - to prevent the cleanliness of the ship from dropping back due to the decrease in complement.

APPENDIX ASTEAMING SUMMARY

(a) Distance steamed during month	1131.6	MILES
(b) Hours underway during month	91.5	HOURS
(c) Average distance per ton of fuel	3.97	MILES/TON.
(d) Total distance steamed since commissioning (30 March 1942)	260,322	MILES
(e) Total hours underway since commissioning	17,907	HOURS



F.N. Cook
 (F.N. COOK)
 COMMANDER R.A.N.
 COMMANDING OFFICER

DUPLICATE

DUPLICATE

The Commanding Officer, H.M.A.S. " ARUNTA " (At SYDNEY).

1st August, 1948.

R.P. 7/48.

The Flag Officer Commanding H.M.A. Squadron, through
Captain (D), 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - JULY, 1948 - ALL TIMES - LOCAL
TIMES.

Submitted in accordance with Commonwealth
Navy Order Number 107/48 :

1ST - 5TH JULY - SUVA TO SYDNEY.

2. On the 1st July " ARUNTA " was at Sea on passage from SUVA, FIJI, to SYDNEY (Zone -12). During the forenoon A and B Mounting Guns carried out sub-calibre shoots - six rounds per gun. The weather was good. At 1800 clocks were retarded one hour to Zone -11. A similar sub-calibre shoot was carried out on 2nd July. At 1800 on the 3rd, clocks were retarded one hour to Zone - 10. Ship was darkened at 2130 and at 2201 Night Action Stations were exercised securing at 2242. After Evening Quarters on the 4th, simple Evolutions were carried out.

3. Commencing at 0930 on the 5th, while waiting for the Tug and Battle Practice Target to rendezvous with " ARUNTA " off SYDNEY Heads, all Officers of The Watch were allowed to handle ship in turn at approaching and picking up a lifebuoy without lowering a seaboat. At 1141 the ship carried out a Full Calibre 4.7" reduced charge shoot at a Battle Practice Target - the first since July, 1947. At 1315 " ARUNTA " berthed alongside H.M.A.S. " LACHLAN " . F.O.C.A.S. and Staff left the ship at approximately 1520, the flag being hauled down and hoisted in " AUSTRALIA " at approximately 1530. All hands in " ARUNTA " had enjoyed a very pleasant cruise. Their behaviour ashore and afloat had been very good indeed.

5TH - 12TH JULY - SYDNEY. ALONGSIDE GARDEN ISLAND.

4. Although not a good place for the purpose this period was spent in preparing for the approaching Captain D's, Flotilla Engineer Officer's and Squadron Engineer Officer's Inspection. There was no alternative but to remain alongside as the ship had to have light and power as she was boiler cleaning at the same time.

12TH AND 13TH JULY - EXERCISING AT SEA OFF SYDNEY.

5. At 0800 on the 12th the Flotilla Engineer Officer, Commander (E) N.A.C. LETCH, D.S.C., R.A.N., embarked to inspect the Engine Room Department. At 0845 " ARUNTA " cast off from " LACHLAN " and at 0900 proceeded to sea in Company with Captain (D), 10th Destroyer Flotilla, Captain W.H. HARRINGTON, D.S.O., R.A.N., in " WARRAMUNGA ". Captain D's object was to inspect " ARUNTA " at Sea and exercise the ships at manoeuvring with the new signals. From 0947 till 1050 Officer of the Watch Manoeuvres were carried out, then at 1100 " ARUNTA " was ordered to get into position on " WARRAMUNGA " and rig a Flying-Fox and send across six in number 4.7" Practice projectiles in one lift - about 360 lbs.

On the return trip Captain (D) (With an inflated lifebelt) came across to " ARUNTA " in a Boatswain's Chair and was piped onboard, the pipe ordering " WARRAMUNGA'S " Seaboat^{TO STAY BY} was distinctly heard in " ARUNTA "; He was followed across by the Flotilla Communications Officer, Lieutenant J.S. AUSTIN, D.S.C., R.A.N., in the Boatswain's Chair. While " ARUNTA ", providing her own gear, was preparing to take " WARRAMUNGA " in tow, Captain (D) was recalled to " WARRAMUNGA " and was transferred in " ARUNTA'S " Seaboat. The Towing Evolutions had to be postponed until "WARRAMUNGA" returned from landing an Engine Room Rating Casualty in SYDNEY. At 1445 " ARUNTA " took " WARRAMUNGA " in tow, then " WARRAMUNGA " passed her flying Fox to " ARUNTA " and returned the six practice projectiles supplied in the forenoon. On completion of these Evolutions both ships returned to SYDNEY " ARUNTA " securing to No. 1 Buoy at 1720.

13TH JULY.

6. Both " WARRAMUNGA " and " ARUNTA " slipped by 0900 and proceeded to Sea. Officer of the Watch Manoeuvres were exercised from 0927 to 1015, then " WARRAMUNGA " took " ARUNTA " in tow, " ARUNTA " again providing the towing gear. " ARUNTA " exercised General Quarters from 1140 to 1200. At 1525 with " WARRAMUNGA " providing the smoke targets, " ARUNTA " commenced an A.A. Rapid Opening Fire Exercise S.X.13 Serial Number 9 - A.S.X.O. 42, using her 4" Guns. At 1608 the Exercise was completed and the Destroyers Parted company, " WARRAMUNGA " proceeding to JERVIS BAY and " ARUNTA " to GARDEN ISLAND where she secured alongside H.M.A.S. " HOBART " at 1800. Lieutenant (P) K.E. WILSON, R.A.N., joined the ship P.M.

13TH - 22ND JULY - AT SYDNEY.

7. On A.M. the 15th July Lieutenants (P) N.S. FERRIS, R.A.N., and J.L. HANNA, R.A.N., joined the ship. At 0930 on the 16th the Commanding Officer left the ship and accompanied the Chief Staff Officer, Captain H.J. BUCHANAN, D.S.O., R.A.N., to HOLDSWORTHY to inspect the Military Detention Quarters used by Naval Ratings. He returned at approximately 1240. Lieutenant (P) D.J. ROBERTSON, R.A.N., joined the ship P.M. 17th July.

8. At 1110 on the 19th " ARUNTA " cast off and was taken by Tugs to No. 4 Buoy to which she secured at about noon. At 1000 on the 20th the Squadron Engineer Officer, Commander (E) W.J.M. ARMSTRONG, R.A.N., came onboard to carry out an inspection of the Engine Room Department. That night the Commanding Officer and his wife attended a most enjoyable Dinner Party given by Rear-Admiral H.B. FARNCOMB, C.B., D.S.O., M.V.O., in H.M.A.S. " AUSTRALIA " to about 14 guests.

9. H.M.A.S. " WARRAMUNGA " returned to No. 3 Buoy P.M. 21st July and at 0930 on the 22nd Captain (D), 10th Destroyer Flotilla, came onboard " ARUNTA " for the final day of his Inspection. After inspecting the Guard, the Ship's Company at Divisions, and the Upper Deck, he then visited the Mess Decks and Store Rooms. Books were signed at 1030 while the hands cleaned into working dress. Then the Ship's Company was inspected at Action Stations. On completion, lower deck was cleared, and on the Forecastle Captain (D).10 told all hands the gist of what his inspection report would be.

10. That night the Commanding Officer had a small Buffet Supper Party onboard at which F.O.C.A.S., The Chief Staff Officer, Captain J.C. MORROW, D.S.O., D.S.C., Captain D.10, Lieutenant J.H.W. CRAVEN, D.S.C., R.N., and their wives and others were guests.

23RD - 25TH JULY - SYDNEY to MELBOURNE.

11. By 1000 on the 23rd July " ARUNTA " slipped and proceeded to Sea in company with Captain D.10 in " WARRAMUNGA ", and at 1055 both commenced a Surface Tracking Exercise. It was completed at

1200 when both ships parted Company, "WARRAMUNGA" for LORD HOWE ISLAND etc., and "ARUNTA" for MELBOURNE, carrying out a Full Power Trial on Passage. On being detached "ARUNTA" started to work up. At 1420 both telegraphs were put to "Full Speed Ahead". The Full Power Trial commenced at 1545 and was completed satisfactorily at 1745. The ship then "worked down". Approximately 32 knots were obtained. About six whales were sighted about 10 miles N.E. of Mantagu Island Light - My letter to the Director of Fisheries refers (Copy attached). As the ship was proceeding at about top speed at the time, accurate observations of them could not be made in accordance with "Fisheries Newsletter April, 1948 - Appeal for Whale Observations". The weather for the trial was from ahead, Wind South, Force 2, sea 24, Ship's Course ~~S.10.W. - 10 E,~~ 200°.

12. A.M. 24th Pom Pom Functioning Trials were carried out satisfactorily and after Evening Quarters a lifebuoy was dropped and the Whaler was lowered to recover the buoy. At 1640 two large finback Whales were sighted off South East Point Light, Wilson's Promontary, proceeding in a Southerly direction. "ARUNTA" passed through the "Rip" at 0700 on the 25th. The Whaler was lowered for training purposes at 1030 and ship proceeded alongside, Starboard side to, Outer West Station Pier, PORT MELBOURNE at 1035. The ship was open to Visitors that afternoon.

26TH - 28TH JULY - PORT MELBOURNE.

13. During the forenoon of the 26th, the Commanding Officer visited H.M.A.S. "LONSDALE" and then waited on the First Naval Member, Rear-Admiral J.A. COLLINS, C.B., in Navy Office. At 1115 on the 27th, T.F. 1 Lieut. Cdr. H.A. COOPER, R.A.N., in H.M.A.S. "GLADSTONE" and the Commanding Officer of H.M.A.S. "LATROBE" called on the Commanding Officer. At 1240 that day the First Naval Member repaid the Commanding Officer's call and kindly stayed to Luncheon. He was accompanied by the D.C.N.S., Captain H.M. BURRELL, R.A.N., and Acting Commander J.B.S. BARWOOD, R.A.N. The Commanding Officer of H.M.A.S. "LONSDALE" also attended.

28TH JULY - GUNNERY SCHOOL FIRINGS.

14. At approximately 0905 the Gunnery Classes arrived and "ARUNTA" cast off and proceeded into Port Phillip Bay at 0915 to a 1000 rendezvous with "GLADSTONE" towing an "Excellent" Type Target in Area "N.X." The Training Commander, Flinders Naval Depot, Commander F.R. JAMES, R.A.N., came out to witness proceedings as the Commanding Officer's Guest. By noon the Sub-Calibre day firings were finished and on completion of the Gunnery School Full Calibre Reduced Charge firings at about 1600, "ARUNTA'S" Guns crews carried out a 4.7" Full Charge-Reduced Calibre Reduced Charge shoot at the small target towed by "GLADSTONE". After the night 4.7 Full Calibre and Star Shell Firings were completed, "ARUNTA" berthed Starboard side to Outer West Station Pier, PORT MELBOURNE at 2035.

29TH - 31ST - PORT MELBOURNE TO SYDNEY.

15. At 0830 "ARUNTA" slipped from Station Pier to go to WILLIAMSTOWN for fuel. It was blowing Force 5, but on the way round the dredged channel the force of the wind increased to Force 7, Direction N.W. The wind on the Starboard quarter and the ebb tide sweeping the ship from the Wharf, made the operation very difficult indeed. At 1015 the Master Attendant (Lieut. Commander G. HALL, R.A.N.) called, and at 1130 the Commanding Officer repaid "GLADSTONE'S" call, then the Master Attendant's. At 1504 the ship cast off and cleared the "Rip" at 1815. The weather by this time had moderated completely and was very pleasant, if perhaps a little cold.

31ST JULY - AT SYDNEY.

16. At 0740 on the 31st July "ARUNTA" secured to No. 2 Buoy.

HEALTH OF SHIP'S COMPANY.

17. The Health of the Ship's Company has been excellent, except for a mild epidemic of Gastro-Enteritis in the early part of the month. Venereal Disease was low, there being only three cases recorded. Minor injuries were few and none of these were of a serious nature. The Attending List mainly consisted of Common Colds and Minor Infections which responded satisfactorily to the treatment given.

WELFARE.

18. The Welfare of the Ship's Company was normal. The trip round to MELBOURNE was a very pleasant and interesting one, what with the Full Power Trial and Full Calibre Shoots. The weather at sea was good. Victorian Native privilege leave men were given all reasonable leave to see their families.

19. Morale is very good indeed, but there are a lot of disappointed men in the Ship whose names are on outward Draft Notes.

CONDUCT.

20. Conduct of the Ship's Company has been very good indeed. There were a few cases of minor leave breaking at MELBOURNE.

CONDITIONS ONBOARD.

21. Conditions onboard remain normal.

CONDITION OF THE SHIP.

22. She behaved well during the Full Power Trial. She was very steady at all speeds particularly on the Compass Platform at Full Power. One defect worthy of note developed however during the trial. The Starboard H.P. Manoeuvring Valve developed a leak and could not be closed two blocks. Owing to "ARUNTA'S" Programme and lack of time its repair is beyond the capacity of the Ship's Staff. Steaming qualities up to full power are not impaired, but it is intended to request Dockyard assistance to remedy the Defect on returned to SYDNEY from BRISBANE.

APPENDIX (A)

STEAMING SUMMARY

(a) Distance steamed during month	2854.5 miles
(b) Hours underway during month	329 hours
(c) Average distance per ton of fuel	4.7 miles
(d) Total distance steamed since commissioning (30 March, 1948)	259190 miles
(e) Total hours underway since commissioning	17,855 hours

F. E. Cook
(F. E. COOK)
COMMANDER R.A.N.
COMMANDING OFFICER



1/831/26.

H.M.A.S. " ARUNEA ",
c/o G.P.O.,
SYDNEY.

31st July, 1948.

The Director of Fisheries,
Box 2595,
G.P.O.,
SYDNEY.

Dear Sir,

With reference to Fisheries Newsletter April, 1948, 'Appeal for Whale Observations', I am pleased to submit the following report of sightings on passage to MELBOURNE :

- (1) 1100 - 23rd July - 1 Fin Back, size unknown, without calves, proceeding Northerly direction, 8 miles S.E. Hornsby Light.
- (2) 1630 - 1700 - 23rd July - 6 to 12 whales, species unknown, heading probably in a Northerly direction, 10 miles N.E. Montagu Island Light.
- (3) 1645 - 24th July - 2 large Fin back without calves proceeding South Easterly direction - 3 miles south of Wilson's Promontory.
- (4) 1300 - 28th July - 2 Medium size Fin Backs, without calves, no fixed direction, 3 miles N.W. Cape St. George, Port Phillip.

Yours faithfully,

F.N. Cook

(F.N. COOK)
COMMANDER, R.A.N.
COMMANDING OFFICER.

DUPLICATE

The Commanding Officer, H.M.A.S. " ARUNTA " (At Sea from
SUVA to SYDNEY).

1st July, 1948.

R.P. 6/48.

The Flag Officer Commanding, H.M.A. Squadron, through
Captain (D), 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - JUNE, 1948.

ALL TIMES - LOCAL TIMES.

Submitted in accordance with Commonwealth Navy
Order Number 107/48 :

1ST - 4TH JUNE - AT JERVIS BAY.

2. On the 1st June H.M.A.S. " ARUNTA " was anchored in JERVIS BAY cleaning and painting ship after the refitting period. At 1115 the Executive and Supply Officers of H.M.A.S. "ALBATROSS" (Commander R. RHODES, D.S.C., R.A.N., and Commander (S) R.F. HATHERELL, D.S.C., R.A.N.) called on the Commanding Officer and stayed to luncheon. On Wednesday the 2nd the Ship's Hull was painted. At 0950 The Commanding Officer, Medical Officer and Flotilla Communications Officer landed and were taken to repay the calls and inspect H.M.A.S. " ALBATROSS ". The Officers' Messing arrangements were not complete so after luncheon in NOWRA with the Commanding Officer, H.M.A.S. " ALBATROSS ", Commander G. LANE, O.B.E., R.N. and Commander RHODES and Commander (S) HATHERELL the party proceeded to watch a hard Rugby match, "ARUNTA" versus "ALBATROSS" which was won by " ARUNTA " 9 - 8 points. On Thursday, 3rd June, Commanders LANE and RHODES and wives lunched onboard with the Commanding Officer. As " ARUNTA " was to be a Saluting Ship during the next cruise a practice 4" salute of 11 guns was fired satisfactorily during the afternoon using special reduced saluting charges.

3. At 0100 on the 4th " ARUNTA " weighed and proceeded to SYDNEY exercising General Quarters on the way. She secured to No. 1 Buoy at 0830.

4TH - 7TH JUNE - AT SYDNEY.

4. A.M. the 5th Surgeon-Commander R.F. MATTERS, R.A.N.V.R., joined the ship. At 1730 the Commanding and Ward Room Officers gave an "At Home" to about 80 guests.

5. At 1530 on the 7th, The Flag Officer Commanding, His Majesty's Australian Squadron, hoisted his flag in H.M.A.S. " ARUNTA ". He was accompanied by a reduced Staff.

7TH - 11TH JUNE - SYDNEY TO NOUMEA.

6. At 1600 on the 7th " ARUNTA ", wearing the flag of F.O.C.A.S., slipped from No. 1 Buoy and proceeded to Sea with him on a month's Island Cruise, bound firstly for NOUMEA, NEW CALEDONIA.

7. The weather experienced was not bad but the swell on the starboard beam was sufficient to make the ship roll a little uncomfortably at times. At 0200 on Thursday 10th, the clocks were advanced one hour to ZONE - 11. In honour of His Majesty The King's Birthday a 21 gun salute was fired at noon and the ship dressed with masthead Flags.

11TH - 16TH JUNE - AT NOUMEA.

8. On the 11th it was warm enough to wear white Tropical dress for the first time. Owing to the heavy rain squalls over NEW CALEDONIA which completely blotted out the approaches to NOUMEA and the fact that S.G. Radar was temporarily out of action, the ship had to reduce speed and approach the reef with caution. Consequently when the visibility improved it was necessary to proceed at 18 knots (with F.O.C.A.S.'s permission) for a short period, in order to arrive in time for the pre-arranged gun salutes and Official Calls. Off AMEDEE Light the French Pilot (compulsory) was picked up and the ship proceeded through the reef firing the French National Salute of 21 Guns at 0820 as she passed the Northern point of ILE DE BRUN. Owing to a strike of Seamen in the French Merchant Ships "MONKAY" and "SAGGITAIRE", "ARUNTA" could not proceed alongside, so anchored in $4\frac{1}{2}$ fathoms in a position $166^{\circ} 26' 4''$ E, $22^{\circ} 16.5'$ S. This meant that she had to keep steam in one boiler to make fresh water as no water lighters were available, consequently during the five days approximately 65 extra tons of fuel were burned - most unwillingly.

9. Commencing at 0900 calls were made on F.O.C.A.S. by the following :

His Excellency The Governor-General of NEW CALEDONIA and High Commissioner of the Pacific, M. COURNARIE, who received a 17 Gun Salute.
The Australian Consul, Mr. H.S. BARNETT who received a 7 gun Salute.
His Britannic Majesty's Consul, Mr. JOHNSTON, who received a 7 Gun Salute.
The Mayor of NOUMEA, M. Henri SAUTOT.
The Colonel Supérieur des Troupes du Pacifique, Colonel LABADIE.
M. le Président du Conseil General, Mr. Henri BONNEAUD.
The Naval Officer in Charge, Capitaine de Fregate des MOUTIS.

These calls were returned later in the forenoon by F.O.C.A.S. accompanied by the Flag Lieutenant and Commanding Officer.

10. At 1800 The Australian Consul and Mrs. H.S. BARNETT gave a most successful "AT HOME" which was attended by F.O.C.A.S., Flag Lieutenant, The Commanding Officer and Officers of "ARUNTA".

11. At 1200 on Saturday the French Governor General gave an informal Luncheon to F.O.C.A.S. who was accompanied by the Flag Lieutenant and Commanding Officer. During the afternoon the Ship's Company Cricket Team defeated the Chiefs and Petty Officers by an innings, the object being to select the ship's best team for SUVA. "ARUNTA'S" rather inexperienced soccer team was beaten 7-2 by the local team. The Commanding Officer entertained the Australian Consul and Mrs. BARNETT and Capitaine and Mme. des MOUTIS to Dinner, and at 2100, F.O.C.A.S., The Commanding Officers, Officers and Ship's Company attended 'Le Bal' at the Town Hall, which His Excellency the Governor General and Mme. COURNARIE attended.

12. At 1030 on Sunday 13th F.O.C.A.S. placed a wreath on NOUMEA'S Cenotaph. He was accompanied by the Flag Lieutenant, Commanding Officer and 6 Officers from the ship. All then went on to the French Military Club (Colonel LABADIE, O.B.E., President) where they were given a "Champagne d'honneur". The Admiral, Flag Lieutenant and Commanding Officer enjoyed a very pleasant break from the official entertainments in a 24 hour fishing visit to LA FOA (some 70 miles from NOUMEA) where the fishing was good but the accommodation primitive.

13. At 1930 on the 14th the Governor General and Mme. COURNARIE gave an Official Dinner at Government House. This was attended by F.O.C.A.S., Flag Lieutenant, Commanding Officer, The Executive Officer and the Senior Medical Officer. At 1200 on the 15th a Lunch Party was given by Colonel LABADIE to the Admiral, Commanding Officer and two Officers. That evening at 1730 the Admiral's "At Home" in "ARUNTA" marked the end of the official entertainments in NOUMEA. There were about 80 guests.

16TH - 17TH - NOUMEA TO VILA.

14. A French Pilot was embarked (Compulsory) and the ship weighed and proceeded at 0900 on the 16th to VILA via WOODIN PASSAGE. Owing to a twenty minute wait for the Pilot Boat due to weather and the advancing of the time of arrival to meet local requirements, "ARUNTA" had to proceed at 15 knots with F.O.C.A.S.'s permission.

17TH - 19TH - AT VILA.

15. At 0817 "ARUNTA" anchored off IRIRIKI in VILA Harbour and at 0900 F.O.C.A.S. received calls from The British Resident Commissioner (Mr. BLANDY), The French High Commissioner, M. MENARD and the French Judge of the Joint Court, M. Y. GESLIN. As Mr. BLANDY and M. MENARD left the ship each received 11 Gun Salutes. At 0945, F.O.C.A.S., accompanied by the Flag Lieutenant and Commanding Officer returned the calls.

16. In the afternoon the Ship's Cricket team played a drawn match against the local Native team and that evening at 1715, F.O.C.A.S., the Commanding Officer and 8 Officers attended an "At Home" given by Mr. and Mrs. BLANDY at the British Residency. Afterwards the Commanding Officer and four Officers were invited to Supper at the French Residency by M.&Mme. MENARD.

17. At 0800 on the 18th "ARUNTA" dressed ship in honour of the French "De Gaulle" Anniversary. The Commanding Officers and six Officers and a small Guard from "ARUNTA" were present at the Cenotaph where F.O.C.A.S. placed a wreath. Afterwards all adjourned to the French Residency for a "Champagne d'honneur". In the afternoon "ARUNTA'S" Cricket Team defeated the local white team by 60 runs. At 1730 F.O.C.A.S. gave an "At Home" onboard "ARUNTA" to about 70 Official guests.

18. On the 19th the Commanding Officer attended a Luncheon Party given by the British Resident Commissioner for F.O.C.A.S. and afterwards all adjourned to the Free French Fete or Bazaar at the special request of the French Resident Commissioner.

19TH - 21ST - VILA TO SUVA.

19. Instead of sailing during the forenoon of the 19th, or immediately after lunch, because of the Bazaar the ship was not able to weigh and proceed to SUVA until 1655. Consequently, with F.O.C.A.S.'s permission, Economical speed was exceeded (15 knots) on passage. Except for the fact that the ship was becoming very short of fuel, due to the necessity of distilling water at NOUMEA and VILA, the passage was uneventful.

21ST - 25TH - AT SUVA, FIJI.

20. At 0200 on the 21st clocks were advanced 1 hour to Zone (- 12) and at 1100 "ARUNTA" berthed alongside King's Wharf - bows south, and commenced fuelling and watering. She was met by the Police Band. Lieutenant G.R. WOODS, F.R.N.V.R., Naval Liaison Officer, and the Harbour Master came onboard on arrival and F.O.C.A.S. accompanied by the Flag Lieutenant, left the ship at 1230 to stay at Government House.

21. At 1400 on Tuesday the ship was open to School children visitors and during the afternoon the Ship's Hockey team drew with the SUVA Girls Hockey Team, 3 goals all. On the 23rd F.O.C.A.S. gave a lunch party onboard to the Presidents of the Fiji Club, Defence Club, Entertainment Committee and Town Council. The Commanding Officer attended. In the afternoon the Commanding Officer and six Officers were invited to Tennis at Government House. The Ship's Rugby Union Team defeated the Royal New Zealand Air Force Team, 16 points to nil, and the ship was open to Visitors who swarmed onboard, but were very orderly.

22. At 1930 the Commanding Officer attended a Dinner Party at Government House. On the afternoon of the 24th the Ship's Rugby Team defeated the SUVA Rugby League Team 15 points to 5, and that evening F.O.C.A.S. entertained about 80 Official guests to a Cocktail Party onboard "ARUNTA".

25TH - 26TH - SUVA, FIJI - NUKUALOFA, TONGATABU.

23. At 0905, His Excellency The Governor of FIJI, Sir Brian FREESTON, K.C.M.G., C.B.E., Lady Freeston, Miss FREESTON and one A.D.C. (RATU Edward) arrived onboard and His Excellency was given a 17 gun salute. "ARUNTA" slipped at 0910 and when clear of the Harbour proceeded at 20 and 22 knots (with F.O.C.A.S.'s permission) in order to arrive at TONGATABU with His Excellency the Governor at the scheduled time. An aircraft tracking exercise was arranged with Wing Commander CHECKETTS, D.S.O., D.F.C., R.N.Z.A.F., who personally came and made several dummy attacks. The ship was at General Quarters and took avoiding action. 4.7" and Bofors Functioning Trials were satisfactorily carried out and a Parachute Rocket Target was used. Taking advantage of the speed the ship fired a pattern of Depth Charges, made funnel smoke and dropped two smoke floats which functioned correctly. The weather was good on passage.

26TH - 28TH JUNE - NUKUALOFA, TONGATABU.

24. At 0200 as the ship had crossed the 'Date' line clocks were advanced 20 minutes to Zone (- 12.20). The Harbour Master met the ship at the entrance and his assistance was acceptable. Actually the channel had been buoyed very well by the Americans but the buoys were not shown on "ARUNTA'S" charts. At 0815 ship fired a 21 Gun Royal Salute to the Kingdom of TONGA which was returned by the Shore Batteries, and followed by a 21 Gun Salute for Her Majesty, Queen SALOTE. At 0830 ship berthed alongside NUKUALOFA Wharf - 200' long "T" shaped concrete Wharf just a few feet clear of the sheer coral reef. An inhabitant who had been in NUKUALOFA since 1904 (except for the War) said that "ARUNTA" and H.M. old Survey Ship "LABURNAM" were the only two warships ever to have lain alongside. Others said that they thought Corvettes had gone alongside during the War. However, in spite of four bow and quarter lines to two buoys and two holdfasts on the adjacent coral, the berth is not recommended for Tribals with 88 feet overhang each end because there can be an unpleasant scend there.

25. The British Resident Commissioner, Mr. JOHNSTON, called at 0900. As His Excellency, The Governor of FIJI (now flying the flag of the High Commissioner of the Pacific), Lady Freeston and Miss FREESTON landed at 0915 to go to the British Residency a Salute of 17 guns was fired by "ARUNTA". At 1145 F.O.C.A.S., The Commanding Officer and 8 Officers were invited to a Native feast given by the Premier ATA to about 200 guests. A Seine net fishing party was landed and bathing permitted within a limited area from the end of the Jetty. At 1745 The British Secretary to the Government and Mrs. RICHARDSON gave an "At Home" which was attended by F.O.C.A.S., the Commanding Officer and Officers. Afterwards a dance was given ashore for the Admiral, Commanding Officers and Officers and Ship's Company of "ARUNTA".

26. On Sunday 27th, hands went to Divisions at 0825 and at 0830 F.O.C.A.S. walked round the Ship and inspected Divisions. Afterwards Church Parties were landed, Church of England, Wesleyan and other Denominations to the TONGA Methodist Church and Roman Catholic. Her Majesty, The Queen, His Excellency The Governor of FIJI and Party, F.O.C.A.S., The Ministers of State, The Commanding Officer and six Officers attended the Service at the Methodist Church at which the Rev. McKAY officiated conducting it in TONGAN. The great feature of the Service was the superb singing of two Native Choirs.

27. At 1100 The British Resident Commissioner, Mr. JOHNSTONE, arranged a very enjoyable motor drive and picnic and visit to the Aerodrome. His Excellency, The Governor of FIJI and Party, F.O.C.A.S., Flag Lieutenant and the Commanding Officer attended. That afternoon the ship was open to visitors and was crowded.

28TH - 29TH JUNE - NUKUALOFA TO SUVA.

28. At 1120 on the 28th His Excellency The Governor and Party returned to "ARUNTA". At 1130 the Premier and Ministers came onboard to say goodbye to His Excellency. At 1148 the ship cast off and proceeded to SUVA. Permission from F.O.C.A.S. was again obtained to exceed economical speed in order to arrive at SUVA by 1100 for His Excellency to meet the Governor General of NEW ZEALAND who was arriving. The weather was so good that opportunity was taken to carry out consumption trials at 20, 22 and 26 knots with two boilers. The results of these trials were satisfactory. At 1800 clocks were retarded 20 minutes to Zone (- 12).

29TH - 30TH JUNE - AT SUVA.

29. At 0250²⁹ speed was reduced to 17 knots and at 0948 identities were exchanged with H.M.N.Z. Cruiser "BELLONA" which was alongside King's Wharf, SUVA. At 1045 "ARUNTA" secured alongside this Wharf between "BELLONA" and a Merchant Ship. At 1055 His Excellency, The Governor and Party disembarked from "ARUNTA" and his flag was hauled down. The Commanding Officer of "BELLONA" called on F.O.C.A.S. at 1130 and at 1145, F.O.C.A.S., accompanied by the Flag Lieutenant and the Commanding Officer "ARUNTA" repaid the call.

30. That evening at 1800 an "At Home" with Dancing was given by the Fiji Club, The Governor General of NEW ZEALAND, General FRYBERG, V.C., D.S.O., and Party, His Excellency the Governor of FIJI and Party, F.O.C.A.S., Commanding Officer and Officers of "ARUNTA", Commanding Officer and Officers of "BELLONA" attending. At 0830 "ARUNTA" cast off. As she proceeded to SYDNEY "BELLONA" fired a 13 gun salute to F.O.C.A.S. and "ARUNTA" replied with 7 guns. We had all enjoyed the Cruise so far very much.

HEALTH OF SHIP'S COMPANY.

31. During the month the health of the Ship's Company was very good indeed. There have been no new cases of Venereal Disease, Scabies or Pediculosis. The cleanliness generally has been good and has helped very much in the maintenance of good health. Although the attending list has been fairly long the average number of excused duty ratings has been small.

WELFARE.

32. Officers and Men have thoroughly enjoyed this Cruise. They have been well received everywhere and all forms of games and entertainments have been generously provided, namely Tennis, swimming, boxing, dancing, rugby, cricket, hockey and fishing. SUVA was undoubtedly the most popular Port. There was an abundance of Tropical fruit for all. Programmes and a Sports Appendix is attached. P.T. was carried out on the Wharf at SUVA.

CONDUCT.

33. The conduct of the Ship's Company has been very satisfactory indeed with the usual few exceptions; the majority of offences being absence over leave for short periods often due to carelessness regarding transport.

CONDITIONS ONBOARD.

34. Conditions onboard remain normal. The weather in the Tropics was never excessively hot.

CONDITION OF THE SHIP.

35. Condition of the ship is normal. She remains clean and well kept throughout. There are no major defects.

APPENDIX (A).

STEAMING SUMMARY.

(a) Distance steamed during month	3234 miles.
(b) Hours underway during month	223 hours.
(c) Average Distance per ton of fuel	5.37 miles.
(d) Total distance steamed since commissioning (30th March, 1942).	256,335 miles.
(e) Total hours underway since commissioning	17,626 hours.

F.N. Cook

(F.N. COOK)
COMMANDER, R.A.N.
COMMANDING OFFICER.

Enc.

11.

Flag Officer Commanding
H.M. Australian Squadron.

Submitted for information.

2457/191
Office of Captain (D)
10th. Destroyer Flotilla,
H.M.A.S. "WARRAMUNGA"
(At Sydney)
11th. July, 1948

(Sgd.) W.H. HARRINGTON
CAPTAIN



CRUISE OF H.M.A.S. " ARUNTA " - SPORTS PROGRAMME.

NOUMEA.

Saturday 12th Soccer Match V. Native Troops - Lost 7 - 2.
Monday 14th Boxing Matches against Local Boxers.

VILA.

Thursday 17th Cricket Match V. Local Native Team - Won.
Officers and Ratings Tennis Party at Local
Tennis Club.
Friday 18th Cricket Match against Local European Team -
Won.
Officers and Ratings Tennis Party at Local
Club.

SUVA.

Monday 21st Interpart Cricket Match cancelled at last
minute.
Tuesday 22nd Hockey V. Viti Hockey Club - Draw.
Rugby V. R.N.Z.A.F. - Won - 16 - Nil.
Wednesday 23rd Cricket V. SUVA Cricket Club (five FIJI
Representative Players) - Drawn.
Officers Tennis and Squash Party at Government
House.
Thursday 24th Rugby V. SUVA Rugby Club - Won 15 - 5.

OUTLINE PROGRAMME FOR STAY IN NOUMEA.

FRIDAY 11th. 0840. Approx. National Salute of 21 Guns.
 0900. Arrive NOUMEA.
 A.M. Official Calls. Salutes.
 1600. Tour 20 Ship's Company.
 1800. Reception for F.O.C.A.S., Captain and
 Officers at Australian Consulate.
 2000. Exhibition Basketball Match.

SATURDAY 12th. 0200. Officers Leave for Deer Hunt.
 1200. F.O.C.A.S. and Captain lunch at
 Government House (Informal).
 1330. Soccer Match.
 1400. Motor Tour 40 Ship's Company.
 2100. Ball at Town Hall.
 P.M. Officers return from Deer Hunt.

SUNDAY 13th. 1045. Lay Wreath at Cenotaph.
 1100. Approx. Reception for F.O.C.A.S.,
 Captain and Officers at Military
 Officers' Club.

MONDAY 14th. 1300. Tour for 40 Ship's Company.
 2000. Boxing.
 1930. Official Dinner at Government House.

TUESDAY 15TH. 1730. F.O.C.A.S. Cocktail Party onboard
 " ARUNTA ".

WEDNESDAY 16th. A.M. Sail for VILA.

F.O.C.A.S. DETAILED PROGRAMME FOR VILA.

THURSDAY 17th. 0900. Arrive VILA - Officials Calls Received.
 1035. F.O.C.A.S., Captain and Flag Lieutenant
 leave ship to return Official Calls.
 1330. Cricket Match against local Native Team.
 1400. Tennis Party of Eight.
 1730. Cocktail Party for Officers at British
 Residency.

FRIDAY 18th. 0900. Service at Roman Catholic Church.
 1030. Cenotaph Ceremony - F.O.C.A.S., Captain
 and Flag Lieutenant, six Officers,
 Small Guard.
 1130. Cricket Match against local European
 Team.
 1230. Lunch at French Residency - F.O.C.A.S.,
 Captain, Flag Lieutenant and two
 Officers.
 1330. Local Sight seeing tour for Ship's
 Company.
 1400. Tennis Party of Eight.
 1730 F.O.C.A.S. Cocktail Party onboard.

SATURDAY, 19TH. 1500 to 1700. Officers and Ratings visit Free
 French Bazaar.
 1730. Sail SUVA.

H.M.A.S. " ARUNTA "

IN SUVA FROM 21ST JUNE, 1948 - 25TH JUNE, 1948
AND 29TH JUNE, 1948 - 30TH JUNE, 1948.

There is an Official Entertainment Committee, any members of which will be glad to answer enquiries and give all assistance possible. The following are the members :

Captain J. Mullins (Phone 157).
Lieutenant G.R. Woods, Naval Liaison Office (Phone 318).
Mrs. A. Bannantyne, Government Buildings (Phone 68).
Mr. D. Collins, Secretary, District Commissioner.
Southern's Office, (Phone 687).

2. Officers have been invited to become honorary members of the Fiji Club and the Defence Club.
 3. There is a Squash Court at Government House and Officers are invited to make use of it by arrangement with the Aide-de-Camp (Phone 550 - 2 rings).
 4. A Dance to welcome the Ship's Company will be held in the Town Hall on Monday, 21st June, commencing at 8 o'clock. Members of the Ship's Company will be admitted free.
 5. The Suva Tennis Club's Court will be available to all members of the Ship's Company. Matches with selected teams from the Club can be arranged through the Secretary, Mr. H.S. Pigeon (Phone 534 - 3 rings).
 6. The Public Tennis Courts (hard court) will be open for the use of the Ship's Company free of charge from 10.30a.m. to 3.30p.m. while the ship is in port.
 7. With the consent of the Suva Town Board the Sea Baths will be open without charge to members of the Ship's Company, provided they are in uniform. Costumes are not available for hire.
 8. On Wednesday afternoon, 23rd June, a party will be taken for a drive via King's Road to Nausori, returning via Prince's Highway. A stop for fresh water swimming will be made. Time of departure to be announced later.
-

VISIT TO TONGA OF THE HIGH COMMISSIONER OF THE WESTERN PACIFIC,
SIR BRIAN FREESTON, K.C.M.G., C.B.E.

SATURDAY 26th.

0830. H.M.A.S. " ARUNTA " arrives.
0900. Agent and Consul calls on board.
0915. His Excellency and Party land and are
met on Wharf by Premier and Ministers
Drive to Residency.
1030. To 1700. Motor Drive, Swim and beach
lunch for 50 of Ship's Company.
1100. His Excellency and Party with Admiral
Farncomb and Agent and Consul call
on Her Majesty The Queen. A Guard
of Honour will be mounted at the
Palace by the Royal Guard.
1145. Leave Residency for Tongan Lunch at
KOLOVAI. (The Premier Hopes that
Admiral Farncomb and as many Officers
as can come will attend the lunch).
1430. Introductions after lunch - Members
of Parliament and European residents.
1530. Back at Residency.
1745 - 1830 To Secretary to the Government Mr.
and Mrs. P.A. Richardson to meet
Senior Civil Servants and leading
Officials.
1900. Midnight Dance given by the Govt.
for the Ship's Company.
2000. Dinner at the Residency.

SUNDAY 27th.

0900. Attend Service at Free Wesleyan
Church of Tonga.
1100 - 1700. Drive and Picnic Lunch in the
Country.
1930. Supper and Bridge at the Residency.

MONDAY 28th.

0930. His Excellency to visit Govt, Offices
and to pay a short visit to
Parliament which will be in Session.
1100 His Excellency and Party call at
The Palace to take leave of the
Queen.
1200 H.M.A.S. " ARUNTA " leaves.

DUPLICATE

The Commanding Officer, H.M.A.S. "ARUNTA" (At JERVIS BAY).

1st June, 1948.

R.P. 5/48.

The Flag Officer Commanding H.M.A. Squadron, through Captain (D), 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - MAY, 1948.
ALL TIMES - ZONE 10.

Submitted in accordance with Commonwealth Navy Order 266/46.

1st - 5th May, - ALONGSIDE - CRUISER WHARF - GARDEN ISLAND.

2. On 1st May H.M.A.S. "ARUNTA" was alongside continuing her refit. The first long leave party returned during the week-end and on Monday, 3rd May, the other Watch, including the Commanding Officer, commenced long leave.

6TH - 21ST MAY - CAPTAIN COOK DRY DOCK.

3. On 6th May H.M.A.S. "ARUNTA" entered the Dry Dock with H.M.A.S. "WARRAMUNGA", and remained there until 1130 on the 21st when she was shifted by tugs to her old billet alongside Cruiser Wharf.

22ND - 26TH - GARDEN ISLAND.

4. On the 22nd May the ship was fumigated. The Commanding Officer returned P.M. Sunday 23rd. On 24th (Empire Day) the ship was dressed with masthead flags and during the forenoon, with Captain (D).10 (Captain W.H. HARRINGTON, D.S.O., R.A.N.) the Commanding Officer called on the Chief Justice of New South Wales, Sir Frederick JORDAN, and the Right Honourable The Lord Mayor of SYDNEY, Alderman BARTLEY. During the afternoon the Commanding Officer was present in H.M.A.S. "WARRAMUNGA" with Captain (D.10) to receive the return calls of the Chief Justice's Associate and the Lord Mayor.

26TH - 31ST - AT NO. 2 BUOY AND ENROUTE JERVIS BAY.

5. On the 26th "ARUNTA" was dressed with masthead flags in honour of the birthday of Her Majesty, Queen Mary. The ship slipped at 1340 to be shifted by tugs to No. 2 Buoy. She then dressed overall and commenced ammunitioning. This was completed by 1135 on Friday, 28th May. A very good effort on the part of all concerned. P.M. the ship was swung to adjust compasses.

6. At 1230 on Saturday, 29th, Captain (D.10) in "WARRAMUNGA" proceeded to Melbourne. Lieutenant A.A. WILLIS, R.A.N. joined the ship for Navigating duties.

7. At 0927 on Monday, 31st May, "ARUNTA" slipped from No. 2 Buoy and proceeded to JERVIS BAY exercising the following on passage: Steering by main engines and from Emergency Conning Position, letting go a lifebuoy and lowering a whaler to pick it up. At 1647 the ship anchored off the College Breakwater to commence cleaning up preparatory to the Island Cruise.

8. During the Refit on account of the Deck corrosion beneath the badly worn Sementex and Latex deck coverings, these were all removed and replaced by Malthoid with the exception of two areas on the Iron decks, which were treated and covered with experimental patches of Melozzing and rough cement "finish" which as yet, has not been given a name.

HEALTH OF SHIP'S COMPANY.

9. The general standard of the health of the Ship's Company has been good. Two cases only of venereal disease occurred during the month. There were no seriously ill cases admitted to Hospital, and there were a negligible number of minor injuries. The number of persons recorded on the attending list has been few.

CONDUCT.

10. The conduct of the Ship's Company has been very good.

WELFARE AND MORALE.

11. Welfare has been normal for a refitting period alongside. Morale has been very good indeed, presumably in anticipation of the forthcoming cruise. This was borne out by the efforts made to rid the ship of traces of Dockyard and the short time taken to ammunition ship.

CONDITIONS ONBOARD.

12. Conditions onboard were normal for a refitting and leave period.

APPENDIX (A).

STEAMING SUMMARY.

(a) Distance steamed during the month	96 miles.
(b) Hours underway during the month	7.41 hours.
(c) Average distance per ton of fuel	4.8 miles.
(d) Total distance steamed since commissioning (30th March, 1942)	253,101 miles.
(e) Total hours underway since commissioning	17,403 hours.



E.N. Cook
(E.N. COOK)
COMMANDER, R.A.N.
COMMANDING OFFICER.

DUPLICATE

The Commanding Officer, H.M.A.S. "ARUNTA" (At SYDNEY).

1st May, 1948.

R.P. 4/48.

The Flag Officer Commanding H.M.A. Squadron, through
Captain (D), 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - APRIL, 1948.
ALL TIMES - ZONE 10.

Submitted in accordance with Commonwealth Navy
Order 266/46.

1ST - 3RD APRIL - DREGER TO CAIRNS.

2. On 1st April, "ARUNTA" (with "WARRAMUNGA" in Company) was proceeding to CAIRNS. "WARRAMUNGA" had been detailed to stop at SAMARAI to deliver Mail. During the afternoon repeated heavy rain squalls were experienced, visibility at times closing to 3 cables, consequently to avoid the risk of the Ships having to negotiate the somewhat difficult CHINA STRAITS in darkness and very bad visibility, it was decided at 1315 to proceed at 18 knots for $3\frac{1}{2}$ hours in order to ensure that both ships would be clear of the Straits before dark.

3. Opportunity was taken during this period to carry out a consumption trial at 18 knots. It was satisfactory and results compared favourably with the consumption curve for 6 months out of dock. (Noted only in "ARUNTA'S" Engine Room Register).

4. On Friday, 2nd April, A.A. 3 Candidates completed their course by satisfactorily carrying out 40 M.M. Shoots at Parachute Rocket Targets.

3RD - 7TH APRIL - AT CAIRNS AND CAIRNS TO SYDNEY.

5. At 0300 on the 3rd ships anchored in Company off the Entrance to CAIRNS Harbour. "ARUNTA" weighed at 0610 and proceeded up harbour to berth on "WARRAMUNGA" at No. 10 Oil Wharf and commenced oiling. Fresh Provisions were very welcome again.

6. At 1403 on the 3rd "ARUNTA" cast off and proceeded to SYDNEY in Company with "WARRAMUNGA". At 2222 identities were exchanged with H.M.A.S. "GULGOA" northward Bound. At 1440 on the 5th two smoke floats were dropped for exercise. Both performed satisfactorily. The remainder of the trip was uneventful apart from the fact that ships did not experience as much southerly set as was anticipated - probably due to the fact that southerly winds were encountered all the way from CAIRNS.

7. A point worth recording is the fact that a constant comparison of "WARRAMUNGA'S" and "ARUNTA'S" Engine revolutions on the 14 day journey from JAPAN showed that a Tribal Destroyer using fuel from her after tanks first (i.e. when trimmed by the bow) steams nearly $\frac{1}{2}$ of a knot faster than one using fuel from the forward tanks. The difference in revolutions being about 2.5 per minute. "WARRAMUNGA'S" letter number 65/2 refers.

8. At 0740 on the 7th April "ARUNTA" secured to No. 4 Buoy. Customs Officials boarded at 0805 and the Army personnel (less the two who missed the ship at CAIRNS reported in my signal 030629Z) disembarked.

7TH - 30TH APRIL - AT SYDNEY.

9. During the forenoon de-ammunitioning was commenced. At 0930 the Commanding Officer called on Captain (D), 10th Destroyer Flotilla, in H.M.A.S. "BATAAN". At 1255 the Customs Officials left the ship. At 0900 on the 9th de-ammunitioning was completed and the Lighters left the ship. Captain (D), 10th Destroyer Flotilla, Captain J.C. MORROW, D.S.O., D.S.C., R.A.N., visited the ship on leaving the Flotilla and addressed the Ship's Company on the fore-castle.

10. At 1330 the ship slipped from No. 4 Buoy and was towed to Cruiser Wharf, GARDEN ISLAND, where she secured alongside at 1415. At 1700 the first long leave party proceeded on long leave.

11. That night the Commanding Officers of "WARRAMUNGA" and "AHUNTA" attended a most enjoyable Dinner Party onboard H.M.A.S. "BATAAN" given by Captain D.10. On the 14th the Commanding Officer, H.M.A.S. "RUSHCUTTER", Commander J. MESLEY, D.S.O., R.A.N., and the Assistant Manager, GARDEN ISLAND, Commander (R) E. GORD, R.A.N. lunched with the Commanding Officer.

12. At 1800 on Friday, 23rd April, the Commanding Officer attended a Farewell Party in H.M.A.S. "BATAAN" given by Captain J.C. MORROW, D.S.O., D.S.C., R.A.N.,. On April 25th, Anzac Day Colours were half-mast, and on April 26th, the twenty fifth Anniversary of the Wedding of Their Majesties, The King and Queen, the ship was dressed overall at 0800 and floodlit at Sunset. Captain W.H. HARRINGTON, D.S.O., R.A.N., relieved Captain J.C. MORROW, D.S.O., D.S.C., R.A.N. as Captain (D), 10th Destroyer Flotilla. On the 28th the new Chief-of-Staff to Flag Officer-in-Charge, SYDNEY (Captain J.C. MORROW, D.S.O., D.S.C., R.A.N.), Captain (D.10), Captain W.H. HARRINGTON, D.S.O., R.A.N. and the Commanding Officer, H.M.A.S. "WATSON" (Commander J.A. WALSH, R.A.N.) lunched with the Commanding Officer.

HEALTH OF SHIP'S COMPANY.

13. The health of the Ship's Company has been very good indeed. The Medical Officer and half of the Ship's Company are on long leave. There have been few cases of sickness, nothing more serious than common colds. No cases of Venereal Disease have been reported.

CONDUCT.

14. The conduct of the Ship's Company has been very good indeed. There have been very few offences.

WELFARE AND MORALE.

15. Morale during the month was very good, doubtless helped by the fact that the ship was homeward bound. The Ship's Company gave a delightful 'End of Cruise' Dance at ASHFIELD on Thursday, 8th April. It was a most creditable effort as all arrangements were made by Radiotelegram on the way south. Welfare has been normal for a refit period.

CONDITIONS ONBOARD.

16. Conditions onboard remain normal.

APPENDIX (A).

STEAMING SUMMARY.

(a) Distance steamed during the month	1987.6 miles.
(b) Hours underway during the month	142.06 hours.
(c) Average distance per ton of fuel	5.6 miles.
(d) Total distance steamed since commissioning (30th March, 1942)	253,005 miles.
(e) Total hours underway since Commissioning	17,396 hours.



A handwritten signature in dark ink, appearing to read "F.N. Cook".

(F.N. COOK)
COMMANDER, R.A.N.
COMMANDING OFFICER.

DUPLICATE

The Commanding Officer, H.M.A.S. " ARUNTA " (At Sea from
DREGER to CAIRNS).

1st April, 1948.

R.P. 3/48.

The Flag Officer Commanding H.M.A. Squadron through
Captain (D), 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - MARCH, 1948.

ZONE TIMES : 1ST - 0200 on 26TH - ZONE 9.
0301 on 26TH - 31ST - ZONE 10.

Submitted in accordance with Commonwealth
Navy Order 266/46.

1ST MARCH - KYUSHU PATROL. SASEBO 1ST - 3RD MARCH.

2. On the 1st March as " ARUNTA " was returning from a five day KYUSHU PATROL, which was very long and tedious, in the approaches to SASEBO, she passed U.S.S. "ATLANTA" and "TOPEKA" and 4 U.S. Destroyers leaving SASEBO. At 1130 ship secured to No. 1 Buoy, SASEBO, remaining there until 0800 on the 3rd when she slipped and proceeded to KURE. That afternoon after Evening Quarters the Officer of the Watch was exercised at manœuvring the ship to pick up a lifebuoy.

4TH - 5TH AT KURE. 5TH - 6TH MARCH ENROUTE NAGOYA.

3. After an uneventful passage " ARUNTA " secured at 1600 on the 4th to No. 4 Berth, Floating Pontoon, KURE. She fuelled and provisioned and proceeded at 0600 on the 5th for NAGOYA. Bedding was aired during the forenoon and at 2000 ship passed "WARRAMUNGA" on opposite courses. " ARUNTA " at times experienced a favourable current of 4 knots. Consequently she was able to spend 1½ hours giving all Executive Officers practice in ship handling, E.G. coming up to a buoy - picking up a life-buoy etc. - without the aid of the whaler, before entering the 55 mile swept channel to NAGOYA. Many of the direction buoys were hopelessly out of position. " ARUNTA " fixed their position as correctly as possible and informed Commander, Naval Forces, Far East, and the Commander-in-Chief, British Pacific Fleet (my letter 49/358/8 (one copy attached) refers). At 1555 ship berthed alongside No. 5 Dock, NAGOYA.

6TH - 7TH MARCH - AT NAGOYA.

4. On arrival United States Air Force Officers called and were entertained and they invited the Commanding Officer and Wardroom Officers to their Club in NAGOYA (after dinner). A Boarding Party and boat were sent away but only succeeded in finding one Japanese Ship to inspect in the Harbour.

5. The Commanding Officer and Wardroom Officers entertained a party of U.S. Air Force Officers and wives in the Wardroom on the forenoon of the 7th and Colonel W.E. BASYE of Headquarters, 5th U.S. Air Force called on behalf of his General Officer Commanding, to thank all in "ARUNTA" for rescuing 1st Lieutenant Larry McCALL on the 28th February, 1948. There was a very strong wind binding "ARUNTA" on to the Pier.

7TH - 8TH MARCH ENROUTE YOKOHAMA. 8TH - 12TH AT YOKOHAMA.

6. At 1400, with a tug to pull the stern off, the ship cast off and proceeded to YOKOHAMA where she secured to Inner West Berth at 0715 on 8th after an uneventful passage. That afternoon the Commanding Officer called on Captain TIDD, R.N. (United Kingdom Naval Adviser), TOKYO. On the 10th the Commanding Officer had a lunch party onboard for Captain and Mrs. TIDD and the British Naval Representative, YOKOHAMA, Lieutenant Commander SHARP and Mrs. SHARP. Afterwards the Commanding Officer was driven by U.K.N.A. to TOKYO to attend a Cocktail Party given at Commonwealth House by the Head of the Australian Mission, Mr. and Mrs. Patrick SHAW. The Wardroom Officers also attended. The Commanding Officer was dined by The United Kingdom Naval Adviser afterwards.

7. At 0945 on the 11th the Commanding Officer called on General R. EICHELBERGER, U.S. Army, General Officer Commanding 8th Army at YOKOHAMA. At 1130 on the 12th the General repaid his call and he and Mrs. EICHELBERGER and two members of his staff and the British Naval Representative, together with all the Wardroom Officers were invited to a Cocktail Party by the Commanding Officer.

8. Each day while alongside opportunity was taken to go to P.T. and Recreational Games on the excellent Jetty.

12TH - 14TH MARCH - ENROUTE KURE.

9. At 1300 "ARUNTA" cast off and proceeded to YOKOSUKA for fuel. There is no longer a British Tanker in the YOKOHAMA Area, but all British Fuel there has been turned over to Commander, Fleet Activities, to be handed out to British Ships as required. "ARUNTA" secured to AZUMA Oil Dock as previously directed, connected up hoses and was just about to commence when she was told to disconnect and lie off to allow a United States Navy Tanker alongside, then go alongside her and commence fuelling. It was 1540, the visibility was less than one mile on account of haze and rain, the S.G. and Echo Sounding were both temporarily out of action so the Commanding Officer decided to clear YOKOSUKA before dark and to go on to KURE short of 200 odd tons. A signal of apology was received from Commander, Fleet Activities, YOKOSUKA.

10. The rest of the journey was uneventful except that it was unduly warm. In the afternoon it rained very heavily and that night the ship encountered one of the most violent and prolonged Electrical storms that the Commanding Officer could remember at sea. The phosphorous on the water was extremely bright - vivid in fact. In the lightning one could easily visually fix the ship's position from Islands 7 miles away. The S.G. Radar, however, was quite unaffected throughout.

14TH - 19TH MARCH - AT KURE.

11. At 1100 on the 14th "ARUNTA" secured to No. 4 Berth, Floating Pontoon, H.M.S. "BLACK SWAN", Captain R. BOYLE, D.S.C., R.N., arrived P.M. 15th. The Commanding Officer called on him at 1130. That night the Commanding Officer and all Officers were invited to a Cocktail Party given by the Naval Officer-in-Charge, KURE and Mrs. HERON-WATSON. Afterwards the Commanding Officer had a Dinner party for the Chief of Staff to and Acting Commander-in-Chief, B.C.O.F., Air Vice Marshall and Mrs. MacCAULEY and Miss MacCAULEY and Captain BOYLE of "BLACK SWAN". At 1900 the Commanding Officer and Captain BOYLE dined with Brigadier IRVING, O.B.E., A.I.F., Brit Com Base, KURE.

12. On the 17th the Commanding Officer was invited to lunch with Captain BOYLE - "BLACK SWAN" and at 1630 "WARRAMUNGA" arrived and secured alongside "ARUNTA". That night Naval Officer-in-Charge, KURE, gave a dinner party to Air Vice Marshal and Mrs. MacCauley to which "BLACK SWAN" and "ARUNTA" were invited.

13. At 0600 on the 18th "BLACK SWAN" sailed. During the forenoon the Boarding Party (Lieutenant LOOSLI) inspected three Japanese Ships and at 1745 - 1915 the Captains and Officers of "WARRAMUNGA" and "ARUNTA" gave a combined farewell Cocktail Party to friends and Official guests (in "WARRAMUNGA").

19TH - 21ST MARCH - KURE TO YOKOSUKA.

14. "ARUNTA" cast off and sailed for YOKOSUKA at 1330 on the 19th. The passage was uneventful until 0613 on the 21st when a mine, just visible, was sighted floating 40 yards from the ship's Port side. Course was immediately altered to come up to the mine again. It was extremely hard to find and to hold the ship up to it against the wind. Bren and rifle bullets failed to sink it, but the fifteenth 40 M.M. Bofors shot did, in a position 35° 6' 20" N, 139° 43' E., TOKYO BAY entrance - 45 fathoms of water ("ARUNTA'S" signal 210017Z of 21st March refers - signal addressed C.T.G. 96.5). At 1015 ship arrived at YOKOSUKA and secured in a trot between 2 buoys, D.6 Berth. It was not a nice berth. For two days and nights a strong Notherly wind blew through the entrance to the Harbour and the slight swell and chop and strong wind made the berth unpleasant especially as the ship was secured stern to the wind and sea by wires. Each night owing to the proximity of the shore, another Destroyer and mooring buoys, steam was raised for slow speed and boats were hoisted or sent inshore.

15. "WARRAMUNGA" arrived at 0700 on the 22nd. It was too bad for him to secure in D.5 Berth astern of "ARUNTA". He went to a single Buoy A.8. Then at 0930 the Commanding Officers of "WARRAMUNGA" and "ARUNTA" went to call on Rear-Admiral BERKEY, U.S.N. (C.T.G. 96.5) in "TOPEKA". From there the Commanding Officers went to call on Captain KIRTEN, U.S.N., and Captain DECKER, U.S.N. (Com. Flt. Act., YOKOSUKA).

16. At 1115 H.M.A. Ships "QUIBERON" (Commander BATH, R.A.N.) and "QUICKMATCH" (Lt. Commander STEVENSON, R.A.N.) arrived. "QUIBERON" secured on "ARUNTA" and "QUICKMATCH" on TOPEKA and "WARRAMUNGA" on "QUICKMATCH". Surplus Victualling Stores were supplied by the Tribals to the "Q's." and duties transferred. At 1230 Rear-Admiral BERKEY gave a luncheon party to "WARRAMUNGA", "QUIBERON", "QUICKMATCH", "ARUNTA" and C.T.G.'s Staff Officer, Commander WAKEFIELD, U.S.N.

23RD - 31ST MARCH - YOKOSUKA TO DREGER.

17. At 1600 on the 23rd "WARRAMUNGA" and "ARUNTA" cast off and proceeded in Company for DREGER. This was the first time the two ships had been to sea in Company since arriving in JAPAN 4 months previously.

18. They had only been together alongside at KURE Pontoon on each of two previous occasions (during that period) for a few hours only, and for one night in SASEBO. The Commanding Officer's Signal 240128Z stated that "on leaving Japan have transferred duties of C.T.U. 96.5.3 to Commander John L. BATH, R.A.N. in H.M.A.S. "QUIBERON". So it will be seen that the ship without the Flotilla Doctor and Flotilla Schoolmaster received practically no benefit from their specialist services, my letter 1/426/16 refers to the Medical Officer, Lieutenant (A) R.W. HILL, R.N., two Army Officers and 21 other ranks joined "ARUNTA" in YOKOSUKA for passage to Australia.

19. The weather experienced enroute to DREGER was good except for rain squalls. Either Inter-ship Evolutions or quiz competitions, ships conducting both alternately, were carried out most afternoons at Quarters and in the Dog Watches. A Cinema Performance was held on deck on 5 nights on passage to DREGER. On Good Friday, 26th, both Ships went to Divisions at 1030 - read lessons and Prayers and then piped down. On Saturday 27th, "ARUNTA" carried out a Depth Charge attack on "WARRAMUNGA'S" wake. A pattern of 5 charges was dropped satisfactorily.

20. At 0950 on Sunday 28th, Lower Deck was cleared to read Australian Squadron Temporary Memorandums 41 and 49 (Smuggling) to the Ship's Company and to explain

- (a) The letters about Dress ashore and
- (b) The Customs on return to SYDNEY.

afterwards Prayers were read. That night at 2000 King Neptune and his Court boarded "ARUNTA" and he announced that he would hold Court at 1100 on the morrow, 29th, Easter Monday. He did, and all hands had a most enjoyable half hour's skylark. As a good practical Dog watch evolution, each ship in turn passed a "flying fox" on successive afternoons.

31ST MARCH - AT DREGER HARBOUR AND DREGER TO CAIRNS.

21. H.M.A. Ships "WARRAMUNGA" and "ARUNTA" arrived at DREGER at 1000 on the 31st March. "WARRAMUNGA" secured outside "ARUNTA" on BUKI WHARF. Fuelling was completed by 1400. Instructor Lieutenant K.C. EAMES, R.A.N., joined the Ship for passage and free freight was embarked for SYDNEY.

22. The Commanding Officer invited Naval Officer-in-Charge, NEW GUINEA (Captain C.H. BROOKS, R.A.N.), the Commanding Officer, "WARRAMUNGA" and Acting Commander and Mrs. GREEN to lunch.

23. At 1420 "WARRAMUNGA" cast off followed by "ARUNTA". On clearing the Harbour course was shaped for SAMARAI.

HEALTH OF SHIP'S COMPANY.

24. The overall standard of health of the Ship's Company has been good. The Venereal Disease rate which was such a prevalent feature of last month's report, has shown a decline - there being 10 cases only - 8 cases of Gonorrhoea and 2 Non-Specific Uthrethritis cases. 1 Case of secondary syphilis was discharged to 130 A.G.H., KURE, on 16th March, 1948, for full investigation of the condition. 1 case of Morbilli was discharged to 130th A.G.H. on 4th March, 1948, for treatment and has since been returned to the ship. The number of minor injuries incurred during the month was very small and none were serious. However, one case of Fractured Patella was admitted to 130 A.G.H., KURE, for treatment and probable excision of Patella on 17th March, 1948. The number of cases on Attending List, i.e. minor conditions, has been relatively small. The standard of food during the latter half of the month has shown a marked decline from that experienced previously in JAPAN. It is understood that no further supplies of fresh food will be available until the ship reaches SYDNEY early this month.

CONDUCT.

25. The conduct of the Ship's Company has been very good. The number of offences has dropped most noticeably since the end of February.

WELFARE AND MORALE.

26. Morale has been excellent. The ship is very happy, doubtless helped by the fact that she is Homeward Bound. The men are working extremely well and enthusiastically to get the ship looking her best for SYDNEY after the long sea passage.

27. Whenever possible during the month P.T. and Recreational Games were played on the fine jetties at KURE and YOKOHAMA. The White Ensign Club at YOKOHAMA has been closed down. Cinemas, Dog Watch Evolutions and Quizz's, the 'Crossing of The Line' Ceremony, and Tombola have been the main forms of entertainment at Sea. The good weather has helped.

28. Copies of Signals received from BRITBASE, KURE, (Brigadier R. IRVING, O.B.E., A.I.F.) and C.T.G. 96.5 (Rear-Admiral R.S. BERKEY, U.S.N.) are attached. Suitable acknowledgements were made.

CONDITIONS ONBOARD.

29. Conditions onboard remain normal. It has not been unduly hot in the Tropics. The twenty soldiers were carried on the Mess Decks in comparative comfort.

APPENDIX (A).

STEAMING SUMMARY.

(a) Distance steamed during the month	5,181 miles.
(b) Hours underway during the month	379 hours.
(c) Average Distance per ton of fuel	5.75 miles.
(d) Total Distance steamed since commissioning (30th March, 1942)	246,396 miles.
(e) Total Hours underway since commissioning	16,799 hours.

F.N. Cook

(F.N. COOK)
COMMANDER, R.A.N.
COMMANDING OFFICER.

CAPTAIN (D)
5 APR 1943
10TH DESTROYER FLOTILLA

Enc.

COPY :

TO : ARUNTA. WARRAMUNGA.

FROM : C.T.G. 96.5

230143Z

UNCLASSIFIED.

IT HAS BEEN A REAL PLEASURE TO HAVE HAD YOU WORK WITH
US. YOU HAVE EXECUTED ALL YOUR DUTIES IN AN EXCELLENT MANNER. WELL
DONE AND SO LONG UNTIL WE MEET AGAIN.

COPY :

NAVAL MESSAGE.

TO : CTU 96.5.3

FROM : NOIC HIRE.

"ARUNTA" "WARRAMUNGA"

220646Z.

FOLLOWING RECEIVED FROM BRITBASE BEGINS COMMANDER AND ALL
RANKS BRITBASE WISH YOU ALL GOOD LUCK AND HAPPY HOME COMINGS IN
AUSTRALIA. WE HAVE APPRECIATED YOUR WHOLE HEARTED CO-OPERATION IN
BRITBASE AREA AND REGRET YOUR DUTIES TAKE YOU ELSEWHERE SO SOON
GOOD BYE GOOD LUCK.

Duplicate

"ARUNTA'S" Letter No. R.P. 2/48 dated 1st March, 1948.

REPORT OF PROCEEDINGS - FEBRUARY, 1948.

11.

Flag Officer Commanding,
H.M. Australian Squadron.

Submitted for information.

2579/191
Office of Captain (D),
10th Destroyer Flotilla,
H.M.A.S. "BATAAN",
(At Wellington).
22nd March, 1948.

(Sgd.) J.C. MORROW
CAPTAIN.

The Commanding Officer, H.M.A.S. "ARUNTA" (At Sea from SASEBO
on KYUSHU PATROL).

1st March, 1948.

R.P. 2/48.

The Flag Officer Commanding H.M.A. Squadron, through
Captain (D), 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - FEBRUARY, 1948.

ZONE TIMES : 1ST - 16TH - ZONE 8.

17TH - 29TH - ZONE 9.

Submitted in accordance with Commonwealth Navy Order
266/46.

1ST - 14TH FEBRUARY - AT HONG KONG - NO. 8 BUOY AND NORTH WALL.

2. On the 2nd February, six Ordinary Signalmen were sent to H.M.S. "LONDON" for examination for Signalmen; six passed, the lowest average percentage being 87. That afternoon a pick up game of soccer was played with H.M.S. "CONSTANCE". Rear-Admiral R.D. OLIVER (C.S. 5 in H.M.S. "SUSSEX"), Mrs. Oliver and Flag Lieutenant came on board and lunched with the Commanding Officer who attended a very enjoyable dance in "SUSSEX" that evening. H.M.S. "COSSACK" secured alongside "ARUNTA" at 1730.

3. On Wednesday 4th, "ARUNTA" with ships of the 8th Destroyer Flotilla, participated in Exercise A.R.R.X. (Radar Plotting). Captain JEFFRIS, D.S.C., R.N. (D.8), the Acting Captain of "LONDON", Commander LEONARD, D.S.C., R.N., and the Commander of the Dockyard, (Commander ELWYN, D.S.C., R.N.) lunched with the Commanding Officer. The Ship's Company's Cricket XI played the Officers, Chiefs and Petty Officers; the former won comfortably.

4. When the Commanding Officer called on the Commander-in-Chief, British Pacific Fleet on the 31st January, the latter suggested that "ARUNTA" and his Officers challenge him and his Staff to a Golf Match. This was done and the match arranged for Thursday, 5th, and after the Commander-in-Chief had given both teams of four an excellent lunch at Cheko Golf Club, the serious match of singles and four balls began resulting in a win for the Commander-in-Chief's team by one hole. That same afternoon "ARUNTA'S" Rugby XV drew with H.M.S. "LONDON'S" first XV, 6 points to 6 after a hard game. "ARUNTA" again participated in Plotting Exercise S.R.R.X.I.

5. At 1015 on Friday, 6th February, "ARUNTA" slipped and was placed alongside North Wall of the Dockyard by Tugs. H.M.S. "LONDON" (Commander-in-Chief's Flagship) was on the other side of the wall. The General Officer Commanding, General ERSKINE, C.B., D.S.O., invited the Commanding Officer and Lieutenant LOXTON to lunch. At 1145 on Saturday, Captain E.F. I - Captain BOYLE, D.S.C., R.N., repaid his call on the Commanding Officer, and at 1315 the latter was the guest of His Excellency and Lady GRANTHAM at Luncheon in the Governor's Box at the HONG KONG Jockey Club.

6. On Sunday the 8th, the Roman Catholic Church Party landed and a Church Party attended Divine Service in H.M.S. "LONDON". The Chaplain from that ship kindly held a 0730 Service in "ARUNTA". At 1100 the Commander-in-Chief, British Pacific Fleet, repaid his call on the Commanding Officer.

7. A Cricket Match versus H.M.S. "CONSTANCE" resulted in a win for "ARUNTA" by 13 runs. That evening, the Captain of the "SUSSEX", Captain FARQUHAR, D.S.O., R.N., invited the Commanding Officer to a Dinner Party and movies on board.

8. On Monday the 9th, The Commanding Officer and Lieutenant LOXTON, R.A.N., were invited to lunch at Admiralty House by His Excellency, the Commander-in-Chief and Lady BOYD.

Tuesday, February 10th, was Chinese New Year's Day so a 'make and mend' was given to all ships; but at 1000 the Commander-in-Chief presided over a Flag and Commanding Officers' Meeting to which the Commanding Officer was given permission to attend. It proved most interesting and a summary of the conclusions was forwarded to Captain (D), 10th Destroyer Flotilla, for any action necessary in a letter dated 11th February, 1948. On the 11th "ARUNTA'S" First XV Rugby team defeated H.M.S. "SUSSEX'S" Reserve XV, 15 points to nil.

9. Captain FARQUHAR, D.S.O., R.N., and Commander LAMBERT, D.S.C., R.N., of "SUSSEX" and Major LIPSCOMBE lunched with the Commanding Officer on Thursday 12th. At 1830 "ARUNTA" was honoured to entertain His Excellency, The Governor and Lady GRANTHAM and her sister Mrs. SCOTT and A.D.C., Lady BOYD and Miss BOYD and Flag Lieutenant, The G.O.C., General ERSKINE and Mrs. ERSKINE and A.D.C. and all the Ships' Officers at a cocktail party in his cabin.

10. As the result of an invitation, His Excellency the Commander-in-Chief, Admiral Sir Denis BOYD, K.C.B., C.B.E., D.S.C., came on board at 1100 on Friday the 13th, to walk round the upper deck and inspect the Ship's Company. He was met by "ARUNTA'S" Ceremonial Guard drawn up on the Jetty. After the inspection he gave a very good talk to all hands who replied with three lusty cheers, after which the Commander-in-Chief and his Staff Officers went into the Commanding Officer's Cabin.

SATURDAY 14TH - WEDNESDAY 18TH - HONG KONG TO KURE.

11. At 0745 on Saturday 14th, "ARUNTA" cast off from North Wall and proceeded to "WAR AFRIDI" to top up with Oil fuel. On completion at 0930 ship proceeded but on clearing LEI U MUN and the entrance to HONG KONG at about 1030 an extremely dense fog was encountered. Radar proved very useful in assisting to avoid ships and scores of junks and sampans. Visibility was logged at 50 yards - later at 50 feet. It persisted until 1415. Again at 2205 another heavy fog was encountered which necessitated "slow both" and the siren etc. continuously until 0700 next morning the 15th. At 2230 that night thick fog again descended which did not disperse until 0330. Sub-Lieutenant P.E. COOPER, R.A.N., who had the middle watch suddenly went very sick with dysentery at 0200 and had to be relieved. His temperature went to 105°. The rest of the trip to KURE was uneventful. "Abandon Ship" Stations were exercised at Evening Quarters on the 17th and at 1445 on the 18th "ARUNTA" secured Starboard side to No. 4 Berth Floating Pontoon and despatched Sub-Lieutenant COOPER and one Rating to Hospital. The Commanding Officer dined with the Naval Officer-in-Charge, KURE, that night.

12. Officers and men and the ship herself benefited very much from the enjoyable stay in HONG KONG where all were treated so very well by the Commander-in-Chief, the Commodore, HONG KONG, C.S. 5, their staffs and all hands. The ship completed her boiler clean and made good many urgent defects including a Turbo Generator for major overhaul. She obtained many badly needed stores, dry and fresh provisions, and had a chance to clean up after 19 days at sea the previous month. Several professional examinations were completed with Royal Navy assistance.

18TH - 22ND - AT KURE.

13. At 1030 on the 19th, Brigadier R. IRVING, O.B.E., A.I.F., (Commanding, British Commonwealth Base, KURE) visited the Commanding Officer who accompanied him that afternoon to see Brigadier R. HOPKINS, C.B.E., A.I.F. (HIRO Camp). At 1845 Brigadier and Mrs. IRVING and family and N.O.I.C., KURE and Mrs. HERON-WATSON dined on board with the Commanding Officer who accompanied them to a Hospital Dance in KURE afterwards.

14. At 1030 on 20th February, "ARUNTA'S" Ceremonial Platoon of 30 plus 15 ratings from H.M.S. "COMMONWEALTH" together in a position on the right flank of the front rank, participated in the second Anniversary of B.C.O.F. Parade on Anzac Square, KURE. Brigadier IRVING was in command of the Parade, and the Acting Commander-in-Chief, B.C.O.F., Air Vice-Marshal C.A. BOUCHIER, C.B., C.B.E., D.F.C., R.A.F., inspected the 2,300 Officers and men of the three Services and A.W.A.S. on Parade and took the salute as the Parade marched past in column of route led by the Navy. Afterwards the Brigadier gave an official luncheon to about 30 guests in the KURE Officers' Club to which the Commanding Officer was invited.

That night the Chief-of-Staff to the Commander-in-Chief, B.C.O.F., Air Vice-Marshal McCAULEY and Mrs. McCAULEY invited the Commanding Officer to Dinner and to stay the night at the Air Vice-Marshal's residence, ETA JIMA, (which is in fact the Commander-in-Chief's), a thoughtful invitation which was accepted with much pleasure. H.M.S. "AMYTHEST" (who had taken "ARUNTA'S" place in T.U. 96.5.3 while the latter was in HONG KONG) arrived at 1600 on the 21st.

22ND - 23RD - KURE TO SASEBO.

15. At 0900 on the 22nd "ARUNTA" cast off and proceeded to a rendezvous off "DEXTER" Buoy in the Inland Sea with the "WESTRALIA". It was essential to collect from "WESTRALIA" Lieutenant J.H.W. CRAVEN, D.S.C., R.N., who was relieving Lieutenant LOXTON, R.A.N. in order that the latter could turn over his duties and catch his plane back to Australia for the United Kingdom.

23RD - 26TH - AT SASEBO.

16. At 1826 on the 23rd "ARUNTA" shackled to No. 1 Buoy, SASEBO. The next day, 24th, a Ship's Inspection Team under Lieutenant LOOSLI, R.A.N., took the Motor Boat and boarded 7 Japanese ships. Three had been inspected recently but he examined the other four. At 1545 Lieutenant LOXTON left the ship. Com. Fleet Act., Commander CARLSON and Mrs. CARLSON joined the Commanding Officer and Lieutenant CRAVEN. The ship's side was washed in preparation for painting. Only sufficient paint for one paint ship remained, so it was decided to expend it on the side now and so get four weeks use from it in this foreign country where we are continually in company with the United States Navy, rather than paint just before leaving for South to look well entering SYDNEY, but comparatively waste it on the "Dockyard air" while undergoing a 45 day availability refit. In spite of the weather the paint ship was completed on the 25th when Rear-Admiral BLEDSOE in "ATLANTA", U.S.S. "TOPEKA" and 5 U.S. Destroyers arrived in SASEBO from exercises at OKINAWA.

17. The Commanding Officer called on Com. Des. Div. Ron 51, Commodore GANO at 0930 on the 25th, then at 1145 on Rear-Admiral BLEDSOE, who asked that the call be combined with lunch. Commodore GANO is leaving DES. Ron. 51 and he and Commanders PELLING and IFFRIG dined with the Commanding Officer in "ARUNTA" that night. At 1000 on the 26th, Rear-Admiral BLEDSOE, (who was being relieved by Rear-Admiral BERKEY, U.S.N., P.M. that day), on invitation paid a farewell visit to "ARUNTA". He inspected the Ship's Company at Divisions, walked round the upper deck and afterwards spoke to all hands on the Forecastle.

The Sailors replied with three rousing cheers. He left the ship after being entertained in the Commanding Officer's Cabin.

26TH - 29TH AT SEA - KYUSHU PATROL, I.E. BETWEEN KOREA AND JAPAN AND SOUTH OF KYUSHU.

18. At 1115 "ARUNTA" slipped and proceeded on a five day KYUSHU PATROL. That evening and night two Japanese ships were stopped and boarded, and one stopped and interrogated. At 0900 on the 27th General Quarters were exercised at Sea. Damage Control, Mine Damage in the Torpedomen's Mess Deck, secondary lighting and an oil fuel fire in the non-steaming Boiler Room and Snorer pumps were exercised. More ships were examined and at 1530 Tow Forward was exercised - all gear being provided and rigged correctly. It took 16 minutes from scratch.

19. On the 28th the Whaler was again lowered and two more Japanese Trawlers were boarded and others were interrogated. At about 1520, by intercepting an aircraft R/T message, "ARUNTA" learned that a United States Fighter Aircraft had ditched about 12 miles away. Course was altered towards this and ship proceeded at maximum speed and after a 10 minute search the pilot was located in his dinghy. The whaler was lowered and at 1630 the pilot was rescued. Wind Force 5, sea and swell 33, my signal 280807Z to A.C.N.B. and my letter 3/314/12 dated 29th February refer.

HEALTH OF SHIP'S COMPANY.

20. The most notable feature of the Health state during the month has been the very high number of Venereal infections incurred following the visit to HONG KONG. There were 9 cases of Gonorrhoea and 7 cases of Non-Specific Urethritis treated in all. Fortunately all have responded to treatment and have satisfied the tests for cure to date. In addition one case was discharged to 130 A.G.H. with a Penile Sore for investigation. No report is yet to hand on this rating. One Officer was on the sick list for four days during the trip from HONG KONG to KURE, JAPAN, and he was discharged to 130 A.G.H. on arrival with the Provisional diagnosis of Acute Bacillary Dysentery. Beyond the fact that he is progressing satisfactorily no other information is available to date. One case of acute appendicitis was despatched to 130 A.G.H. while ship was stationed at KURE, and his progress has been satisfactory following immediate appendicectomy. One isolated and presumably sporadic case of Rubella was also discharged to 130 A.G.H. for isolation. One case of pneumonia was treated and cured aboard during the month. One rating was discharged to 130 A.G.H. for Psychiatric Observation and opinion. A case of Anxiety Neurosis with depression and Hysteria was sent to the Royal Naval Hospital, HONG KONG, when consultation with a Medical Specialist confirmed the diagnosis and accordingly upon the ship's return to Japan he was invalided directly south via "WESTRALIA". The number of minor injuries incurred has been small, viz. 7 cases. None were serious or incapacitating. The general state of health as judged by the attending list has been good and only an average number of ordinary minor conditions have arisen.

CONDUCT.

21. The conduct of the Ship's Company is very satisfactory. It deteriorated as a result of boredom and monotony just before leaving for HONG KONG; but since then, as a direct result of the visit, it has improved out of all knowledge and offences have practically ceased.

WELFARE AND MORALE.

22. After the boredom caused by the almost complete lack of amenities in the Japanese ports recently visited, the morale of the ship has increased noticeably as a direct result of the visit to HONG KONG. The weather was reasonably good after JAPAN'S colds and blizzards. All night leave was given for the first time since leaving SYDNEY three months previously. There was plenty to buy there and ratings were welcomed to the China Fleet Club. A change of diet - fresh food, fruit and vegetables were much appreciated, while all hands had all the Rugby, Soccer, Cricket etc., that they wanted. Officers and men were able to get 'slops'. The Chinese New Year festivities, fireworks and Crackers etc., were a novelty to all. But above all, the Officers and Ship's Company had a chance of seeing again and competing with Royal Navy Ships and men of the Royal Navy could see a Royal Australian Navy Ship.

CONDITIONS ONBOARD.

23. Conditions onboard are satisfactory.

APPENDIX (A).

24. The following is a summary of training completed and examinations held so far for the Cruise :

Ordinary Signalmen for Signalmen - 6 examined in H.M.S. "LONDON", HONG KONG and six passed.

A.A.3's Qualifying Course - 4 examined and 4 passed. H.M.S. "LONDON" and at Sea in "ARUNTA".

Ordinary Seamen for Able Seamen - 20 Ordinary Seamen examined and 20 passed for Able Seamen in H.M.A.S. "ARUNTA".

Leading Seaman for Petty Officer - 1 candidate examined at HONG KONG - failed. Board was convened by Commander-in-Chief, British Pacific Fleet, and examination held in "ARUNTA".

Able Seamen for Leading Seamen - 6 Candidates examined at HONG KONG - 3 successful in examination and one was recommended for re-examination by Ship's Officers. Board was convened by Commander-in-Chief, British Pacific Fleet, and examination held in "ARUNTA".

Ordinary Telegraphist for Telegraphist - 1 candidate examined and passed in H.M.S. "LONDON".

APPENDIX (B).

STEAMING SUMMARY.

FEBRUARY, 1948.

- | | |
|--|----------------|
| (a) Distance steamed during the month | 2,521 miles. |
| (b) Hours underway during the month | 205 hours. |
| (c) Average distance per ton of fuel | 5.46 miles. |
| (d) Total distance steamed since commissioning
(30th March, 1942) | 241,215 miles. |
| (e) Total hours underway since commissioning | 16,420 hours. |

CAPTAIN (D)
20 MAR 1948
10TH DESTROYER FLOTILLA

F.N. Cook
(F.N. COOK)
COMMANDER, R.A.N.
COMMANDING OFFICER.

DUPLICATE

The Commanding Officer, H.M.A.S. "ARUNTA" (At HONG KONG).

1st February, 1948. R.P. 1/48.
The Flag Officer Commanding H.M.A. Squadron, through
Captain (D), 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - JANUARY, 1948.

ZONE TIMES : 1ST - 28TH - ZONE 9.
28th - 31ST - ZONE 8.

Submitted in accordance with Commonwealth Navy
Order 266/46.

1ST - 2ND JANUARY - AT SASEBO.

2. H.M.A.S. "ARUNTA" spent New Year's Day in SASEBO. At 1500 the Commanding Officer attended an Official "At Home" given by Colonel R.C. BING, Commanding the 34th U.S. Infantry Regiment.

3. At 0700 on Friday, 2nd January, "ARUNTA" slipped from No. 2 Buoy and proceeded to KURE. At 1030, when clear of the swept channel, hands went to General Quarters and steering break-downs and steering by main engines were exercised. Apart from occasional snow storms the passage was uneventful, and "ARUNTA" secured to the floating pontoon at 1500 on Saturday, 3rd January.

3RD - 4TH JANUARY - AT KURE.

4. Fresh provisions were received. After a very good game of Rugby, the Ship's team drew with ETA JIMA Hospital Team 5 - 3.

5. Higher Rates and A.A.3 Training classes were landed for rifle and platoon drill.

6. At 0700 on Tuesday 6th, "ARUNTA" cast off and proceeded to SASEBO where she secured to Number 2 Buoy at 1515 on the 7th. Very good weather was experienced. The Commanding Officer and the Commanding Officer, U.S.S. "ROWAN" were dined that night by Captain R.A. GAWO, U.S.N., Commodore of the 51st Destroyer Squadron.

8TH - 10TH JANUARY - KYUSHU PATROL.

7. After attending a conference in "ROWAN" at 0900 with ComDesRon 51, and the Commanding Officer of "ROWAN" about the forthcoming exercises, "ARUNTA" slipped and proceeded at 1030 for the KYUSHU Patrol, during the course of which two ships were boarded at sea and six more stopped and interrogated. Two empty 44 gallon oil drums were dropped 50 yards apart, and opportunity was taken of carrying out functioning trials of the close range weapons. Bren Guns and rifles were also fired, and they finally sank the drums. It was found that the drums were too small to make a successful point of aim for the 4.7" Guns, from which however, 2 full calibre rounds per gun were fired to ensure that the weapons were functioning correctly. The 4" guns were also tested similarly. There has been little or no opportunity of carrying out a throw off full calibre shoot, as ships have been seldom in company in open waters.

10TH - 13TH JANUARY - AT NAGASAKI.

8. At 1430 "ARUNTA" secured starboard side to DESIMA Pier, NAGASAKI. The Commanding Officer called on the U.S. Colonel-in-Charge - Lieutenant Colonel DELNORE. All Officers and most ratings took the opportunity of visiting the site where the second Atom Bomb was dropped and inspected the ruins. Apart from that, the visit was not of much interest. There are no facilities there whatsoever for Officers or men - No canteens (wet or dry), no clubs. Several ratings played Badminton regularly in the Dog Watches in the sheds on the jetty abreast the ship.

9. On the 11th, after clear lower deck for Divisions and Prayers, all hands were shown their Service Certificates. A visit of two days to NAGASAKI is quite long enough.

10. On Monday, 12th two Inspection teams led by the Commanding Officer and First Lieutenant respectively set out in the motor boat and between them inspected nine JAPANESE Merchant ships of various sizes and shapes and the result of the inspections were forwarded to C.T.G. 96.5. Nothing untoward was found. 90% of them were very dirty and in places smelt abominably. 50% were in good condition; the remainder poor to fair only. The JAPANESE were all most co-operative.

13TH - 14TH - EXERCISES WITH U.S. SUBMARINE "STERLET" (CDR. HUGH LEWIS, U.S.N.)

11. At daylight, 0700 on 13th "ARUNTA" cast off and proceeded to a rendezvous at Area "Playground" with ComDesRon 51 in "ROWAN" and U.S. Submarine "STERLET". The fog was so bad that "ARUNTA" was held up and was forced to exceed economical speed for a short time to make the rendezvous and exchange observers. The exercises carried out alternately by "ROWAN" and "ARUNTA" this day were simple, which suited "ARUNTA'S" inexperienced team. The object was to complete the harder problems on the next day - 14th. On the night of the 13th "ROWAN" "ARUNTA" and "STERLET" anchored in TOMIE WAN, which is considered to be bad. The greatest care should be used when anchoring there as it was found that the holding ground was bad. There are no shore lights whatsoever with which to fix the ship's position after dark. "ARUNTA'S" S.G. Radar was temporarily out of action. At 0215 a gale suddenly got up. An anchor watch and steam were ordered. The lead line was used - cable veered from 5 to 7 shackles and second anchor was let go. This definitely held the ship, but at daylight it was found that although "ARUNTA" was in no danger whatever, she had dragged 250 yards and "ROWAN" a similar amount. The Submarine, with her Diesels, put to sea at about 0330. It was a most unpleasant night.

12. At daylight "ROWAN" and "ARUNTA" sailed to rendezvous with "STERLET". An attempt was made to complete the exercises but they had to be abandoned owing to the bad weather and ships returned to SASEBO, where at 1450, "ARUNTA" secured to No. 1 Buoy, and "STERLET", at "ARUNTA'S" invitation, berthed alongside at 1515. All Officers and Ratings availed themselves of the opportunity of inspecting the Submarine. Our "opposite numbers" had just arrived indirectly from BRISBANE and could not do enough for us. They were most complimentary about their Australian visit and were favourably impressed by the methods used by "SHOALHAVEN" and "CONDAMINE" with whom they had exercised in Australia.

13. "ARUNTA" lunched with "STERLET" in the Submarine's Wardroom on the 15th and that night the Commanding Officer "STERLET", The U.S. Port Director, SASEBO, and Com Fleet Activities' Executive Officer dined with "ARUNTA".

14. As "ARUNTA" had to go to sea on the next day - 16th - on another KYUSHU Patrol, the Commanding Officers of "STERLET" and "ARUNTA" requested permission from ComDesRon. 51 to go to sea in company and exercise before "ARUNTA" continued on Patrol. This was approved. "STERLET" and "ARUNTA" exchanged Observers.

"ARUNTA'S" attacks were completed satisfactorily, the Submarine finally using maximum evasive tactics, then "ARUNTA" acted as Target Ship for "STERLET". Commander LEWIS's generosity in taking his vessel to sea mainly for "ARUNTA'S" benefit was much appreciated and typical of the way she has been treated so far by the United States Navy in Japanese Waters.

16TH - 18TH - KYUSHU PATROL.

15. On completion of the exercises at 1300 "ARUNTA" and "STERLET" proceeded into SASEBO to return observers, then the former continued on her patrol. The weather was too bad to lower the whaler to board ships but four vessels were stopped and interrogated by the Interpreter. At 1000 on the 18th "ARUNTA" secured to No. 1 Buoy, SASEBO.

18TH - 21ST - AT SASEBO.

16. While on Patrol a signal was received from Naval Officer-in-Charge, KURE, saying that "ARUNTA" and "WARRAMUNGA" had been invited to participate in the Australia Day Parade at HIRO. As "ARUNTA" was due to sail from KURE at 0700 on the 26th it was confirmed with Naval Officer-in-Charge, KURE, by telephone on return to harbour, that the Army really wanted the Australian Navy to join in, consequently "ARUNTA" delayed sailing for HONG KONG until after the parade. A Ceremonial Platoon and reserves were got together and landed on the forenoons of the 20th and 21st for practice. All webbing gear was "blanccoed" white.

17. On the 19th January a boarding party from "ARUNTA" inspected two more Japanese ships in SASEBO - ex Japanese Tank Landing Craft - making a total of 11 in harbour for the month.

18. On the 21st, ComDesRon 51, Captain GANO, U.S.N., and the Commanding Officers of "ROWAN" and "GURKE" dined onboard "ARUNTA" with the Commanding Officer.

22ND - 23RD - SASEBO TO KURE.

19. At 0655 "ARUNTA" slipped and proceeded to KURE and at 1230 she was overtaken by U.S.S. "ROWAN" outside the swept channel. Officer of the Watch Manoeuvres were carried out, each ship taking charge in turn. "ARUNTA" went to General Quarters and carried out dummy attacks, radar tracking, flashing and semaphore and flag hoisting exercises. "ROWAN" carried out a dummy Torpedo attack. As she had not previously been to KURE she conformed to "ARUNTA'S" economical speed and followed for the last 20 hours of the passage during which all "corpens" were made by flags. Benefit was derved by both ships from the joining ^{JOURNEY} in company, if for no other reason than from an interest point of view to some. At 1500 "ARUNTA" secured to No. 4 Berth Floating Pontoon, KURE, and "ROWAN" opposite her at No. 5 Berth. That night Naval Officer-in-Charge, KURE, dined the Commanding Officers of "ROWAN" and "ARUNTA".

23RD - 26TH - AT KURE.

20. "WARRAMUNGA" was not due to return from HONG KONG until 0930, so only "ARUNTA'S" Ceremonial Platoon went out to HIRO for the full dress Rehearsal A.M. Saturday 24th. On Sunday forenoon both Ceremonial Platoons had practice as a Company on the Pontoon. That day Commanding Officer, "ARUNTA" temporarily turned over his duties as C.T.U. 96.5.3 (British Support Unit) to "WARRAMUNGA".

21. 26th January - AUSTRALIA DAY - "WARRAMUNGA" and "ARUNTA" dressed ship overall.

22. At 1045 the Chief of Staff to the Commander-in-Chief, B.C.O.F., Air Vice-Marshal McCULLAY, C.B.E. R.A.A.F., arrived on the HIR0 ground and commenced the inspection of the Parade which consisted of the Company from "ARUNTA" and "WARRAMUNGA" and about 2000 Australian Soldiers together with a very smart Australian Army Band in full dress. The Parades were all Australian and a very good one. All were well turned out and did Australia credit. After the inspection the troops marched past in column of route led by the Australian Destroyers' Company. R.A.A.F. Aircraft from adjacent aerodromes flew past. Morning tea and savouries were served afterwards. Brigadier R. HOPKINS, C.B.E., A.I.F., was in command of the Parade. Unfortunately it blew a blizzard. It was intensely cold - snowing and hailing alternatively. All the Destroyers' men were the only ones on the Parade Ground without gloves and with open-necked jumpers - they did not falter.

26TH - 30TH - KURE TO HONG KONG.

23. As soon as the Platoon returned to the ship "ARUNTA" cast off and proceeded to HONG KONG. The strong bitter wind with frequent snow falls and squalls persisted throughout the day. H.M.S. "AMYTHEST" and "ARUNTA", whom she was relieving on the Japanese Station, passed just before "ARUNTA" reached BUNGO SUIDO Channel. Clocks were retarded one hour to Zone-B at 1800 I on 28th. Neither the sun nor stars were visible the entire passage. Loran was helpful, although not very accurate owing to the distance and relative positions of the Stations from the East China Sea. S.C. 4 was useful and S.G. Radar invaluable, the latter especially in the snow storms.

30TH - 31st - AT HONG KONG.

24. At 1100 on the 30th "ARUNTA" entered LEI U MUN, HONG KONG, and fuelled from R.F.A. "BIRCHOL" berthed at Oil Jetty. On completion "ARUNTA" secured to No. 8 Buoy. At 1530 that evening the Commanding Officer and Officers were invited to a most enjoyable 1800 party in H.M.S. "COMET" who was giving her farewell party before leaving the Station. On the 31st January official calls were made by the Commanding Officer as follows :

- 0945 - The Commander-in-Chief, British Pacific Fleet - Admiral Sir Denis BOYD, K.C.B., C.B.E., D.S.C.
- 1030 - The Commodore, HONG KONG, Commodore 2nd Class ROBERTSON.
- 1200 - The Commander of the Dockyard, Commander J.A. ELWIN, R.N.
- 1230 - Captain (D), 8th Destroyer Flotilla - Captain J. JEFFERIS, D.S.C., R.N.

with whom he lunched.

The Commanding Officer, H.M.S. "LONDON", Commander LEONARD, R.N. (In the absence of Captain C. ADDIS, R.N. - Hospital) called on "ARUNTA" at 1130.

24. During the month one of the ship's main constructive objects was to prepare Ordinary Signalmen, 1 Petty Officer and five Leading Seamen Higher Rate candidates, and the A.A. 3 class for examination in HONG KONG and to complete the seamanship instruction and examination of twenty Ordinary Seamen - the first half - before arrival.

25. "ARUNTA" has been 19 days and 12 nights at sea during January and all were extremely pleased to arrive at HONG KONG.

HEALTH OF SHIP'S COMPANY.

26. The general standard of health of the Ship's Company for the month of January, 1948, has been good.

HEALTH OF SHIP'S COMPANY - CONTINUED.

The mild epidemic of Gastro-Enteritis carrying on from December, 1947, into the first two weeks of January, 1948, has been brought under control and the source of infection, viz., bad and semi-bad tinned milk has been eliminated. 10 only cases were treated during this month and those in the first two weeks of the month.

27. Venereal Disease rate has been low - two cases only of Gonorrhoea occurring. Both have been treated and one discharged cured. Cases of Scabies have shown a slight increase since last quarter - 10 cases under treatment during January. Steps have been taken to prevent spread. Three cases have been sent to Hospitals during the month. 1 case of Scabies and Abbanitis to 130 A.G.H., ETA JIMA - rejoined ship after 10 days. One case of acute Epididymo Orchitis was discharged to 130 A.G.H. on 23rd January. He has not rejoined the ship to date. One case of anxiety Neurosis with Hysteria was discharged to Royal Naval Hospital, HONG KONG, on the 30th January.

28. The victualling supplies have been fair and twice during the month Kure Base Stores have supplied fresh or quick freeze vegetables in limited quantity.

29. Lower Deck was cleared on the 31st January and the Medical Officer lectured on the Local Health Regulations and some aspects of diseases likely to be contracted in HONG KONG.

CONDUCT.

30. The conduct of the Ship's Company has been satisfactory except for two cases of assaulting Japanese Nationals.

WELFARE AND MORALE.

31. Morale remains very good. There were not many opportunities for playing games during the month. That, plus the fact that the ship was at sea a fair amount and the sameness of SASEBO and KURE, possibly accounts for the "letting off of steam" on the Japanese Nationals as mentioned above. The ship was only at KURE, where there are the best sports facilities and amenities, a few days. There are no games available at SASEBO other than Baseball and no amenities at all at NAGASAKI except a little improvised Badminton.

CONDITIONS ONBOARD.

32. Conditions onboard are satisfactory. The ship experienced some very cold weather during the month.

APPENDIX.

STEAMING SUMMARY.

JANUARY, 1948.

(a) Distance steamed during the month	3,993 Miles.
(b) Hours underway during the month	312 hours.
(c) Average distance per ton of Fuel	5.38 miles.
(d) Total distance steamed since commissioning (30th March, 1942).	238,694 miles.
(e) Total hours underway since commissioning	16,215 hours.

CAPTAIN (D)
25 FEB 1948
10TH DESTROYER FLOTILLA

F.N. Cook
(F.N. COOK)
COMMANDER, R.A.N.
COMMANDING OFFICER.

Duplicate

The Commanding Officer, H.M.A.S. " ARUNTA " (At Sasebo).

1st January, 1948.

R.P. 1/48.

The Flag Officer Commanding H.M.A. Squadron, through
Captain (D), 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - DECEMBER, 1947 - TIMES ZONE-9.

Submitted in accordance with Commonwealth Navy
Order 266/46.

1ST TO 5TH DECEMBER - AT YOKOHAMA.

1. On the 1st December H.M.A.S. " ARUNTA " was secured port side to, Berth F, South Pier. At 1030 I called on General RYDER, Commanding General, U.S. 8th Army and then continued by car to YOKOSUKA to a conference in U.S.S. "DULUTH" on the future logistics and possible programme for the remaining ships in the British Task Unit. I was taken aback on being received at "DULUTH'S" Gangway by Rear-Admiral BLEDSOE, U.S.N., and a guard of United States Marines. The Guard was also paraded on my departure-after lunch with the Admiral. I mention this as I was unaware that a Commander in the Royal Navy or Royal Australian Navy was ever entitled to a Guard.

2. That night Mr. ARCHER, British Consul General, YOKOHAMA, invited one of my Officers and me to dinner. Lieutenant (E) KIRKMAN accompanied me.

3. On Thursday, Mr. and Mrs. ARCHER, a Secretary, and guest lunched on board with me. During this YOKOHAMA visit, official calls were exchanged between "ARUNTA" and the following. All were entertained on board except General BYERS who was unable to return my call :

- (a) General BYERS, U.S. Army, Chief of Staff to General Eichelberger.
- (b) Brigadier General Frank C. McCONNEL, U.S. Army - 2nd Major Port, YOKOHAMA.
- (c) Colonel F.N. NICHOLLS, U.S. Army (Harbour Master).
- (d) Colonel R.R. SHEARS, U.S. Army - 2nd Major Port, YOKOHAMA.
- (e) Captain SURTEES, D.S.O., R.N. United Kingdom Naval Adviser and Secretary (TOKYO).
- (f) Commander BARHAM, R.N. Assistant to U.K.N.A.
- (g) Lieut. Cdr. F. HERON-WATSON, R.N., N.O.I.C., KURE.
- (h) Lieut. Cdr. SHARP, R.N., British Naval Representative, YOKOHAMA.

4. On Friday, the 5th, I put in an appearance at the YOKOHAMA War Trials Court while a case was in progress. That night four Officers and I were invited to a most enjoyable 'at home' given at the British Embassy, TOKYO, by Captain SURTEES, U.K.N.A.

5. Japanese Working Parties were employed on board when required and available but they were not used to paint the ship's hull which was completed in the good weather at YOKOHAMA. Sight seeing buses were arranged for the ship's Company. The White Ensign Club was well patronised by the Ratings.

SATURDAY 6TH - WEDNESDAY 10TH - TOKYO. TAKASHIBA DOCK BERTH 'N'.

6. At 0930 "ARUNTA" cast off and proceeded to TOKYO arriving alongside port side to at 1130. Captain SURTEES, R.N., called at 1145 and took me to lunch at the British Embassy. He and an Embassy Secretary lunched on board with me on Sunday, 7th, and Commander BARHAM, R.N. Assistant to U.K.N.A., Mr. McCHESNEY (Secretary to U.K.N.A.) and Mr. BUCHANAN attached to U.K.L.I.M. lunched with me on Wednesday. The Ship's Company enjoyed the opportunity of visiting TOKYO in the ship but one short visit is enough. YOKOHAMA and YOKOSUKA afford better facilities for ratings.

WEDNESDAY 10TH - FRIDAY 12TH - TOKYO TO KURE.

7. At 1430 on the 10th "ARUNTA" cast off and proceeded to KURE; but after passing YOKOSUKA the weather continued to worsen. Head winds, force 8 - 9 at times, short steep seas and the bitter cold made the trip most unpleasant. During the Middle Watch 10th/11th December (wind logged Force 8 - 9 at one stage) all upper deck traffic was stopped. The motor cutter was badly holed due to the welding of the crutch on the forward davit collapsing, the accommodation ladder was damaged, and a 25 foot length of oiling hose chafed through its lashings under the Torpedo tubes, and was washed overboard (Reported on Form A.S. 1096). Several patches of deck covering which were "shaky" and not renewed last refit were ripped up by the seas and washed overboard. More damage would have been done had not special efforts been made to secure for a bad sea and frequent rounds been made. The wind did not ease below force 7 till the forenoon of Friday, 12th.

FRIDAY, 12TH - WEDNESDAY, 17TH - KURE. NO. 4 BERTH ↗ FLOATING PONTOON.

8. At 1400 ship secured starboard side to. H.M.S. "HART" (Commander M.J. ROSS, D.S.C., R.N.) part of British Task Unit 96.5.3 was secured to the other side of the Pontoon. Commander ROSS dined with me that night. On Sunday 14th December, ship dressed overall on the occasion of the birthday of His Majesty the King.

9. Naval Officer in Charge, KURE, kindly arranged for the repair of the damage done on the passage to KURE with the exception of the replacement of the lost hose. However, the Japanese patching up of the deck was quite useless and has been removed. As shore power was available the Engine Room Department were able to internally clean one boiler (No. 3). As the pontoon to which the ship was secured had such a good surface opportunity was taken to send the Ship's Company to P.T., doubling etc., after Divisions each morning, candidates for higher rates taking charge where practicable.

10. In the absence of the Commander-in-Chief, B.C.O.F., - General Robertson, Commander ROSS and I called on the Chief of Staff, Air Vice-Marshal McCAULAY, R.A.A.F., and on Brigadier HOPKINS, Commanding Australian Military Forces Component of B.C.O.F., at HIRO. The latter had a luncheon party for us. That evening, the N.O.I.C., KURE, (Lieut. Cdr. HERON-WATSON, R.N.) invited "HART" and me to a dinner party at his residence. On Sunday Lieut. Cdr. and Mrs. HERON-WATSON lunched with me and afterwards the former took us to visit HIROSHIMA of Atom Bomb fame.

11. On Monday 15th, "HART" and I called on Brigadier IRVING, Commanding the British Commonwealth Base and he invited us to a luncheon party. Opportunity was taken to inspect the bomb damaged arsenal part of KURE Dockyard and to visit Miyajima (Shrine Island) before sailing for IWAKUNI. Attached is N.O.I.C.'s KURE's, efficient programme showing the entertainment provided for Officers and men during their stay in KURE which was most enjoyable.

WEDNESDAY 17TH - SATURDAY 20TH - IWAKUNI.

12. After fresh provisioning "ARUNTA" cast off at 1400 for IWAKUNI where she anchored off the entrance at 1555. I called on the Station Commander, Group Captain BLACKWOOD, O.B.E., D.F.C., R.A.F., at 10.30 Thursday and he returned the call later, staying to lunch. That night the Group Captain and Officers dined all available Officers and me in the R.A.F. Mess ashore and we reciprocated with a Buffet Supper to the Group Captain " and a wardroom-ful" of R.A.F. and R.A.A.F. Officers on Friday, 19th. Hockey and Soccer matches were played but our hosts were too strong for us. On Friday night the lowest air temperature so far experienced this cruise was logged - 32° F.

SATURDAY 20th - SUNDAY 21ST - IWAKUNI TO SASEBO.

13. Saturday 20th - Sunday 21st, were spent on an uneventful cruise to SASEBO where, at 1600, "ARUNTA" went alongside "WARRAMUNGA" who was lying at a buoy. The U.S. Destroyers "McKEAN" and "ROWAN" were secured to adjacent buoys. "WARRAMUNGA" sailed at 0700 on the 22nd. Calls were exchanged between the Commanding Officer and Commander A. CARLSON, Com. Fleet Activities, SASEBO, and Colonel BING, U.S. Army, Commanding 34th Infantry Brigade.

14. All Officers and men appeared to enjoy Christmas Day and Christmas week in SASEBO. Officers were invited to a number of functions ashore together with the Officers of the U.S. Ships present with whom we have a very good "entente", and the ratings patronised the "KASBAH" Dance Hall (which is well run), Clubs and Red Cross Centres ashore and the American Post Exchange where script dollars are the only currency.

15. Commander Carlson, Com. Fleet Activities, was most helpful giving us all we asked for in the way of boats, water, sullage lighters etc. The American Community in SASEBO, notably the members of the small U.S. Naval Officers' Club were extremely hospitable and friendly towards our Officers and our ratings seemed to get on extremely well with those of "McKEAN" and "ROWAN" and the American soldiers.

16. On Christmas afternoon 25 young Japanese Christian orphan children (some orphaned by the Nagasaki Atom Bomb) were entertained on board to a simple Christmas Party in the Petty Officer's Mess. They were shown a 16 m.m. film afterwards and were very grateful. The U.S. Ships present and Establishments entertained similar parties of hungry Japanese Children.

17. At SASEBO the ship concentrated on training classes - Ordinary Signalmen, A.A. 3's, Ordinary Seamen for Able Seamen, Able Seamen for Leading Seamen and Leading Seamen for Petty Officers. The whaler was in constant use pulling and sailing in the fine sheltered harbour. A platoon of Ordinary Seamen was landed for instruction under arms by the Gunnery Instructor. This was of such good value that it will be repeated as often as possible.

18. At 2400 on 31st December, 16 bells were struck by the youngest Officer on board.

HEALTH OF SHIP'S COMPANY.

19. The health of this Ship's Company during the past month has maintained, and even bettered, the previous high standard. There were no serious illnesses recorded and one case only was sent to Hospital with Debility as a result of Chronic Seasickness and an acute precipitating attack of Gastro-Enteritis. 28 sporadic cases of Gastro-Enteritis occurred during the month, mostly very mild causing little or no absence from duty. No constant source of infection was traced, but attention to hygiene was encouraged and at least one rating was punished for carelessness as cafeteria party, so that the number of cases has steadily diminished to nil on the

HEALTH OF SHIP'S COMPANY (CONTINUED).

attending list at present. On meeting the "WARRAMUNGA" at SASEBO on 22nd December, 1947, the Medical Officer completed 90 Vaccinations of that Ship's Company in the afternoon before she departed for KURE. A case of Anxiety Neurosis in the "WARRAMUNGA" was examined and treatment instituted and some recommendations were made to the Commanding Officer of "WARRAMUNGA" regarding disposal of the case. The Medical Officer's Journal for Quarter ending 31st December, 1947 will be completed and returned as soon as possible. Medical Stores including an adequate and substantial supply of Penicillin were obtained from the Army Medical Stores at KURE. These were taken on charge in the Medical Officer's Store Account. In addition the Australian Red Cross Branch at KURE was generous in the supply of comforts for use in the Sick Bay.

CONDUCT.

20. The conduct of the Ship's Company has been very satisfactory, except for one case of stealing on the mess deck and another of stealing a camera from a Japanese shop ashore. Both offenders were sent to Detention in KURE.

MORALE AND WELFARE.

21. Morale has been very good indeed. Large numbers of Libertymen continue to land. The Ship has no trouble in turning out teams. Able Seamen for Leading Hand candidates voluntarily take the whaler sailing on 'make and mends'. I have never seen better mess deck decorations than in "ARUNTA" this Christmas.

22. Welfare has been very good indeed. Sight-seeing tours were arranged in YOKOHAMA, the White Ensign Club in that town was well patronised by the ratings. At KURE, the N.O.I.C. placed all Commonwealth Amenities (which I inspected and found very good indeed) at our men's disposal. Japanese Barbers, watch repairer, Canteens, Pictures, Snack Bars, Billiard Rooms, Tennis etc. He also arranged special tours to HIROSHIMA and Miyajima (Shrine Island). Hockey and Soccer matches were arranged in IWAKUNI. Our first fifteen Rugby team landed to play IWAKUNI but to our regret only 8 of our opponents turned out.

CONDITIONS ONBOARD.

23. Conditions onboard have been normal. The ship is very clean and well kept throughout. Bilges under magazines and stores rooms excellent. The ship is reasonably warm.

A P P E N D I X.

STEAMING SUMMARY.

DECEMBER, 1947.

(a) Distance steamed during the month	1,122 miles.
(b) Hours underway during the month	86 hours.
(c) Average Distance per ton of fuel	4.94 miles.
(d) Total distance steamed since commissioning (30th March, 1942).	234,701 miles.
(e) Total hours underway since commissioning	15,903 hours.

CAPTAIN (D)
 22 JAN 1947
 10TH DESTROYER FLOTILLA

J. N. Cook
 (E. N. COOK)
 COMMANDER, R.A.N.
 COMMANDING OFFICER.

Naval Officer in Charge,

KURE,

12th December, 1947.

PROPOSED PROGRAMME FOR "ARUNTA" AND "HART".

Friday 12th	1300	- "HART" arrives.
	1400	- N.O.I.C. calls by Car.
	1500	- "ARUNTA" arrives.
Saturday 13th	1100	- "ARUNTA" and "HART" call on Chief of Staff of Commander in Chief, B.C.O.F. at IWA JIMA.
	1200	- Car 9 (supplied by P.D.) at "ARUNTA" - collect C.O.'s of "HART" and "ARUNTA" for call on Brig. Hopkins at Hiro. (C.O. 34 Bde) remain to lunch.
	1200	- No. 2 Tug alongside for S.C. trip to Miyajima.
	1330	- 6 WR Officers - by car trip to Hiroshima.
	1400	- Car at 34 Bde for C.O.'s. Return to ship.
	1915	- C.O.'s dine with N.O.I.C. in P.D.
Sunday 14th	A.M.	- Church as signalled.
	1100	- Soccer Ground (Hart).
	1200	- S.C. trip to Miyajima in Lady Shirley.
	1330	- 6 Officers by car visit Hiroshima.
Monday 15th	1400	- C.O.'s visit Hiroshima by car with NOIC.
	1500	- "ARUNTA" vs "COMMONWEALTH" (Soccer). Hockey Ground ("HART") S.C. up to 100 by train visit Hiroshima. (Times and details will be promulgated by First Lieutenant).
Tuesday 16th	1200	- Trip to Miyajima (C.O.'s with NOIC. Boat will call for C.O.'s at 1145.
	1200	- W.R. Officers to Miyajima in Lady Shirley.
	1400	- Football Vs Brit. Com. Base - Australian Rules. 100 S.C. visit HIROSHIMA by train. Guest night in Fleet Canteen (see K.P.I. re times etc.)
	1500	- Hockey Ground ("HART").
Wednesday 17th	1200	- W.R. to Miyajima in Lady Shirley.
	1630	- Football - "HART" Vs. "ARUNTA".
Thursday 18th		Sail.

("ARUNTA"'s letter No. R.P. 4/47 dated 1st. December, 1947)

REPORT OF PROCEEDINGS - NOVEMBER, 1947.

Duplicate

11.

Flag Officer Commanding
H.M. Australian Squadron.

(Copy to:- The Commanding Officer, H.M.A.S. "ARUNTA")

Submitted for consideration.

2. With regard to flooding of oil tanks for ballast referred to in paragraph 15, it is observed that specific instructions are given in the stability statements contained in the Ship's Book.
3. The three "Tribals" vary slightly but generally they are quite safe providing not less than 40 tons of fuel and/or water remain, and it is essential for slack tanks to be kept to a minimum. There would appear to be no necessity to flood for ballast till nearing this figure.
4. Fuelling at Guam is considered desirable as it would make the ships much more comfortable in rough weather.

2149/191
Office of Captain (D)
10th. Destroyer Flotilla,
H.M.A.S. "BATAAN"
(At Sydney)
27th. December, 1947.

for

(SG-D) R.D. GREEN.
LIEUTENANT R.A.N.
CAPTAIN (A.O.L.)

Duplicate

The Commanding Officer, H.M.A.S. "ARUNTA" (At Yokohama).

1st December, 1947.

R.P. 4/47.

The Flag Officer Commanding, H.M.A. Squadron through
Captain (D), 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - NOVEMBER, 1947. 1 - 18 NOVEMBER
TIMES - ZONE 10. 19 - 30 NOVEMBER TIMES ZONE 9.

Submitted in accordance with Commonwealth Navy
Order 266/46 :

1st - 9th NOVEMBER - AT SYDNEY.

On the 1st November, H.M.A.S. "ARUNTA" was still in Captain Cook Dry Dock with "WARRAMUNGA" and at 1055 on Monday, 3rd November, undocked and secured to Fitting Out Wharf, WOOLLOOMOOLOO.

2. On Tuesday, 4th November, I took my A/S Team to H.M.A.S. "RUSHCUTTER" and spent the afternoon carrying out practice A/S runs which were of great value.

3. At 0855, Thursday 6th, "ARUNTA" slipped and proceeded to No. 3 Buoy where compasses were swung. On completion the ship slipped and berthed on "WARRAMUNGA" at No. 2 Buoy at 1149. Surgeon Lieutenant J.A. LE PAGE, R.A.N.R. joined the ship from "CERBERUS" P.M.

4. At 1045 on Sunday, 9th November, I attended the Remembrance Day Service at the Cenotaph in Martin Place. Judging by the smallness of the crowd it would appear that the ceremony did not create much public interest.

MONDAY, 10TH TO FRIDAY - 14TH NOVEMBER - SYDNEY TO CAIRNS.

5. At 1000 on Monday, 10th, "ARUNTA" slipped from No. 2 Buoy and proceeded on her cruise to JAPAN, and was overtaken by H.M.A.S. "WARRAMUNGA" carrying out her successful partial repair trials at about 1220 on the 11th. During the afternoon the Medical Officer reported that he had a case of Appendicitis which needed a very early operation and from a medical point of view strongly recommended that the patient, Petty Officer C.T. BENNETT, Official Number 21843, be landed at BRISBANE as soon as possible. This necessitated the exceeding of economical speed. N.O.I.C., BRISBANE, was informed and requested for the ship to be met at the Pile Light at 2300. This was promptly done and the patient transferred at that time. "ARUNTA" proceeded from MORETON BAY to sea at 2315 and in order to keep to the E.T.A. at CAIRNS again was forced to exceed economical speed.

6. On Wednesday afternoon - the 12th - opportunity was taken to exercise Action Stations and to lower a sea boat to pick up a lifebuoy.

7. On Thursday, 13th P.M., close range weapons carried out successful functioning trials. It was not until after WHITSUNDAY PASSAGE had been cleared that "WARRAMUNGA" was again sighted.

*Abandon Ship" Stations were exercised at Evening Quarters and "WARRAMUNGA" was stationed abeam for O.O.W. manoeuvres, ships taking turn conducting.

FRIDAY 14TH - SUNDAY, 16TH - CAIRNS TO DREGER.

8. At 0400 on the 14th "WARRAMUNGA" was despatched to proceed into CAIRNS. "ARUNTA" followed and berthed on her at No. 10 Jetty at 0645. Fuelling was not commenced until 1100 owing to a breakdown in the Oil Fuelling Installation ashore - my letter 64/52 refers (copy attached). Fuelling was completed at 1400 when "ARUNTA" cast off from "WARRAMUNGA" and proceeded to "SAMARAI". It was necessary to again exceed economical speed to comply with F.O.C.A.S.'s 240211 Z. In order to get as much experience as possible for the O.O.W.'s, the guide of the Fleet was changed frequently and ships kept station on lines of bearing etc., keeping in mind the whole time that no distance could be lost if ships were to adhere to the programme and get to JAPAN by 0900 on 24th in time for the Combined Exercises. * copy attached

9. At 1500 on the 15th ships anchored off SAMARAI to unload mails and to embark 2½ tons of rice so urgently needed by the DREGER Natives. Safe Hand mail was delivered to the ADMIRALTY REPORTING OFFICER. In order to reduce our stay to half an hour, N.O.I.C., NEW GUINEA, as requested, arranged for a boat to attend on each ship. As a result Destroyers weighed and proceeded at 1532 for DREGER where ships secured to Oil Fuel Lighter No 1207 in the Harbour at No. 1 Buoy. In order to comply with F.O.C.A.S.'s 240211 Z and to clear DREGER before dark economical speed was again exceeded. While oiling, opportunity was taken to send 40 ratings on a recreational swimming party. The N.O.I.C., NEW GUINEA, A/Captain C.H. BROOKS, R.A.N. invited "WARRAMUNGA" and me to a very enjoyable luncheon party in his residence.

SUNDAY, 16TH - MONDAY, 17TH - DREGER TO MANUS.

10. At 1620 on 16th ships cast off and proceeded to MANUS. All arrangements for us in the NEW GUINEA Area were made most efficiently and worked very well. At 1402 on 17th ships, anchored in company in MANUS and at 1430 H.M.A.S. "SHOALHAVEN" (Commander J.K. WALTON, R.A.N.) secured alongside "ARUNTA" and transferred 45 tons of oil fuel. "SHOALHAVEN" slipped at 1600 and proceeded to fuel "WARRAMUNGA". The Senior Officer, 1st Frigate Flotilla, invited "WARRAMUNGA" and me to dine in "SHOALHAVEN" and meet Mr. JONES, Deputy Administrator of NEW GUINEA. Opportunity was taken to hold a Cinema performance for the Ship's Company.

TUESDAY, 18TH - SUNDAY 23rd - MANUS TO YOKOSUKA.

11. At 2126 on 17th ships weighed and proceeded to JAPAN. It is recorded that no navigational or pilot lights whatever were lit in MANUS Harbour. NDRILLO Light is extinguished, but although dark with clear visibility the passage out was made with the aid of S.G., Radar, Echo Sounding, Asdics and 20" Signal Projectors.

12. On Tuesday fore-noon, 18th, opportunity was taken to carry out a Radar Calibration exercise and on 19th a range and inclination Exercise followed by the firing of Star Shells by both ships for calibration purposes.

13. At Evening Quarters on 20th "prepare to tow forward" was exercised, providing and rigging all gear. This proved of great value in the combined exercises. At the same time a Damage Control Exercise was carried out and bulkheads shored etc., "for exercise ship mined in vicinity of Stoker's Mess Deck."

14. At 1316 on 21st as a result of Typhoon Warning Signal from HONG KONG AND GUAM speed was increased to 22 knots with a view to getting ahead and continuing thus for 24 hours and getting out of the direct path of a 100 knot following typhoon. The swell was most confused. At 1800 clocks were retarded 1 hour to Zone 9 (Item) Time. However, the weather and sea were worsening and at 2200 ship reduced to 20 knots, at 0020 to 18 knots, 0040 to 16 knots. At 0050 the severe buffeting put the Gyro Compass "off the board" for about 5 minutes and at 0135 speed was reduced to 15 knots, it still being considered advisable to get as far north as possible :

- (a) To avoid the Typhoon.
- (b) Not to be late for the Exercise Conference after such effort had been made and fuel expended in order to participate therein.

During the morning and forenoon watches of Sunday 23rd, the weather moderated. It was estimated from weather reports and observations that the ships had passed across the edge of the typhoon and economical speed was resumed at 1145. Gusts of wind up to 40 - 50 miles per hour were experienced and several rolls between 30 and 40°.

MONDAY 24TH - AT YOKOSUKA.

15. Owing to the distance made good while avoiding the typhoon "WARRAMUNGA" and "ARUNTA" reached YOKOSUKA at 0100 on 24th with 113 tons of fuel remaining. Com. T.G. 96.5 thoughtfully sent the Navigators of Destroyers U.S.S. "McKEAN" and "ROWAN" to direct us to our berths on "BATAAN" at PIEDMONT PIER. We were most grateful for the assistance as PIEDMONT PIER did not appear on any chart in either ship! At one stage, when there was a danger of our being overtaken by the typhoon when only about 30% of our fuel was remaining, flooding of oil tanks was contemplated but discarded as it was considered that if it were desirable for Tribals to flood Oil tanks they would be so fitted and specific directions would be issued to Commanding Officers. In all reports of three (3) possibly dangerous typhoons were received. As the 'fuel remaining' of ships northward bound would invariably be diminishing the nearer they get to the danger zone, it is for consideration that Tribals northward bound should always refuel at GUAM.

16. At 0930, Monday 24th, I attended a Conference of the Destroyer Captains and D.10's Staff in "BATAAN" on the exercises and on completion "WARRAMUNGA" and I were taken by Captain (D), 10th Destroyer Flotilla, to call on C.S. 5, Rear-Admiral R.D. OLIVER, C.B.E., D.S.C., who took us to call on Rear-Admiral A.M. BLEDSOE, U.S.N. (Com. Task Group 96.5) in U.S.S. "DULUTH". After attending a lunch party given by Rear-Admiral BLEDSOE to Rear-Admiral OLIVER, we adjourned to the Wardroom of the "DULUTH" for the main conference on the exercises.

17. At 1445 Rear-Admiral OLIVER returned his call on me, and "BATAAN", "WARRAMUNGA" and I accompanied him to watch the Rugby Match - "SUSSEX" versus 10th Destroyer Flotilla which the former won 5 to nil. That evening Rear-Admiral OLIVER gave a dinner party in "SUSSEX" which was attended by Rear-Admiral BLEDSOE, U.S.N., and the Commanding Officers, "DULUTH", "McKEAN", "ROWAN", "BATAAN", "WARRAMUNGA" and "ARUNTA".

TUESDAY 25TH - WEDNESDAY 26TH - COMBINED EXERCISES OFF JAPANESE COAST.

18. At 0620 on the 25th "ARUNTA" cast off from "BATAAN" and took station on her followed by "WARRAMUNGA" and left YOKOSUKA. When clear the exercises commenced keeping to the C.T.G. 96.5 Operation Order 13 - 47, of 6th November, 1947, except that the Oiler U.S.S. "PLATTE" was not available.

As a result, in Annex Able - Phase Two Able, towing took place instead of oiling at sea. U.S.S. "McKEAN" took "ARUNTA" in tow and vice versa. Lessons learned were :

- (1) U.S. Ships should stop the rolling hitch of their manilla about 8 feet from the thimble in their Flexible Steel Wire Rope.
- (2) U.S. joining shackles will not fit on our towing slips on Quarterdeck.

19. "ARUNTA" was to fuel at sea from "DULUTH". Two hoses and two telephones were passed but owing to the choppy sea and the very high wind that was blowing no oil was actually pumped across. Difficulty was experienced in keeping "ARUNTA'S" stern from coming in towards "DULUTH". This was possibly caused by the comparatively slow speed and course of "DULUTH" - 10 knots, with a strong wind on her port bow. All in "ARUNTA" were delighted with the signal Admiral BLEDSOE, U.S.N. in "DULUTH" hoisted inferior to "ARUNTA'S" pendants as she slipped and hauled clear - TARE - VICTOR - GEORGE (Well done).

WEDNESDAY 27th - THURSDAY 28th - AT YOKOSUKA.

20. On return to YOKOSUKA from the exercises at 1650 "ARUNTA" and "BATAAN" berthed on "SUSSEX" in that order at PIEDMONT PIER, and all Commanding Officers of United States and British ships participating in the exercises met in "SUSSEX" for a discussion - lessons learned etc. This was most instructive, many points being cleared up.

21. On Thursday, 27th, "BATAAN" cast off and sailed for AUSTRALIA. "ARUNTA" cast off at 1515 and proceeded to YOKOHAMA where she berthed alongside Inner West Berth South Pier at 1600. That evening Lieutenant Commander SHARP, R.N. (B.N.R., YOKOHAMA) invited my First Lieutenant and me to dinner in his Quarters ashore.

FRIDAY 28th - SUNDAY 30th - AT YOKOHAMA.

22. At 1000 on 28th Rear-Admiral OLIVER required me to meet him at the British Embassy in TOKYO and to accompany him to meet COM. NAV. JAP. - Vice-Admiral GRIFFIN at U.S. Naval Headquarters, TOKYO, and to attend a conference about FORCE 'T' affairs after the departure of "SUSSEX". U.K.N.A. (Captain SURTEES, R.N.) was also present. F.O.T.'s restricted signal 261441Z (copy attached) sums up the result of the conference. After the conference I was invited to luncheon at the Embassy by Captain SURTEES, R.N.

23. At 1515 on Thursday, 27th, "ARUNTA" cast off from "SUSSEX" and proceeded to YOKOHAMA arriving alongside Inner West Berth, South Pier, at 1600. At this time the Flag of Rear-Admiral OLIVER was hoisted in "ARUNTA" and was hauled down at 0700 on Sunday 30th, at which time "ARUNTA" took over the duties of Commander, Task Group 96.5.3.

24. On Saturday, 29th, I called on the YOKOHAMA Harbour Master - Colonel NICHOLLS, U.S. Army and that evening four of my Wardroom Officers and I were invited to a most delightful dance and supper given at the Headquarters, British Commonwealth Sub-Area, TOKYO (Colonel FOSTER, New Zealand Army).

25. After Sunday Divisions and prayers on the 30th November opportunity was taken of reading Form A.S. 272 "Representations about Conditions of Service" and C.O.R. Article 229 - Para. 2 and 3 "Communications with Naval Board" to the Ship's Company.

26. The sailing of "WARRAHUNGA" in company to JAPAN was found to be of the greatest value. Every opportunity was taken to conduct standard flashing exercises, and American Flag hoisting etc., to get as much station keeping practice and do as many exercises as possible, but it was a great pity that in order to stick to the programme meant that ships could not lose distance when manoeuvring otherwise economical speed would have been exceeded more often. Identities were exchanged with every ship met outside pilotage waters.

27. However, as a New Commanding Officer in the 10th Destroyer Flotilla, November has been a memorable month - full of experiences. I found the Combined Exercises of inestimable value - most interesting and good fun for everyone - and well worth any effort expended in getting to YOKOSUKA on time at the expense of the three days "paint ship" period in SYDNEY.

HEALTH OF SHIP'S COMPANY.

28. The general health of the Ship's Company for November has been good. The ship has travelled through the Tropics from SYDNEY TO JAPAN during which time outstanding inoculations and vaccinations in this ship and in H.M.A.S. "WARRAHUNGA" were carried out. Reactions were few and none was committed to the Sick List as a result of these. A case of acute appendicitis (Petty Officer C.T. BISHOP, Official Number 21843) was transferred to H.M.A.S. "MORNING" during passage to JAPAN for hospitalisation and treatment as considered advisable. From information received since I understand he was not operated on immediately. In the first week of the month before leaving SYDNEY, 2 cases of Gonorrhoea, 1 case of Rubella, 1 case of Varicella and 1 case of Anxiety Neurosis were transferred to Balmain Naval Hospital. Two cases of V.D., presumably contracted in SYDNEY and reported whilst en passage to JAPAN at the Sick Bay have been treated and cured. Minor conditions on the attending list have been boils and Carbuncles, external otitis and Tinea pedis and Tinea cruris, with a few common colds in addition. There have been very few minor injuries recorded - five in all - none serious and no residual deformities or damages as a result of them. One case only of scabies and one of Fidiolosis Pubis have occurred in the past month.

29. It is regretted that sufficient supplies of Typhus Vaccine were not available from Medical and Dental Stores, SYDNEY, to immunise the whole of the Ship's Company. It is regrettable that the amount of penicillin allowed on demand from the Stores (SYDNEY) has not been sufficient to meet the needs for the treatment of the case of Furunculosis aboard. 6,000,000 Units in all were received. Most of this has been used already in treating the two venereal cases that have occurred. It is considered that this allowance is such that with the more conservative methods of treatment consequently forced upon the Medical Officer, there must necessarily be an uneconomical wastage of man hours and efficiency. Opportunity was taken to lecture the Ship's Company on Tropical Diseases and Venereal Diseases during passage.

CONDUCT.

30. Conduct of the Ship's Company has been very satisfactory

WELFARE AND MORALE.

31. Morale has been very good. During the few hours the ship was at CAIRNS one hand from each Mess was allowed to land and buy fresh fruit etc. Swimming was arranged at DREGER and a Picture Show at MANUS. At YOKOSUKA "ARUNTA" had four representatives in the Flotilla Team which played "SUSSEX". At YOKOHAMA ratings have used the White Ensign Club Canteen and also used the local Tennis Courts.

CONDUCT.

32. Conduct of the Ship's Company has been very satisfactory.

CONDITIONS ONBOARD.

33. Conditions onboard have been normal. The ship is very clean and well kept throughout.

CONDITION OF SHIP.

34. Condition of main and auxiliary machinery is satisfactory.

A P P E N D I X.

STEAMING SUMMARY.

NOVEMBER, 1947.

(a) Distance steamed during the month	5,186 miles.
(b) Hours underway during the month	346 hours.
(c) Average Distance per ton of fuel	5.24 miles.
(d) Total distance steamed since commissioning (30th March, 1942).	233,579 miles.
(e) Total hours underway since commissioning	15,817 hours.

CAPTAIN (D)

17 DEC 1947

10TH DESTROYER FLOTILLA

(SGD.) F. N. COOK

(F.N. COOK)
COMMANDER, R.A.N.
COMMANDING OFFICER.

Enclosures :

Copy of Exercise Orders (1 copy only).
Copy of Restricted Signal 261441Z.
Copy of my letter 64/52.
Copy of F.O.C.A.S.'s Signal 240211Z. OCT.

COPY :

From : The Commanding Officer, H.M.A.S. "ARUNTA" (At Cairns).

Date : 14th November, 1947. Ref. No. 64 52.

To : The Flag Officer Commanding, H.M.A. Squadron, through
Captain (D), 10th Destroyer Flotilla.
(Copy to : The Naval Officer in Charge, BRISBANE)

FUELLING AT CAIRNS - 14TH NOVEMBER, 1947.

Submitted :

With reference to my signal 140131Z
November, 1947, the following report is forwarded :

2. H.M.A.S. "WARRAMUNGA" berthed at Oil Wharf, Cairns, at 0600, 14th November, 1947, followed by "ARUNTA" at 0700, 14th November, 1947, but no oil fuel was available owing to a break in the fuel filling line ashore. It is understood that the Petty Officer Stoker Mechanic in charge of the installation knew of this on Saturday, 8th November, and that he informed the Department of Works and Housing on Monday, 10th November. He could not contact the representatives of that Department before that date.

3. On arrival steps were taken by us to ensure that repairs were being completed as soon as possible. The repairs were completed by 1045 when oiling commenced.

4. No fresh water was available owing to broken water supply pipes ashore.

5. Petty Officer Stoker Mechanic had been informed about two weeks ago that Destroyers would require oil fuel on Friday, 14th November, my signal 060545Z - November refers.

(Sgd.) F.N. COOK,

COMMANDER, R.A.N.
COMMANDING OFFICER.

COPY :

COMMANDER NAVAL ACTIVITIES JAPAN

TOKYO JAPAN.

From : FLAG OFFICER FORCE T.

To : FORCE T ADMIRALTY ACNB CINC BPF COMNAVJAP CINC BCOF
CTG 96.5 FOCAS UKNA NOIC KURE BNR YOKOHAMA.

Class : RESTRICTED. DTG. 280531 PRECEDENCE : ROUTINE.

MY 261441Z ARUNTA WARRAMUNGA AND HART WILL BE TRANSFERRED TO THE OPERATIONAL CONTROL OF CTG 96.5 AT 0700 ITEM ON SUNDAY NOVEMBER 30TH WHEN TASK GROUP 96.8 WILL CEASE TO EXIST X THE FLAG OF RADM R.D. OLIVER WILL BE SHIFTED FROM ARUNTA AT THAT TIME TO A SUITABLE SHIP IN HONG KONG WHICH CINC BPF IS REQUESTED TO DESIGNATE PENDING THE ARRIVAL THERE OF SUSSEX X THESE SHIPS WILL BE SHOWN AS THE BRITISH SUPPORT UNIT PAREN TASK 96.5.3 PAREN X CORRESPONDENCE AND RECORDS CONCERNING FORCE T WILL BE HELD IN THE OFFICE OF FLAG OFFICER COMMANDING FIFTH CRUISER SQUADRON AND FURTHER CORRESPONDENCE RELATING THERETO SHOULD BE SO ADDRESSED X FO FORCE T HAS TURNED OVER TO SO BRITISH SUPPORT UNIT ALL INFORMATION NECESSARY FOR HIS FUTURE DUTIES X THE TITLE OF FO FORCE T IS IN ABEYANCE X CORRESPONDENCE AND SIGNALS FOR SO BRITISH SUPPORT UNIT SHOULD BE ROUTED TO ARUNTA UNTIL FURTHER ORDERS X BT

CLASSIFIED.

DO NOT TRANSMIT PLAIN LANGUAGE.

COPY :

C IN C BPF (R) SO FORCE (T) BATAAN D.10.
AUSTRALIA ARUNTA WARRAMUNGA
BATAAN CULGOA NOIC KURE
FOIC (S) D10. NOIC (B) NOIC NG

FO.C.A.S.

240211Z ... OCTOBER.

CANCEL MY 010631 SEP. ARUNTA AND WARRAMUNGA DEPART SYDNEY
MONDAY 10TH NOVEMBER. FUEL AT CAIRNS 14TH DREGER 16TH MANUS
17TH AND ARRIVE JAPAN 24TH.

2. SO FORCE (T) IS REQUESTED TO ORDER DESTINATION IN JAPAN
IN DUE COURSE TO SAIL BATAAN AND CULGOA FOR SYDNEY VIA DREGER
AND CAIRNS ON COMPLETION OF PRESENT DUTY ABOUT 27TH NOVEMBER.

3. SQUADRON PRINTED PROGRAMME SERIAL NUMBER 3 DATED 14TH
OCTOBER SHOULD BE AMENDED ACCORDINGLY.

REFERENCE : SAIL WARRAMUNGA AND ARUNTA. SHIPS ROUTED VIA CAIRNS
DREGER GUAM AND ARRIVE JAPAN 30TH NOVEMBER.

TEL PL

TOR 2025k

JEF

24/10/47.

Duplicate

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

1st November, 1947.

R.P. 4/47.

Flag Officer Commanding H.M.A. Squadron, through
Captain (D), 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - OCTOBER, 1947.

ALL TIMES ; ZONE - 10.

Submitted in accordance with Commonwealth Navy
Order 266/46 :

1st - 31st October, AT SYDNEY -

1. On the 1st October H.M.A.S. "ARUNTA" was still alongside GARDEN ISLAND making good urgent defects and giving long leave and on the 15th October Commander G.G.O. GATACRE, D.S.C. and Bar, R.A.N., transferred command to me.

2. At 0915 on Monday 20th October, "ARUNTA" slipped and was towed into Captain Cook Dry Dock followed closely by H.M.A.S. "WARRAMUNGA", both ships being dry docked together.

3. Official calls were made and returned as follows :

By Commander GATACRE and myself on the Flag Officer, Commanding, H.M.A. Squadron (REAR-ADMIRAL H.B. FARNCOMB, C.B., D.S.O., M.V.O.) in H.M.A.S. "HOBART" on Wednesday, 15th October. This call was returned by the Admiral and Flag Lieutenant-Commander on Friday, 17th October.

By me on the Flag Officer-in-Charge, New South Wales (Acting Rear-Admiral G.D. MOORE, C.B.E.) on the 22nd October. This was returned later the same day.

By me on His Excellency, The Governor of New South Wales, Lieutenant General NORTHOTT on 28th October. This call was returned by Flight Lieutenant NASH later.

On the 23rd October the Commanding Officer, H.M.A.S. "WARRAMUNGA" and I waited on the Flag Officer Commanding, H.M.A. Squadron on the occasion of his departure for Japan.

4. HEALTH OF SHIP'S COMPANY.

No serious illness was recorded and the health of the Ship's Company remains good. The attending list was low. Cases consisted mainly of boils, and minor infections. There was an outbreak of Gastro-Enteritis, 5 cases being recorded. This outbreak has now subsided. An investigation was carried out and a possible cause was carelessness on the part of the cafeteria staff - personal cleanliness and dirty trays. Steps have been taken to eliminate this. Disciplinary action has been taken and instruction given. Minor injuries decreased there being only 2 cases recorded as compared with the previous month when 8 were recorded. Venereal Disease has unfortunately increased there having been 5 cases.

WELFARE AND MORALE.

5. The morale of the Ship's Company has been very satisfactory. Opportunities to play cricket and swim were taken whenever possible.

CONDITIONS ONBOARD.

6. Conditions onboard have been normal for a leave and docking period.

CONDUCT.

7. The conduct of the Ship's Company has been very satisfactory.

CONDITION OF SHIP.

8. Condition of the Main and Auxiliary Machinery is satisfactory.

APPENDIX.

STEAMING SUMMARY.

OCTOBER, 1947.

(a) Distance steamed during the month	Nil.
(b) Hours underway during the month	Nil.
(c) Average distance per ton of fuel	-
(d) Total distance steamed since commissioning (30th March, 1942).	228,393 miles.
(e) Total hours underway since commissioning	15,471 hours.

(SGD) F. N. COOK

(F.N. COOK)
COMMANDER, R.A.N.
COMMANDING OFFICER.

11.
1955/180.
Flag Officer Commanding
H.M. Australian Squadron.

Submitted for information.

CAPTAIN (D)

 12 NOV 1947
 10TH DESTROYER FLOTILLA

(The Commanding Officer, H.M.A.S. "ARUNTA"'s letter No.R.P.4/47
dated 1st.October, 1947.)

Page
DUPLICATE ^{40/45}

REPORT OF PROCEEDINGS - SEPTEMBER, 1947.

11.

Flag Officer Commanding
H.M.Australian Squadron.

Submitted for information.

1770/191.
Office of Captain (D)
(Admin) 10th.D.F.
H.M.A.S. "ARUNTA"
at Sydney.

10 OCT 1947

(503) G.C. OLDHAM.
COMMANDER R.A.N.
for SENIOR OFFICER (DESTROYERS)

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

1st October, 1947 R.P.4/47
Flag Officer Commanding H.M.A. Squadron, Through Captain
(D), 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - SEPTEMBER 1947
ALL TIMES:- ZONE-10

Submitted in accordance with Navy Order 266/46:

Monday 1st September - Departure from CAIRNS, passage to PALM ISLANDS

1. At 0900 the Honourable the Minister for the Navy was received onboard and he made a brief address to the assembled Ship's Company, giving all hands the opportunity of seeing their Minister. He had only the day before returned from MANUS in H.M.A.S. "QUICKMATCH" and his ready agreement to my request that he address the Ship's Company prior to our departure from CAIRNS, was greatly appreciated.

2. After the Minister had left the ship at about 0920, ARUNTA proceeded and at 1820 anchored for the night in JUNO BAY (Palm Islands).

3. On leaving CAIRNS, three ratings charged with maliciously damaging private property (in a brothel) were left in police custody. H.M.A.S.'s "LITHGOW", "ECHUCA" and "DELORAINÉ" had arrived CAIRNS at 0715 so that prior to sailing the effects and service papers of the three ratings were turned over to LITHGOW (Senior Officer) with the request that an officer attend their trial and that, when released, the offenders be despatched to rejoin ARUNTA at BOWEN during the week-end 5th - 8th September. In court however the three ratings were sentenced to one month's gaol in default of £5 fine. The money for the fines was not found and the ratings were removed to Stuart Creek gaol (TOWNSVILLE). The ratings were released on 13th September having raised the money to pay their fines and they rejoined the ship in SYDNEY. Except for the incident of the misconduct of these ratings, the conduct of the Ship's Company during the stay in CAIRNS had been very good, and brought favourable comment from the Mayor.

Tuesday 2nd - Wednesday 3rd - At UPSTART BAY

4. At 0700 the ship proceeded from JUNO BAY and at 1315 anchored in UPSTART BAY; whilst on passage fuel consumption trials were carried out as follows:-

2 hours at 150 revolutions (about 16 knots)
2 hours at 160 revolutions (about 17 knots).

Thursday 4th - Off GLOUCESTER ISLAND

5. During the forenoon a rating suffered a compound fracture of his nose and required early surgical attention. Accordingly at 0940 the ship proceeded and steaming at 18 knots both as a fuel consumption trial and in view of the need to obtain early surgical attention for the injured rating, reached the North Channel entrance to BOWEN at 1210. From there the rating with broken nose and another rating who required hospital treatment, were landed in the motor boat whilst the ship proceeded on to GLOUCESTER ISLAND, anchoring off BLUFF POINT at 1245. At 1330 identities were exchanged with H.M.A.S. "CONDOMINE" passing on a southerly course.

Friday 5th - Sunday 7th - At BOWEN

6. At 1⁰30 on Friday 5th, the ship weighed and proceeded from GLOUCESTER ISLAND and at 1130 after entering by SOUTH CHANNEL, secured alongside the west side of the concrete jetty at BOWEN.

The Harbourmaster and the Mayor (Dr. DELAMOTHE) called on me on arrival; the Mayor's call was considered returned at 1630 the same day when all officers off duty accompanied me to an informal reception held in the Council Chambers. In the evening a number of the Ship's Company attended a dance ashore.

7. On Saturday 6th and again on Sunday 7th, buses with accommodation for 80 were arranged (by the Mayor) to take the Ship's Company on a local sight-seeing tour. On both days, by previous arrangement with the Mayor by letter, the ship was opened to visitors from 1300 to 1700. About 100 were received onboard on Saturday and about 400 on Sunday.

8. Sunday was the opening of the Port Denison Sailing Club's season and was marked by a number of boats competing in races. Some ARUNTA ratings took part in this regatta, acting as crew members. The Port Denison Sailing Club has the distinction of being the second oldest-established yacht club in Australia; sailing and yachting provide a sport enthusiastically followed by a large section of the BOWEN community.

9. On Sunday afternoon a cricket match was played against a local team and ARUNTA was beaten by only a very narrow margin although the last five wickets of the ship's team added but one run.

In the evening I entertained the Mayor and Mayoress onboard to dinner.

Monday 8th - BOWEN to KENNEDY SOUND

10. Between 1000 and 1130 a party of 120 school children was shown round the ship. At 1145 ARUNTA sailed from BOWEN and at 1630 anchored for the night in KENNEDY SOUND.

Tuesday 9th to Friday 12th - At PERCY ISLANDS

11. At 0650 on Tuesday 9th, the ship proceeded from KENNEDY SOUND and at 1345 anchored in WEST BAY (MIDDLE PERCY ISLAND).

12. At 1800 on Friday 12th, the ship weighed and proceeded from PERCY ISLAND shaping course through CAPRICORN CHANNEL and thence to SYDNEY coastwise.

Saturday 13th to Sunday 14th - On Passage to SYDNEY

13. On the afternoon of Saturday 13th when east of GREAT SANDY ISLAND, a test pattern of depth charges was fired. The depth charge firing clock functioned correctly and all five charges detonated. Prior to releasing this pattern, as the ship was ahead of schedule owing to favourable currents, the ship was stopped for an hour and a half, during which time the many keen fishermen onboard succeeded in catching a few fish including some of good size. Only about half a dozen fish were picked up later after releasing depth charges however.

Monday 15th to Tuesday 30th - At SYDNEY

14. For the rest of the month, ARUNTA remained at SYDNEY granting 21 days long leave to two watches and with availability for urgent defects.

GENERAL

15. The cruise within the Barrier Reef and the visits to Queensland ports was favoured by fine weather throughout and was greatly enjoyed by all hands. The periods spent at reef anchorages provided excellent opportunity for progressing with general ship upkeep and also gave a much needed opportunity to allow the large number of youngsters in the crew to settle down in the ship. Prior to arrival at each of the three ports (TOWNSVILLE, CAIRNS, BOWEN) visited I had addressed a letter to the Mayor advising of the visit, giving the names of officers and the number of ratings borne; details were also given regarding the ship being open to visitors and the Mayors were asked to promulgate this information locally. The Mayor at each of the towns visited, expressed their appreciation for the letter that he had received.

16. It was found that in each of the towns visited, a keen interest was displayed, particularly by the civic body, in the whereabouts and employment of the H.M.A. Ships bearing the town name. It would undoubtedly be appreciated by the towns people if they were given this information officially from time to time,

17. During the month 21 merchant ships had been passed and spoken at sea.

HEALTH OF THE SHIPS COMPANY

18. The health of the ship's company remains satisfactory.

WELFARE AND MORALE

19. The morale of the Ship's Company continues to be high. The cruise to the Barrier Reef anchorages and Queensland ports provided enjoyment generally and being followed by granting of long leave, the Ship's Company have had a most pleasant turn of service.

CONDUCT

20. The conduct of the Ship's Company has been satisfactory.

CONDITIONS ONBOARD

21. Conditions onboard have been normal. The ship is clean and well kept throughout.

CONDITION OF SHIP

22. Condition of the main and auxiliary machinery is satisfactory.

APPENDIX

STEAMING SUMMARY

SEPTEMBER 1947

(a) Distance steamed during the month	1225 miles
(b) Hours underway during the month	95 hours
(c) Average distance per ton of fuel	4.13 miles
(d) Total distance steamed since commissioning	228,393 miles
	(30th March 1942)
(e) Total hours underway since commissioning	15,471 hours

(Sgd.) G. G. O. GATACKE

COMMANDER R.A.N.
COMMANDING OFFICER

DUPLICATE

Peru

1140/45

The Commanding Officer, H.M.A.S. "ARUNTA" (At CAIRNS).

1st September, 1947. 4/47
Flag Officer Commanding H.M.A. Squadron, through Captain (D),
10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - AUGUST 1947
ALL TIMES:- ZONE -10

Submitted in accordance with Navy Order 266/46:

Friday 1st - Monday 4th - At SYDNEY

1. During this period the ship remained alongside Garden Island.
Dockyard repair of a blown steam pipe joint and defective dynamo was completed.

Tuesday 5th - Thursday 7th - Passage to BRISBANE

2. At 1145 on Tuesday 5th the ship proceeded to sea and between 1300 and 1500 A/S exercises were carried out with H.M.A.S. MURCHISON and H.M.S/M. AMPHION.

3. At 1515 AUSTRALIA wearing the flag of F.O.C.A.S. was joined at sea eastward of SYDNEY and an R.A.N. unit consisting of AUSTRALIA, ARUNTA, WARRAMUNGA, SHOALHAVEN, MURCHISON carried out a submarine periscope sighting exercise and an A/S screening exercise, with H.M.S. AMPHION.

4. When the Royal Navy unit consisting of H.M.S. THESEUS (Flag Officer Air Far East), GLORY, CONTEST and COCKADE cleared SYDNEY at about 1700, both groups shaped a northerly course up the coast.

5. On Wednesday 6th, the R.N. and R.A.N. units joined company and after forming a circular disposition, flying operations were commenced at about 1000. COCKADE and CONTEST were stationed as attendant destroyers to THESEUS and GLORY respectively; ARUNTA was stationed in the disposition centre (between the two carriers) and became the Guide of the Fleet.

6. At 1130 when landing on operations were in progress, a plane attempting to land on THESEUS bounced up from the deck, touched down again in the plane park forward and went over the side taking a parked aircraft with it. Although COCKADE would normally deal with this crash, it seemed that several flight deck personnel might have been carried overboard with the aircraft, and hauling down the Guide Pendant ARUNTA also proceeded to the spot. When COCKADE reported only two men in the water and that she could deal with their recovery, speed was increased to 28 knots and a report was made to Flag Officer Air Far East that ARUNTA was rejoining and would take COCKADE'S station as attendant destroyer.

7. Whilst closing at 28 knots, a second plane crashed overboard from THESEUS. The pilot (Lieutenant BUTTERWORTH R.N.) and observer (Chief Petty Officer TAAFE), the only occupants of this aircraft, were picked up by ARUNTA'S whaler and embarked, neither suffering from any real injury.

8. Flag Officer Air Far East then ordered ARUNTA to take charge of WARRAMUNGA and COCKADE and to search for possible further survivors from the two crashes, a report having apparently been received that some of the deck handling party may have been carried overboard. With ARUNTA in the wake of THESEUS, WARRAMUNGA and COCKADE were stationed 1000 yards on either beam and a line abreast sweep back along the track was carried out.

9. The position of the second crash was passed through by ARUNTA, the spot being marked by the sea dye which still showed up, but there were only a few small pieces of wreckage visible and quite certainly no bodies.

Continuing the line abreast sweep back along the track, ARUNTA reached the position of the first crash. This spot was marked by a dan buoy, an inflated raft, a carley float and two lifebuoys, all close together, and a good deal of small wreckage spaced over about 1000 yards radius. ARUNTA stopped at the buoys and rafts and informing WARRAMUNGA and COCKADE that ARUNTA would remain in the close vicinity of these objects acting as datum ship, I ordered my two consorts to search within a radius of 2000 yards from ARUNTA. Whilst this search was being carried out, ARUNTA recovered the lifebuoys, carley float and inflatable raft whilst searching thoroughly the area immediately around them. WARRAMUNGA and COCKADE meanwhile made a very thorough search within a radius of 2000 yards from ARUNTA, but with negative results.

10. At about 1300, with ARUNTA at the position of the dan buoy, ships again formed up 1000 yards apart and a line abreast sweep down wind and sea was started. When this sweep had been carried about a mile from the dan buoy, orders were received from Flag Officer Air Far East to cease the search and rejoin the force.

11. On rejoining THESEUS and the remainder of the force at about 1415, ARUNTA and COCKADE stopped close to THESEUS who sent a boat for the two survivors (and gear) in ARUNTA; only one of the survivors in COCKADE could be transferred, the condition of the officer pilot making his transfer at sea undesirable.

12. At 1500 with ARUNTA, WARRAMUNGA, CONTEST and COCKADE stationed under my orders, 3 miles ahead of the main body, a northerly fleet course was resumed.

13. At 1730 destroyers (Blue Force) opened out from the main body (Red Force) for a night attack exercise. Before this exercise commenced, I received orders from Flag Officer Air Far East to detach COCKADE to proceed to BRISBANE to land the seriously injured pilot she had onboard and I released COCKADE accordingly.

14. Between 1830 and 2030 a night attack exercise was carried out. The three destroyers shadowed from assigned positions after contact had been made and at 2015 made a synchronised attack from within their sectors having closed to about 4000 yards. During the night, the R.N. and R.A.N. units steamed north as two groups.

15. On Thursday 7th, ARUNTA, WARRAMUNGA and CONTEST opened out with AUSTRALIA (F.O.C.A.S.) from the carriers and frigates and during the forenoon a day approach and attack exercise was carried out between the two forces. In this exercise, the destroyers were released, proceeded to assigned sectors and made a dummy torpedo attack from these sectors when AUSTRALIA would have been effectively engaging the 'enemy' with gunfire. In the execution of the exercise, AUSTRALIA, by closing to effective gun range immediately, forced the launching of the destroyer attack somewhat too soon as CONTEST had barely reached her attacking sector. In an actual engagement it is considered that the attack would have been made more effective had AUSTRALIA delayed her closing to effective range, so as to allow destroyers to reach their sectors before developing their attack.

16. On completion of this exercise, destroyers reformed on AUSTRALIA, the unit acting as a group formed on the main body. Strategical exercise JUMBOK involving shore based R.A.A.F. planes then continued, but as Flag Officer Air Far East had prohibited further flying operations from the carriers following the accidents of the day before, the interest and value of the exercise was forfeited. During the afternoon when a simulated attack was made by a small group of R.A.A.F. planes, destroyers exercised umbrella barrage procedure.

17. At 1530 the R.A.N. unit was detached by Flag Officer Air Far East to proceed independently to BRISBANE and at 1900 F.O.C.A.S. detached ARUNTA and WARRAMUNGA from him with similar orders.

Friday 8th - Sunday 17th - At BRISBANE

18. At 0400 on Friday 8th, ARUNTA and WARRAMUNGA in company entered MORETON BAY and proceeded by North West Channel. At 0615 I detached WARRAMUNGA to proceed independently passing PILE LIGHT at 0720 whilst ARUNTA proceeded ahead passing PILE LIGHT at 0700. At 0930 ARUNTA turned in TOWN REACH and berthed alongside EAGLE STREET wharf, bows down stream; WARRAMUNGA berthed alongside ARUNTA at 1040.

19. During the next ten days the ship remained at BRISBANE over Show Week. On Saturday 9th, Sunday 10th, Wednesday 13th, Saturday 16th and Sunday 17th the ship was opened to visitors between 1300 and 1700, and good crowds saw over the ship each day. During the stay generous hospitality was afforded to officers and men and the visit was generally enjoyed. The hospitalisation of our Flag Officer Commanding, for almost the entire stay was greatly regretted by everyone and on the departure of all units except WARRAMUNGA on 18th, his flag was temporarily struck.

Monday 18th and Tuesday 19th - Departure from BRISBANE and passage to WHITSUNDAY AREA.

20. At 1015 on Monday 18th, whilst WARRAMUNGA lay off (and subsequently reberthed), ARUNTA proceeded from TOWN REACH and at 1550 after clearing MORETON BAY, shaped a course to the northwards. During the night S.S. "TJIBESAR" was passed and spoken.

21. On Tuesday 19th CAPRICORN CHANNEL was entered, and passage to WHITSUNDAY PASSAGE was continued. During the afternoon S.S. "PALANA" proceeding to BOWEN was spoken.

Wednesday 20th and Thursday 21st - At STONEHAVEN ANCHORAGE

22. After negotiating CUMBERLAND PASSAGE and WHITSUNDAY PASSAGE, ARUNTA reached STONEHAVEN ANCHORAGE on the west side of HOOK ISLAND and at 1000 anchored in position 225° Mt. SIDNEY 1.05 miles.

23. Typical settled weather of the South East Trade season at this time of the year was enjoyed during the stay at STONEHAVEN ANCHORAGE. Swimming and fishing were indulged in though not much success attended the latter. Oysters grew in plenty along the nearby foreshore and they were collected and eaten in considerable quantity.

Friday 22nd to Sunday 24th - At TOWNSVILLE

24. At 0530 on Friday 22nd ARUNTA sailed from STONEHAVEN ANCHORAGE and at 1500 secured alongside No.1 Pier at TOWNSVILLE. The Resident Naval Officer (Lieutenant Commander L.C. CONNOLLY, R.A.N.V.R.) attended the arrival of the ship with mail, details regarding provisions which had been ordered from BRISBANE and programme of entertainment.

At 1600, accompanied by the R.N.O. and four ship's officers, I called on the Mayor of Townsville (Alderman J. STEWART GILL) and then on the President and members of the Norht Queensland Club. These calls were repaid onboard the next day.

25. By arrangement with the Mayor, I opened the ship to visitors on Saturday 23rd and Sunday 24th and although this news was given in a rather inconspicuous notice in the "Public Notices" in the local paper, over 300 visited the ship the first day and over 600 the second day.

26. Whilst at TOWNSVILLE the Missions to Seaman organisation provided several entertainments for a number of the Ship's Company and the functions were enjoyed and appreciated. All night leave was granted but owing to the lack of accommodation practically all libertymen returned onboard each night. The conduct of libertymen ashore was very good throughout the visit.

27. At 0900 on Sunday 24th, Senior Officer 20th Minesweeping Flotilla arrived TOWNSVILLE in SWAN and berthed on the opposite side of Pier No.1. A mine sinker recovered from one of the Barrier Reef fields was transferred from SWAN to ARUNTA for freight to SYDNEY and subsequently to SWAN ISLAND.

28. The Resident Naval Officer at TOWNSVILLE (Lieutenant Commander L.C. CONNOLLY R.A.N.V.R.) proved himself a very efficient and zealous naval agent at this port. It was quite obvious that he holds the respect and esteem of the Mayor and of all the members of the Norht Queensland Club (comprising the town's most prominent citizens) whom I met.

Monday 25th - Tuesday 26th - At GOOLD ISLAND (ROCKINGHAM BAY)

29. At 1100 on Monday 25th ARUNTA sailed from TOWNSVILLE and at 1730 anchored off GOOLD ISLAND in ROCKINGHAM BAY with GARDEN ISLAND bearing $196^{\circ} 2.7$ miles. This anchorage was found to be in shallow dirty water with the ship exposed to the southeasterly which blowing fresh to strong. Fishing from the ship was unsuccessful and casts made with the seine net on GOOLD ISLAND and also GARDEN ISLAND produced nothing. However GOOLD ISLAND offers delicious oysters in abundance.

Wednesday 27th - Thursday 28th - At FITZROY ISLAND

30. At 0700 Wednesday 27th ARUNTA sailed from the exposed anchorage off GOOLD ISLAND and at 1215 anchored off FITZROY ISLAND with the signal station bearing 100° distant 7 cables. This anchorage was found to be sheltered and attractive. The beach comprised of dead coral is good for bathing and reasonable catches of fish were made from the ship. The anchorage was in constant use by one to five licensed fishing boats which used it as a night shelter.

31. On Wednesday 28th H.S.L. 704 operating under Senior Officer 20th Minesweeping Flotilla arrived from CAIRNS bringing mail for ARUNTA. The vessel remained at FITZROY ISLAND anchorage with minesweeping stores awaiting the arrival of corvettes from minesweeping operations.

Friday 29th to Sunday 31st - At CAIRNS

32. At 1300 on Friday 29th ARUNTA sailed from FITZROY ISLAND Anchorage and at 1430 arrived CAIRNS berthing at No. 10 (Oil) Wharf, where 163.7 tons of fuel was embarked. On completion of fuelling, berth was shifted to No. 3 Wharf.

33. At 1500 the Mayor (Mr. W.A. COLLINS) and the Chairman of the Harbour Board called on me and at 1645 I returned the call. In the evening a number of the Ship's Company attended a dance at the Trocadero, arranged to welcome them.

34. On Saturday 30th, by arrangement with the Mayor the ship was opened to visitors from 1300 to 1700 and over 400 looked over the ship. By courtesy of the Mayor, myself and three officers spent the afternoon on a car ride to the BARRON FALLS and KURANDA. In the evening I entertained to dinner onboard, the Mayor and Mayoress and Mrs. RIORDAN (wife of the Minister for the Navy), whilst a number of the Ship's Company attended a dance at the Aquatic Club.

35. On Sunday 31st, H.M.A.S. "QUICKMATCH" with the Minister for the Navy and his secretary, the Secretary to Department for the Navy and his secretary, as passengers, entered at 0600 from MANUS. I took Mrs. RIORDAN to the wharf to meet her husband (the Minister), and myself waited upon the Minister. After disembarking the Minister and his secretary, fuelling, provisioning and obtaining pratique, QUICKMATCH sailed at 1030 for SYDNEY. During the afternoon the ship was again opened to visitors between 1300 and 1700 and over 1100 persons looked over the ship. The Mayor very kindly took myself and four officers over 130 miles in a car drive covering KURANDA and the ATHERTON Tableland. Also by courtesy of the Mayor, 65 ratings visited the BARRON FALLS and KURANDA by special train, and two officers made the same trip in an official civic car. In the evening I had the pleasure of being entertained to dinner by the Minister and Mrs. RIORDAN at their home.

HEALTH OF THE SHIP'S COMPANY

36. The month has been spent mainly in the sub-tropical and tropical areas. The Ship's Company have benefited greatly from the excellent sunshine, ensuring an adequate supply of Vitamin "D". Hospital cases consist of 3 in number as compared to 12 for the previous month. Venereal Disease has decreased, there being only 1 case recorded. Attending List has mainly consisted of boils, but these were of a healthy type which responded rapidly to treatment given. Minor injuries decreased, there being only 15 cases recorded as compared with 20 for the previous month. None of these were of a serious nature.

WELFARE AND MORALE

37. Morale onboard continues to be high. The visit to BRISBANE was enjoyed. The subsequent cruise to the Barrier Reef with week-end visits to TOWNSVILLE and CAIRNS in turn, has been favoured by excellent weather and has been greatly enjoyed by all.

CONDUCT

38. The conduct of the Ship's Company has been satisfactory.

CONDITIONS ONBOARD.

39. Conditions onboard have been particularly pleasant owing to the fine weather enjoyed throughout the month. The ship is clean and well kept throughout.

CONDITION OF THE SHIP.

40. The condition of the main and auxiliary machinery is satisfactory.

APPENDIX.

STEAMING SUMMARY

(a) Distance steamed during month	1709 miles
(b) Hours under way during month	143 hours
(c) Average distance per ton of fuel	4.22 miles
(d) Total distance steamed since commissioning (30th March, 1942.)	227, 168 miles
(e) Total hours under way since commissioning	15, 376 hours.

(Sgd.) G. G. O. GATACRE

COMMANDER, R.A.N.
COMMANDING OFFICER.

11.

Flag Officer Commanding
His Majesty's Australian Squadron.

Submitted for information.

(Sgd.) G. G. O. GATACRE

^{1668/91}
Office of Captain (D)
(Admin.)
H.M.A.S. "ARUNTA"
4th. September, 1947.

COMMANDER, R.A.N.
SENIOR OFFICER (DESTROYERS)

Dufe

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

4th August, 1947.

R.P. 4/47

The Flag Officer Commanding H.M.A. Squadron, through
Captain (D), 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - JULY 1947
ALL TIMES:- ZONE -10

Submitted in accordance with Navy Order 266/46:

Tuesday 1st - Sunday 6th July - At SYDNEY.

1. After return from JERVIS BAY on Monday 30th June, the ship remained in SYDNEY for a week. Preparations for P.C.G. firings were completed by Wednesday 2nd and on this day the ship proceeded to sea and carried out the actual calibration firing, returning to harbour on completion.

The first six shackles of the starboard cable which were suspected of being strained were replaced by a length of six shackles supplied by dockyard.

Monday 7th - Tuesday 22nd July - At JERVIS BAY.

3. On Monday 7th, ARUNTA sailed from SYDNEY and in company with AUSTRALIA, BATAAN (D10), WARRAMUNGA and MURCHISON proceeded to JERVIS BAY. Whilst on passage radar calibration exercises and a surface tracking exercise were carried out. Destroyers anchored in company at 1730 in the College Anchorage, finding SHOALHAVEN already at anchor.

4. On Wednesday 9th, the ship was underway at 1000 and after anchoring off Hole-in-the-wall carried out 4.7" calibration firing, returning to College anchorage at 1300. During the afternoon the ship exercised independently at General Brill, the following drills being carried out:- tow forward, change over lower booms, change over accommodation ladder, land armed platoon, rig sheer legs, put a spring on the cable, rig 'snorer' pump; crews from the Stokers and Miscellaneous Divisions were exercised in the whaler under oars.

5. On Thursday 10th, - second series of 4.7" calibration firings were carried out from Hole-in-the-wall anchorage.

6. On Friday 11th destroyers weighed at 0800 and proceeded to sea. The following exercises were then carried out:-

- (a) Sector torpedo attack (SHOALHAVEN target)
- (b) Repell dummy air attack
- (c) Manoeuvres.

At 1200 Captain D10 in BATAAN proceeded independently to SYDNEY and WARRAMUNGA under my orders, ARUNTA and WARRAMUNGA returned to JERVIS BAY anchoring at 1450.

7. On Sunday 13th BATAAN arrived JERVIS BAY at 1630 wearing the flag of Flag Officer Commanding Australian Squadron. On arrival the flag was transferred to AUSTRALIA. The following R.A.A.F. personnel who had taken passage from SYDNEY in BATAAN were embarked:

2 Flight Lieutenants, 2 Flying Officers and 3 RAAF. Corporals.

8. On Monday 14th Destroyers exercised General Drill conducted by Captain DIO.

The following were the principal drills carried out :

point ship by means of a spring on the cable, exercise whaler under sail, rig sheer legs, spread a fine quarterdeck awning.

WEDNESDAY

9. On ~~Monday~~ 16th destroyers proceeded to sea in company at 0700. Radar calibration exercise, surface tracking exercise and open fire exercise (throw off) were then carried out, destroyers anchoring again in JERVIS BAY at 1300.

In the evening the RAAF personnel who had embarked on Sunday 13th were discharged to shore to rejoin their service units.

10. On Thursday 17th destroyers were underway for day and night exercises. The following practices were carried out:-

- (a) dummy (spread) torpedo attack (target AUSTRALIA)
- (b) air tactical exercise
- (c) O.O.W. manoeuvres
- (d) A.A. long and close range firings at winged target.
- (e) night encounter exercise
- (f) night air defence exercise

On completion of night exercises, destroyers and frigates returned to JERVIS BAY to shelter for the night.

11. On Friday 18th destroyers were underway at 0530 and when seaward of JERVIS BAY the following practices were carried out:-

- (a) dummy (spread) torpedo attack, target AUSTRALIA
- (b) air tactical exercise

ARUNTA and BATAAN anchored in company in College Anchorage at 1400.

12. On Monday 21st the ship's ceremonial platoon was landed for drill with the squadron battalion, preparing for a ceremonial march through SYDNEY.

Tuesday 22nd - Wednesday 23rd - Exercises off N.S.W. Coast

13. At 0700 destroyers proceeded in company from JERVIS BAY and during the day carried out the following practices:

- (a) full calibre firing at BPT towed by RESERVE.
- (b) air tactical exercise.
- (c) ARUNTA and frigates only - surface tracking exercise and exercise seabat's crew.

After dark a night encounter exercise was carried out, destroyers and frigates attacking AUSTRALIA.

During the day, exercise BILLABONG was commenced with a BPF unit consisting of H.M. Ships THESEUS (FO (Air) FE), GLORY CONFEST and COCKADE which were in passage from MELBOURNE to SYDNEY.

I4. On Wednesday 24th after the carriers had made dummy air attacks on the Australian Squadron taking part and the BPF unit had been attacked by RAAF strikes, opposing surface forces made contact and shortly afterwards (at 1540) exercise BILLABONG was concluded. After dark a night encounter exercise was carried out in which AUSTRALIA supported by BATAAN, ARUNTA, WARRAMUNGA, CONTEST, COCKADE, attacked the two carriers with SHOALHAVEN AND MURCHISON attached to them.

Thursday 24th - Thursday 31st - At SYDNEY.

I5. At 0930 with ships formed in column in the order THESEUS, GLORY, AUSTRALIA, BATAAN, ARUNTA, WARRAMUNGA, CONTEST, COCKADE, MURCHISON, the combined R.N. - R.A.N. force entered SYDNEY.

I6. On Friday 25th, ARUNTA was moved by dockyard tugs to alongside Garden Island and the ship was taken in hand for repair of two emergency defects (blown steam joint and defective dynamo).

During the afternoon the Sick Bay and medical arrangements onboard were inspected by the Director of Naval Medical Services.

I7. On Thursday 31st, ARUNTA's armed ceremonial platoon took part in the combined RN - R.A.N. ceremonial march through SYDNEY. The Commanding Officer took part as Battalion Commander.

HEALTH OF SHIP'S COMPANY

The health of the Ship's Company on the whole continues to be good. There was an outbreak of MUMPS on board, five (5) cases being recorded. Incidence of V.D. is still low, but has increased by one case as compared with the previous month. No cases of SCABIES were recorded. The attending list has been small except for the minor injuries which increased by five cases to total 19. Of this list eight (8) received their injuries playing football (organised sport).

WELFARE AND MORALE

The morale of the Ship's Company continues to be high. As ARUNTA was unbeaten by any destroyer or frigate in games of Rugby and Australian Rules played at JERVIS BAY, it was disappointing that in the Squadron competition, the ship drew AUSTRALIA as her opponent in the first round in both cases and was thus prevented from reaching the finals. Nevertheless keen interest and a healthy ship enthusiasm was shown.

CONDUCT

The conduct of the Ship's Company has been satisfactory.

CONDITIONS ON BOARD.

Conditions on board have been normal. The ship is clean and well kept externally and internally.

CONDITION OF SHIP

All Main and Auxiliary machinery is running satisfactorily. There are no known major defects although there are quite a number of periodical examinations of Auxiliary Machinery which are overdue.

APPENDIX

STEAMING SUMMARY

JULY, 1947.

(a) Distance steamed during the month	1150 miles
(b) Hours under way during the month	104 hours
(c) Average distance per ton of fuel	3.27 miles
(d) Total distance steamed since commissioning	225,459 miles (30th March '42)
(e) Total hours under way since commissioning	15,233 hours

(Sgd.) G. G. O. GATACRE
COMMANDER, R.A.N.
COMMANDING OFFICER.

Page 1140/45
Enclosure 4 to A.F.935/1140/38.

The Commanding Officer, H.M.A.S. "ARUNTA", (At SYDNEY).

1st July, 1947. R.P.4/47
The Flag Officer Commanding H.M.A. Squadron, through
Captain (D) 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - JUNE 1947.
ALL TIMES:- ZONE -10

Submitted in accordance with Navy Order 266/46:

Sunday 1st to Sunday 22nd - At SYDNEY

1. Dockyard refit which was scheduled to be completed on Friday 6th June was uncompleted until Saturday 14th. Consequently the date of completion of preparation for sea was extended by Flag Officer Commanding Australian Squadron, to Saturday 21st.
2. On Thursday 12th June the ship was dressed overall on the anniversary of the birthday of His Majesty the King.
3. During the week Monday 16th to Friday 20th, Damage Control and Fire Fighting Courses were attended at BALMORAL and close range weapons crews attended MINDARI for training.

Monday 23rd to Sunday 29th - At JERVIS BAY

4. On Monday 23rd, taking WARRAMUNGA under my orders, ARUNTA and WARRAMUNGA sailed from SYDNEY at 0900 and proceeded in company to JERVIS BAY.
5. The following officers and ratings had been embarked prior to sailing:-
by ARUNTA : Lieutenant Commander R.B.A. HUNT OBE R.A.N., to make a survey triangulation of JERVIS BAY. Lieutenant D.J. HAMER, DSC R.A.N., Flotilla Gunnery Officer.
by WARRAMUNGA : Lieutenant R.D. GREEN R.A.N., Flotilla T.A.S. Officer.
Mr. R.P.F.F. MOAG R.A.N., Flotilla Gunner D/F and I.
Mr. A.L. WOTHERSPOON R.A.N., Flotilla Warrant Ordnance Officer.
Petty Officer BLOWES, P.T.I., loaned by H.M.A.S. AUSTRALIA to prepare the College playing field at JERVIS BAY.
6. When leaving SYDNEY harbour, shortly after rounding BRADLEY'S HEAD, a breakdown of steering was experienced in ARUNTA. The ship was navigated out of harbour without difficulty, steering by main engines. The casualty was subsequently found to be a blown gasket in the wheelhouse telemotor transmitter.
7. The following exercises and drills which had been co-ordinated in a programme "J.B.1" issued by ARUNTA, were carried out by ARUNTA and WARRAMUNGA when on passage to JERVIS BAY:-

- (a) Exercise General Quarters
- (b) Exercise change over steering positions
- (c) Surface radar check calibration (double echo)
- (d) Surface radar range calibration
- (e) Day starshell firing
- (f) Surface radar tracking exercise combined with a range and inclination exercise
- (g) Functioning trials of close range weapons
- (h) Officer of the Watch manoeuvres.

8. At 1700 ARUNTA and WARRAMUNGA anchored in company in off the College Breakwater at JERVIS BAY. H.M.A.S. "JABIRU", commanded by Lieutenant DOYLE R.A.N. of H.M.A.S. "BATAAN" which had proceeded independently from SYDNEY, placed under my orders for survey duty with Lieutenant Commander HUNT, had arrived JERVIS BAY at 1430 without incident.

9. On Tuesday 26th, Wednesday 27th and Thursday 28th ARUNTA and WARRAMUNGA remained at anchor carrying out gunnery, seamanship and communications drills. Several synthetic fighter direction exercises were also carried out.

10. On Friday 29th ARUNTA and WARRAMUNGA proceeded to sea in company and carried out the following exercises and drills which had been co-ordinated in a programme "J.B.2" issued by ARUNTA:-

- (a) Surface radar tracking exercise
- (b) L.A. open fire exercise
- (c) Radar interrogation exercise
- (d) Dummy torpedo attacks
- (e) A.A. rapid open fire exercise
- (f) Close range weapons firing at rocket parachute targets
- (g) Officer of the Watch manoeuvres
- (h) Swing ship to tabulate deviations of the magnetic compass
- (i) Night encounter exercise.

During Officer of the Watch manoeuvres, ARUNTA again had a temporary breakdown of steering gear from the primary conning position (the wheelhouse). The steering was soon restored but despite examination of the gear at the time and exhaustive examination subsequently the cause of the failure remains undetermined.

11. On completion of night exercises, ships anchored in company off the College Breakwater JERVIS BAY at 1930. In anchoring several links in the sixth shackle of ARUNTA's starboard cable were bent and it is expected that a length of the cable may be strained. A report of the circumstances of the occurrence has been forwarded under separate cover to Captain D 10.

12. On Saturday 28th and Sunday 29th ARUNTA and WARRAMUNGA remained at anchor. Inter-ship matches of Australian Rules and Rugby were played and attended by much enthusiasm and friendly rivalry. The work of the P.T.I. (Petty Officer BLOWES) and small working parties provided by ARUNTA and WARRAMUNGA who prepared the College playing fields during the week, is to be commended. The work involved the cutting of saplings which after paring and shaping have been made into fine goal posts for Australian Rules games.

13. During the week Lieutenant Commander HUNT spent the daylight hours each day with JABIRU and a whaler and working party provided by ARUNTA and WARRAMUNGA in turn, setting up stations and marks and in triangulation of the bay. The work in the field was completed on Saturday 28th.

14. Whilst at JERVIS BAY and ships were at anchor, recreational leave was granted daily from 1600 (Saturday 1300; Sunday 1100) to 1800. On Wednesday and Saturday when cinema is screened ashore, leave was extended to 2330. A patrol of two hands from each ship, with ships taking turns to provide the Leading Hand in charge, was landed daily whilst libertymen were ashore.

Monday 30th June - PASSAGE TO SYDNEY

15. At 0001 WARRAMUNGA sailed independently from JERVIS BAY followed by ARUNTA at 0430. In accordance with signalled instructions from Flag Officer Commanding Australian Squadron H.M.A.S. "JABIRU" was detached from my orders to remain at JERVIS BAY under the command of her Coxswain, Petty Officer MASON.

16. On passage north from JERVIS BAY, ARUNTA carried out full power trials, steaming for two hours at full power. Mean of revolutions obtained over the two hours was 336.9 which from the revolution/speed table gives a speed of 32.8 knots. The mean speed through the water attained during the trial, assessed by land fixes and allowing for the current, was 32.6 knots.

17. After rendezvous off SYDNEY at 0830 with WARRAMUNGA both ships independently carried out a full calibre firing at a battle practice target towed by tug LINDFIELD.

18. At 1100 ARUNTA and WARRAMUNGA entered SYDNEY and secured to No. 4 and No.5 buoys respectively. Immediately on arrival, the mounting of P.C.C. gear in ARUNTA was commenced.

HEALTH OF THE SHIP'S COMPANY

19. The health of the Ship's Company remains good owing to adequate supplies of fresh provisions which contain all the vitamins to maintain normal health.

WELFARE AND MORALE

20. The morale of the Ship's Company continues to be high. The week spent at JERVIS BAY provided a valuable period for the crew to settle down, and being in company with WARRAMUNGA, gave opportunity to foster pride in, and enthusiasm for, the ship.

CONDUCT

21. The conduct of the Ship's Company has been satisfactory.

CONDITIONS ONBOARD

22. During at least half the month the unpleasant conditions onboard associated with dockyard refit were suffered. The period spent at JERVIS BAY gave most valuable opportunity to quickly restore conditions onboard to the standard normal in a sea-going ship.

CONDITION OF THE SHIP

25. The condition of main propelling machinery, boilers and auxiliary machinery is considered good. A full power trial carried out on account of lifting port H.P. and L.P. turbines for examination was satisfactory. There are no known defects except the usual minor steam leaks and examinations which can be handled by the Ship's Staff.

APPENDIX

STEAMING SUMMARY

JUNE, 1947.

(a) Distance steamed during the month	330 miles
(b) Hours underway during the month	26 hours
(c) Average distance per ton of fuel	2.8 miles
(d) Total distance steamed since commissioning	224,309 miles (30th March, 1942.)
(e) Total hours underway since commissioning.	15, 129 hours

CAPTAIN (D)
11 JUN 1947
10TH DESTROYER FLOTILLA

(Sgd.) G. G. O. GATACRE
COMMANDER, R.A.N.
COMMANDING OFFICER.

Info

The Commanding Officer, H.M.A.S. "ARUNTA" (At SYDNEY).

1st June, 1947.

R.P.4/47

The Flag Officer Commanding H.M.A. Squadron, through
Captain (D) 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - MAY 1947.
ALL TIMES:- ZONE -10.

Submitted in accordance with Navy Order 266/46:

1. Throughout the month the ship continued with dockyard refit whilst giving long leave in two watches. Between 16th and 29th May, dry docking was carried out in Captain Cook Dock with H.M.A.S. "WARRAMUNGA".

HEALTH OF THE SHIP'S COMPANY

2. The health of the Ship's Company during the month of May has been exceptionally good. Minor injuries have been less than the previous month. Cases of Venereal Disease decreased, there being only two cases for the month.

WELFARE AND MORALE

3. The morale of the Ship's Company continued to be high; I am certain that the Ship's Company as a whole had no part whatever in the recent voicing of complaints, and I believe that not a single member of the Ship's Company was included in the sailors' meeting held in the Domain on Sunday 18th May.

4. Not until the Ship's Company is re-assembled onboard after the leave period will it be possible to gauge the general feeling regarding the new pay code recently announced; It is believed however, that the criticism will be that the benefits have been given to the young ratings, particularly the single man. It is believed too, that just disappointment will be felt by the senior ratings who as the backbone of the Navy, might have expected greater benefits.

CONDUCT

5. The conduct of the Ship's Company has been satisfactory.

CONDITIONS ON BOARD

6. The conditions on board have been those normal for a ship undergoing dockyard refit.

CONDITION OF THE SHIP

7. All essential known defects are being undertaken by the Dockyard and Ship's staff, including wear and waste of boilers, and the lifting of the Port H.P. and L.P. turbines for examination during the current refit availability.

✓
✓

APPENDIX

STEAMING SUMMARY

MAY 1947.

(a) Distance steamed during the month	NIL
(b) Hours underway during the month	NIL
(c) Average distance per ton of fuel	NIL
(d) Total distance steamed since commissioning	223,979 miles (30th March 1942)
(e) Total hours underway since commissioning	15,103 hours.

(Sgd.) G. G. O. GATACRE

COMMANDER RAN
COMMANDING OFFICER



Dupe 1140/45

The Commanding Officer, H.M.A.S. "ARUNTA" (At SYDNEY)
1st May, 1947. RP 4/47
The Flag Officer Commanding H.M.A. Squadron.
Through Captain (D) 10th Destroyer Flotilla.

REPORT OF PROCEEDINGS - APRIL 1947.
TIMES:- 1st - 10th : ZONE - 9
11th - 30th : ZONE - 10

Submitted in accordance with Navy Order 266/46.

Tuesday 1st April - at SASEBO

1. During the afternoon the weather deteriorated and by 1630 the wind had reached gale force, blowing from the south. Steam for slow speed to ensure safety was raised and anchor watch was set. At about this time CGS 3 in U.S.S. "SHELTON" with U.S.S. "HOLLISTER" entered harbour. "SHELTON" was soon in difficulties in attempting to pick up her buoy. The Squadron Commander then decided against securing to buoys and took both ships to the anchorage.

U.S. Submarine "CAPITAINE" entered harbour shortly after the two destroyers, and after some difficulty, eventually secured to a buoy.

2. By 1730 the barometer was still falling and the ship was yawing and straining at the bridle which was secured to the buoy by dogging the end through the ring, then shackling it back on its own part. This method of securing to a buoy has had to be used everywhere in JAPAN since the rings of the mooring buoys are too thick for our buoy shackles. It seemed doubtful whether the links of the cable would stand much strain with such an unfair nip, accordingly steam for immediate notice was raised and the ship's company went into sea watches. The trough of the depression passed SASEBO at about 1900 but steam for slow speed was kept during the night.

Wednesday 2nd April - Departure from SASEBO

3. At 0745 U.S. Submarine "CAPITAINE" left SASEBO proceeding to YOKOSUKA.

4. At 0800 "ARUNTA" sailed from SASEBO with orders from CTU 96.5.22 to patrol to the southward until midnight local time and then proceed KURE. The object of the orders regarding patrol was to allow "ARUNTA" to start from SASEBO on 2nd instead of 3rd, so avoiding being underway on Good Friday. (4th).

5. At 2030 in OSUMI KAIKYO, R.F.A. "WAR BHARATA" proceeding from KURE to HONG KONG, was passed and spoken.

Thursday 3rd April - Sunday 6th April - At KURE

6. At 0745 Thursday 3rd after clearing OSUMI KAIKYO, H.M.S. "COSSACK" (Captain D.8) proceeding from KURE to SASEBO was passed.

7. At 1600, Thursday 3rd, "ARUNTA" arrived KURE and berthed alongside at No.5 (floating pontoon) berth. H.M. Ships in company were H.M.S. "BERMUDA" and H.M.I.S. "GODAVARI".

8. On Friday 4th, being Good Friday, Sunday routine was observed onboard and throughout the BCOF area.

9. On Sunday 6th H.M.I.S. "GODAVARI" proceeded for MITSUHAMA. At 1400 H.M.A. Ships "HOBART" and "QUIBERON" arrived from AUSTRALIA and "QUIBERON" relieved "ARUNTA" in Force "T".

Monday 7th - Monday 14th. - Passage to DREGER.

10. At 0600 on Monday 7th, "ARUNTA" proceeded from KURE bound DREGER by direct route passing west of the ADMIRALTY ISLANDS, speed of advance 13½ knots.

The following passengers had been embarked prior to sailing:-

Mr. J.W. Mc MINN Warrant Engineer - HOBART to CONDAMINE
Mr. C.H. STEWART Warrant Electrician (R) - HOBART to WATSON
Two R.N. and five R.A.N. ratings; and Staff Sergeants CUTHBERT and NEALE (proceeding H.Q. BCOF JAPAN to 3rd Military District, VICTORIA).

11. At 1600 BUNGO CHANNEL was cleared and course 160½° was shaped to pass east of PAIS ISLAND west of WOLEAI ISLAND and west of ADMIRALTY ISLANDS.

12. Position at 1200 Tuesday 8th:- 28° 30' N
134° 13' E

Course 160½ speed 14knots.

Wind fresh from South-east; moderate head sea and swell.

13. Position at 1200 Wednesday 9th:- 23° 06' N
136° 18' E

Course 160½ speed 14 knots

At 1230, a JAPANESE vessel was sighted, closed and investigated. It proved to be the MUSKINGUM, SCAJAP No. V208 steering 005° at 10 knots. The vessel was ordered to continue her voyage and her position course and speed were reported to COMNAVJAP and Flag Officer Force "T". During the afternoon, the drill "prepare to tow forward" was exercised.

14. Position at 1200 Thursday 10th:- 17° 31' N
138° 26' E

Course 160½ speed 14. Weather fine with moderate easterly winds and some passing showers. During the afternoon, the drill "prepare to tow aft" was exercised. At 2330 (-9) clocks were advanced one hour to zone -10 time.

15. Position at 1200 Friday 11th:- 12° 24' N
140° 17' E

Course 160½ speed 14knots; experiencing typical wind and weather of the south-east monsoon. At 1830 in position 10° 58' N 140° 45' E identities were exchanged with H.M.A.S. "QUICKMATCH" bound KURE.

16. Position at 1200 Saturday 12th:- 7° 26' N
142° 26' E

Course 150 speed 14knots, south east monsoon weather. During the preceding 24 hours, the Equatorial Current had been experienced giving a westerly set of about one and a half knots.

During the afternoon EURAPIRIK ISLAND (CAROLINE GROUP) was sighted to eastward.

17. Position at 1200 Sunday 13th :- 2° 14' N
144° 02' E

Course 165° speed 13½ knots, the wind and weather conditions of the Doldrums (calm or variable winds and heavy passing rain squalls) being experienced. The influence of the Counter Equatorial Current was not felt possibly because its effect was masked by a surface drift set up by the wind which had been, for the most part, easterly. As the NINIGO GROUP and HERMIT ISLANDS were approached a westerly set of one knot was experienced.

The equator was crossed at 2300 in longitude 144° 35' E and "ARUNTA" became detached from the operational control of C-in-C British Pacific Fleet and "reported for duty" to the Flag Officer Commanding H.M.A. Squadron.

18. From 0200 Monday 14th when negotiating the NINIGO and HERMIT ISLAND GROUPS until 1400 when clear south west of the ADMIRALTY ISLANDS

- 2 -

an A/S pendulum sweep 20° either side of ahead was maintained and the echo sounder was run continuously. A crow's nest lookout was kept throughout the day.

Position at 1200 :- 2° 41' S
145° 46' E

Course 147° speed 14 knots making for VITIAZ STRAIT.

Tuesday 15th - Arrival and departure DREGER.

19. After passing through VITIAZ STRAIT during the night, the ship arrived at DREGER at 0900 and secured to No.11 wharf. At 1400, after watering, embarking 397 tons fuel, freight and three R.A.N. officers and fifteen rating passengers, the ship sailed for SYDNEY routed via JOMARD PASSAGE and thence direct to destination.

20. At 1900 identities were exchanged with H.M.A.S. "SHOALHAVEN" proceeding from RABAU to DREGER.

Wednesday 16th - Sunday 20th - Passage to SYDNEY.

21. During the early morning of Wednesday 16th, KIRIWINA ISLAND was rounded and during the day courses were shaped for JOMARD PASSAGE at 14 knots.

Position at 1200 :- 9° 28' S
151° 32' E

At 1945 JOMARD PASSAGE was cleared and courses 180° (till midnight) then 168° were shaped to cross the CORAL SEA and pass between FREDERICK and SAUMAREZ reefs.

22. Position at 1200 Thursday 17th :- 14° 59' S
142° 51' E
Course 168° speed 14 knots crossing the CORAL SEA.

23. Position at 1200 Friday 18th :- 20° 26' S
153° 55' E
Course 168° speed 13 knots. During the afternoon watch the ship passed mid between FREDERICK and SAUMAREZ reefs and course was then shaped to make a landfall at SANDY CAPE (GREAT SANDY ISLAND). The weather experienced in crossing the CORAL SEA was typical of that which obtains during the period of the south east trade winds. As more southerly latitudes were reached however, the effect of the deep depression passing over the southern part of the AUSTRALIAN continent began to be felt and during the night Friday 18th - Saturday 19th, speed had to be reduced to 11½ knots to prevent "pounding".

24. Position at 1200 Saturday 19th was 25° 21' S 153° 38' E with the ship coasting southward after making a landfall at SANDY CAPE. Strong southerly wind with a heavy head swell and rough head seas continued to be experienced.

The following ships were spoken :-

S.S. "River Murrumbidgee"	S.S. "Thermistocles"
S.S. "Empire Athelstan"	
S.S. "Mildura"	
S.S. "Yunnan"	
S.S. "Saimtky"	

25. Position at 1200 Sunday 20th was 30° 31' S 153° 38' E with only a light south easterly wind but a moderately heavy swell from the south east still running. At about 1300 when approaching SMOKY CAPE, the Medical Officer reported that he had a rating case of acute appendicitis requiring urgent operative treatment. Under the circumstances of the movement of the ship in a moderate to heavy swell at sea and the proximity to SYDNEY, it was decided best for the patient (an Ordinary Seaman) that he be landed for operation.

Accordingly speed was increased to 23 knots and FOIC(S), FOC and FOGAS (Admin), Captain D.10 and PENGUIN were advised by priority signal that the ship would arrive SYDNEY at 2300. This schedule was made SOUTH HEAD (PORT JACKSON) being passed at 2300. The patient was immediately evacuated ashore where an ambulance was waiting and the necessary operation was performed at Naval Wing about half an hour late

Monday 21st - Wednesday 30th - At SYDNEY

26. During the early forenoon of Monday 21st, Health and Customs clearances were granted.

27. On Tuesday 22nd the ship was moved by Dockyard tugs to a berth alongside "SHROPSHIRE" at Oil wharf (JAPANESE ISLANDS).

HEALTH OF SHIP'S COMPANY.

28. The Health of the Ship's Company for April has been only moderately good. The epidemic of upper respiratory tract infections has continued and is still giving a few cases. Some cases of prickly heat and sunburn occurred on passage through the tropics but none really severe. Venereal disease was at a minimum.

WELFARE AND MORALE.

29. The morale of the Ship's Company continues to be high; the completion of service in JAPAN and the ship's return to AUSTRALIA are circumstances which are reflected in the general state of happiness and contentment on board.

CONDUCT.

30. The conduct of the Ship's Company has been satisfactory.

CONDITIONS ONBOARD.

31. Conditions onboard during the month have been normal. Passage through the tropics after wintering in JAPAN provided oppressive conditions of heat to which the Ship's Company had become unaccustomed but except for this very short period, conditions on board have mild and pleasant.

CONDITION OF SHIP.

32. The state of Main and Auxiliary machinery continues to be generally satisfactory. All major defects are being taken in hand by Dockyard during the current refit availability.

APPENDIX.

STEERING SUMMARY

APRIL, 1947.

(a) Distance steamed during the month	4,303 miles
(b) Hours underway during the month	356 hours.
(c) Average distance per ton of fuel	6.7 miles
(d) Total distance steamed since commissioning	230,087 miles (30th March, 1942)
(e) Total hours underway since commissioning.	15,568 hours

B.C.O.F. GIFT SHOPS - JAPAN.

33. Access to the BCOF Gift Shops in JAPAN has so far been denied to the naval element of the British Occupation Force viz. Force "T". Shortly before "ARUNTA" left JAPAN, Flag Officer Force "T" (Rear-Admiral WOODHOUSE) informed me that he had again taken up the matter with C in C BCOF and that he had cited the case of "ARUNTA" (which had spent longer in Japanese waters than any other H.M. or H.M.A. ship), to convince the General of the length of time some ships spent in occupation service. On Friday 4th April (Good Friday) with the ship at KURE and intending to sail for AUSTRALIA on Monday 7th, a letter was received addressed to all ships Force "T" from the Flag Officer Commanding. This letter advised that though the BCOF Gift Shops continued to be closed to personnel of Force "T", an allocation of gifts, souvenirs etc to be shared by the force, had been made.

The letter went on to explain that individual allocations to ships had been decided on a complement basis; that the allocations could be drawn through NAAFI at KURE for sale on board for Australian currency or Hong Kong dollars.

Immediate steps were taken to secure the allocation to "ARUNTA" and in spite of the Easter week-end, NAAFI and W.V.S. assistants prepared it in bulk. When this preparation was completed a.m. Sunday 6th it was found that the bulk allocation would cost something over \$1,500 which would have to be paid cash on delivery. The sum of \$1,500 was obviously beyond the immediate means of a destroyer's reduced complement and whilst, if the ship had been remaining several more months in JAPAN, the money would have been raised somehow and collected from sales onboard during those months, the proposition was un sound in the face of the circumstances of returning to AUSTRALIA for leave. Accordingly the NAAFI superintendent at KURE was asked if the list of contents of the bulk allocation together with a price list could be provided so that individual requirements could be ascertained onboard and only these articles be purchased. It was advised that such an arrangement was impractical and that no alternative was offered to taking all or nothing.

With some regret therefore, "ARUNTA" whose two turns in JAPAN had given her a record of longer service in Japanese waters than any other H.M. or H.M.A. Ship, surrendered claim to the only allocation of gifts souvenirs etc., from official purchasing sources which had so far been granted to the British Naval component of the occupation forces.

CAPTAIN (D)

9 - MAY 1947

10TH DESTROYER FLOTILLA

B. Horton

LIEUTENANT, R.A.N.
FOR COMMANDING OFFICER, A.O.L.

The Commanding Officer, H.M.A.S. "ARUNTA" (At SASEBO)

1st April, 1947.

R.P.3/47

The Flag Officer Commanding H.M.A. Squadron. Through Captain D10. Three Copies: Flag Officer, Force "T".

REPORT OF PROCEEDINGS - MARCH 1947
ALL TIMES ZONE - 9

Submitted in accordance with Commonwealth Navy Order No.266/46.

Saturday 1st - Sunday 16th - At KURE

During this period with the ship alongside at No.1 berth receiving shore lighting and electric power, the cleaning of all (3) boilers was completed.

2. On Tuesday 11th, acting on despatch instructions from Flag Officer Force "T", no leave was granted. From 0001 on Wednesday 12th the rate of exchange for yen against the \$1 (Australian) was increased from 48 to 160. Normal leave was granted on and after Wednesday 12th.

3. On Wednesday 12th, H.M.S. "GAMBIA" wearing the flag of Flag Officer Force "T", sailed from KURE proceeding to YOKOHAMA.

4. On 15th March, having completed boiler cleaning, "ARUNTA" reverted to normal notice for steam and readiness for sea.

Monday 17th - Departure from KURE

5. At 0630 "ARUNTA" sailed from KURE proceeding to SASEBO. During the forenoon, General Quarters including breakdowns and change over of steering positions were exercised.

Tuesday 18th - Thursday 20th - At SASEBO

6. At 1500 on Tuesday 18th, "ARUNTA" arrived SASEBO and reported for duty to CTU 96.5.22 (Comdesron 3 - Captain Larsen U.S.N. - in U.S.S. "SHELTON"). After fuelling from R.F.A. "WAR BHARATA", ship was secured to No.17 buoy. U.S. and H.M. ships in company: U.S.S. "SHELTON" (DD), U.S.S. "HOLLISTER" (DD) and H.M.S. "WIDEMOUTH BAY" (PF).

7. No normal shore leave could be given owing to an epidemic of scarlet fever amongst the US military personnel ashore. The U.S. destroyers had re-opened a "Fleet Club" on the foreshore abreast the trot of mooring buoys and "ARUNTA" and "WIDEMOUTH BAY" were each invited to send fifteen ratings to the 1800-2100 beer session each night. As the "Club" was an isolated building about two miles from the town and barracks area, leave was granted to these parties which apparently were very cheery and friendly.

8. U.S.S. "GENDREAU" (DE) arrived SASEBO on Wednesday 19th and joined the Kyushu Patrol Unit.

Friday 21st - Sunday 23rd - Arrival and stay at NAGASAKI

9. At 0900 "WIDEMOUTH BAY" sailed from SASEBO proceeding to HONG KONG.

10. At 1115 "ARUNTA" sailed from SASEBO and at 1500 arrived NAGASAKI securing alongside DEJIMA wharf. A Japanese pilot was

embarked off the harbour entrance; he indicated the berth assigned to the ship and gave useful advise about the tidal sets, which were quite strong, in the harbour.

11. At the request of the C.O. of the U.S. Military Government Team at NAGASAKI, a ship's officer had been sent from SASEBO to NAGASAKI the day before the arrival of the ship in order to discuss detail of the visit. The arrangements made included:-

- (a) pilot to meet the ship,
- (b) berth alongside and berthing party to secure the ship,
- (c) provision of fresh water from mains on the wharf,
- (d) collection of trash daily,
- (e) invitation to 15 ratings to supper and evening at the Enlisted Men's Club each night.
- (f) the opening of the old British Consulate to form a Ship's Company "Club"; the supply (by purchase) of Jap beer to serve. A Jap orchestra and ten Jap "taxi" dancing partners were hired and dancing was indulged in at this "Club".
- (g) games of soft ball and volley ball,
- (h) on one afternoon a bus ran hourly sightseeing trips to the atomic bomb area and nearby places of interest,
- (i) leave daily to 2230; Chiefs and P.O.s 2300,
- (j) landing of a patrol 1 P.O. and 4 men each evening.

12. The Colonel Commanding the Military Government Team (Colonel DELMORE, U.S.Army) was absent from NAGASAKI until late on Saturday 22nd so that official calls were not exchanged. On Sunday 24th, I entertained the Colonel and his wife with his Executive Officer (Captain ARNOLD U.S.Army) and his wife, to lunch onboard. The Wardroom Officers issued a general invitation to all the officers of the Military Government Team and their wives for the evening of the day the ship arrived and entertained them onboard. Captain and Mrs. Arnold entertained myself and three Wardroom Officers to dinner at their house on Saturday 22nd.

13. On Saturday 22nd, accompanied by a Japanese interpreter supplied (on request) by the Military Government Team, officers from "ARUNTA" inspected two CSAJAP L.S.T.s (Nos. Q074 and Q053). Reports of these inspections have been forwarded to Flag Officer Forec "T" only, under separate cover.

Monday 24th - Wednesday 26th - KYUSHU PATROL

14. At 0900 Monday 24th with a tug to assist in leaving the DEJIMA wharf and a Jap pilot onboard, "ARUNTA" sailed from NAGASAKI to carry out KYUSHU PATROL.

After clearing the harbour approaches, all watchkeeping officers were exercised in handling the ship, after which the ship proceeded on KYUSHU - TSUSHIMA patrol, following the general patrol track. During the afternoon the weather deteriorated and a heavy swell with wind of moderate gale force was experienced.

15. On Tuesday 25th, a heavy swell continued with a strong westerly wind. When west of GOTO ISLANDS, two fishing craft were detected by radar, closed and examined at close quarters. They proved to be registered fishing craft numbers 216 and 184 with bare crews onboard, running for shelter.

During the night, with the weather moderating, the SHIMONOSEKITSUSHIMA area was searched but no interceptions were made.

16. On Wednesday 26th, the ship patrolled in fine weather from IKI Id. (TSUSHIMA) area, to the southward, passing west and south of GOTO ISLANDS. SCAJAP "KOGANE MARU" (K087) was intercepted and spoken at 1000 when south west of IKI ISLAND but as the vessel had only just left SASEBO she was not boarded.

During the forenoon, General Quarters and change over steering positions were exercised.

The night was spent patrolling between GOTO ISLANDS and KOSHIKI BETTO but no interceptions were made.

Thursday 27th - Monday 31st at SASEBO.

17. At 0800 Thursday 27th, "ARUNTA's" patrol ended with ready duty status being taken over by U.S.S. "SHELTON". At 0900 the ship entered SASEBO and secured to No.18 buoy with Captain D.8 in "COSSACK" in company until 1500 when "COSSACK" sailed for KURE.

18. During the afternoon the small Japanese tanker No. 7 NANRYU MARU which had arrived from KURE to serve ships based at SASEBO, secured alongside. After some hours of pumping practically no oil had been received and fuelling was interrupted whilst the tanker crew cleaned filters and adjusted valves. When fuelling was finally resumed, oil was received at the rate of 40 tons per hour, with 1½ tons of feed water being expended per hour of pumping in supplying steam to the tanker. The tanker urgently needs overhaul and maintenance and she is most unhygienic throughout. Not one of the crew speaks English so that it is extremely difficult to pass any orders to the vessel.

19. On Friday 28th, "ARUNTA" took over harbour ready duty status at 0800. H.M.S. "COMET" arrived from KURE at 1545 and at 1630 Comdesron 3 in U.S.S. "SHELTON" with U.S.S. "HOLLISTER" returned to harbour with U.S. Submarine "CAPITAINE" after three days of A/S training exercises.

20. At 0800 Sunday 30th, "ARUNTA" was relieved of ready duty status by "HOLLISTER".

21. At 0800 Monday 31st, Comdesron 3 in "SHELTON" sailed with "HOLLISTER"(DD), "SALAMONIE"(AO), and "CAPITAINE"(SS) to carry out A/S and fuelling at sea exercises which would extend over three days. At 0815 H.M.S. "COMET" sailed to carry out KYUSHU - TSUSHIMA patrol.

22. The week-end had been made pleasant for the ships' companies of "ARUNTA" and "COMET" by the hospitality of the U.S. ships. On both Saturday and Sunday afternoons and evenings the "liberty scetion" of our ships were guests of the U.S. liberty parties. Various games were played during the afternoon and a sing-song and movies in the "fleet club" followed after dark. Beer and soft drinks were available throughout the afternoon and evening. To return this hospitality in some measure, "ARUNTA's" Wardroom Officers were "At Home" to the U.S. Officers of ships present on Saturday and Sunday forenoons; the Commanding Officer entertained to dinner the Commander Desron 3 and all Commanding Officers; the Ship's Company entertained onboard a number of their individual U.S. friends.

23. "ARUNTA's" association with Comdesron 3 and the officers and men of U.S.S. "SHELTON" and "HOLLISTER" began when joint exercises off TOKYO BAY were carried out with (U.S.) Task Group 96.5 early in February. Whilst the ships have been based together at SASEBO during this month, strong friendships have been developed between Officers and Ship's Companies resulting in very pleasant personal associations. When the U.S. ships sailed from SASEBO on Monday 31st March the sentiment of the signal received from them "....we will long remember our pleasant association with "ARUNTA"...." was heartily reciprocated by all in "ARUNTA".

HEALTH OF THE SHIP'S COMPANY.

24. The health of the Ship's Company during this last month has not been as good as the previous months spent in Japanese waters. Infections of the upper respiratory tract have become very numerous, a state approaching an epidemic of tonsillitis and pharyngitis having occurred.

There has been a fall in the number of minor injuries ever though the amount of sport played was approximately the same.

The incidence of venereal disease remains fairly low but has risen a little compared with last month.

WELFARE AND MORALE.

25. The morale of the Ship's Company continues to be high. General cheerfulness onboard has been increased by:-

(a) the opportunity provided for sport and recreation whilst boiler cleaning at KURE

(b) the pleasant association with U.S.S. "SHELTON" and "HOLLISTER" whilst based at SASEBO.

and, of course (c) the approaching end to the ship's period of service in JAPAN.

26. Favourable comment from Comdesron 3 and the Ship's Companies of "SHELTON" and "HOLLISTER" regarding the smart appearance of the ship and her cleanliness onboard, has added to the feeling of ship pride possessed by "ARUNTA's" Ship's Company.

CONDUCT.

27. The conduct of the Ship's Company has been satisfactory.

CONDITIONS ONBOARD.

28. During the month conditions onboard have been favourable. Though some days have been cold with bitter winds, generally milder temperatures have been experienced.

During boiler cleaning, the employment daily of a Japanese upper deck working party made it possible to keep up the cleanliness of the ship.

CONDITION OF SHIP

29. The state of main and auxiliary machinery continues to be generally satisfactory. There are a number of minor and major defects which have been included in the Main Defect List for the forthcoming refit due to commence at the end of April.

APPENDIX

(a) Distance steamed during the month	1205 miles
(b) Hours under way during the month	108 56/60 hours
(c) Average distance per ton of fuel	5.79 miles
(d) Total distance steamed since commissioning	225,184 miles (30th March, 1942)
(e) Total hours under way since commissioning	15,212 hours.

CAPTAIN (D)
 1 - MAY 1947
 10TH DESTROYER FLOTILLA

(Sgd.) G. G. O. GATACRE

COMMANDER, R.A.N.
COMMANDING OFFICER

1140/45

ENCLOSURE No. 3. To A.F. 353/1140/38.

The Commanding Officer, H.M.A.S. "ARUNTA" (At Kure)

1st March, 1947.

R.P. 2/47.

The Rear-Admiral Commanding H.M.A. Squadron through Capt. D 10.
(Copy : Senior Officer Force "T")

REPORT OF PROCEEDINGS - FEBRUARY 1947.
ALL TIMES ZONE -9.

Submitted in accordance with Commonwealth Navy Order 266/46.

Saturday 1st February - Arrived YOKOHAMA.

At 0800 "ARUNTA" and "WARRAMUNGA" in company arrived at YOKOHAMA and after fuelling from "WAR BHARATA", secured together at No. 8 buoy.

Monday 2nd February - At YOKOHAMA.

2. At 1330 "COCKADE" arrived YOKOHAMA after performing a "Ready-duty mission", and after fuelling from "WAR BHARATA", secured to No. 9 buoy.

Monday 3rd February - At YOKOHAMA

3. At 0815 Commanding Officers "ARUNTA", "WARRAMUNGA" and "COCKADE", together with their Communication Officers and senior V/S ratings embarked in a U.S.N. command boat and proceeded in it to U.S.S. "FALL RIVER" (flagship of Rear-Admiral Bledsoe - CTG 96.5) at YOKOSUKA. On board the flagship a conference was held in the Warroom to discuss the joint exercises which were to be carried out the next day.

Following a general outline of the intended exercises given by the Operations Officer, the destroyer C.O.'s discussed with COMDESRON 3 (Captain Larsen, U.S.N.) the U.S. destroyer type procedures whilst Communication Officers and V/S ratings attended a demonstration of flag drill when the principal manoeuvring signals and procedures in the U.S. General Signal Book were explained. Officers and ratings from "ARUNTA", "WARRAMUNGA" and "COCKADE" were returned to YOKOHAMA by boat at about 1130.

Tuesday 4th February - At sea for exercises.

4. At 0745 "ARUNTA" (Senior Officer), "WARRAMUNGA" and "COCKADE" proceeded in company from YOKOHAMA, and at 0830 when off YOKOSUKA joined U.S.S. "KYES" (COMDESRON 3) and "SHELTON". The five destroyers then formed as a unit under Comdesron 3 and spent the forenoon carrying out type tactical manoeuvres. These were successfully completed and Comdesron 3 passed by T.B.S. "we all need some more practice but it obvious we can play in the same team".

5. Following the type tactical manoeuvres, the five line destroyers joined "FALL RIVER" and "SHROPSHIRE" forming a bent (A/S) screen on the cruisers. The joint force was then manoeuvred by CTG 96.5 as O.T.C. whilst several very well executed dummy air attacks were made on the force by about 40 U.S. Army planes - chiefly INVADERS, an attack bomber type.

6. On completion of the dummy air attacks, destroyers and cruisers opened out and a day destroyer attack was carried out. For this attack Comdesron 3 split the destroyer force into two sections - "KYES", "SHELTON",

and "ARUNTA" (S.O.) "WARRAMUNGA", "COCKADE".

The destroyer attack was made abortive by CTG 96.5's manoeuvres after contact, which had the effect of keeping the destroyer sections abaft the beam of the cruisers.

7. CTG 96.5 then ordered forces to open out for the next exercise which was a night attack. In this exercise the destroyer force attacked in sections as in the day attack, CTG 96.5 manoeuvring the cruisers to prevent a co-ordinated attack by the sections. Starshell were fired by both sides.

8. On completion of the night attack exercise, destroyers again formed a bent-line (A/3) screen on the cruisers and the force cruised in this formation during the night.

Wednesday 5th February - Return to YOKOHAMA

9. When close south east of TOKYO BAY, CTG 96.5 dispersed the joint force which had formed for exercises. Upon orders from Commanding Officer "SHROPSHIRE", "ARUNTA" took charge of "WARRAMUNGA" and the two ships proceeded in company to YOKOHAMA arriving at 1015.

After topping off with fuel from "WAR BHARATA", "WARRAMUNGA" proceeded to TOKYO whilst "ARUNTA" secured to No.8 buoy and assumed Ready-Duty status.

Thursday 6th February - Tuesday 11th February - At TOKYO

10. At 0800 "ARUNTA" reverted from Ready Duty status and at 0930 proceeded from YOKOHAMA, arriving TOKYO at 1100 and berthing on "WARRAMUNGA" at "C" berth TAKESHIBA DOCK. "COSSACK" (Captain D 8) was berthed at "B" berth.

11. The period spent at TOKYO was favoured by mild weather with fine sunny days and the visit was enjoyed by the Ship's Company.

Wednesday 12th February - At YOKOHAMA

12. At 0800 "ARUNTA" assumed Ready Duty status.

13. At 0830 "COSSACK" (Captain D 8) departed TOKYO for YOKOHAMA and at 1000 "ARUNTA" sailed for the same destination.

At YOKOHAMA, after fuelling from "WAR BHARATA", "COSSACK" secured to No.8 buoy and "ARUNTA" to No.9 buoy.

"SHROPSHIRE" was in company, at No.25 buoy.

Thursday 13th February - At YOKOHAMA

14. "ARUNTA" continued at "Ready Duty" status.

15. During the forenoon "GAMBIA" flying the flag of Rear Admiral C.H.L. WOODHOUSE C.B. (C.S.5) arrived YOKOHAMA and the Admiral assumed the title and duties of Senior Officer, Force "T".

At 1130 I waited upon the Admiral onboard his flagship.

16. At 1530 "COSSACK" (Captain D 8) sailed for NAGOYA.

Friday 14th February - At YOKOHAMA/

17. "ARUNTA" continued at "Ready Duty" status.

18. During the dog watches and evening, the heaviest fall of snow yet experienced by "ARUNTA" was recorded. Snow lay about six inches thick everywhere.

19. At 2240 when returning by boat from "SHROPSHIRE" at No.25 buoy, I saw a vessel anchored between the breakwaters, on fire. Going alongside the vessel, I found her to be No. 8 RYUYEI MARU, a Japanese Tanker filled with about 1000 tons of black oil. The after part of the of the ship, which included the upper deck superstructure, (bridge and crew quarters) and the Engine room, was fiercely ablaze. The JAPANESE crew of Captain and about 10 men was in a screaming panic and making ludicrous efforts to put out the blaze by snowballing it. The Captain who spoke a certain

amount of English, advised me that the firemain pump was in the Engineer room which was well on fire and couldn't be reached and he had no portable fire fighting equipment. These statements were obviously true and as the deck was becoming untenable owing to heat, I evacuated the entire crew from the ship and proceeded to the Harbour Master's landing. There I found the two U.S. fire floats just about to set off so I advised the Coxswains of the state of affairs on the burning ship and offered them the Jap crew but these men they declined to have. So landing there, I found the Harbourmaster in his office (at the landing) and advised him of all that had happened. He accepted the crew, thanked me for my actions and gave as his opinion that the burning ship would be a complete loss. I asked if there was any assistance he would like from H.M. Ships present and he replied in the negative.

Saturday 15th February - At YOKOHAMA

20. "ARUNTA" continued at "Ready Duty" status.

21. It was noted in "ARUNTA" that by about 0230, the U.S. fire floats (assisted I learned later by a firefighting party from "GAMBIA") had the fire in No.8 RYUYEI MARU under control but smoke continued to issue from the vessel throughout the night. In the forenoon I visited the ship and found her deserted, settled by the stern and the entire after part abaft the fuel tanks bulkhead completely gutted. It would seem likely that the ship lying anchored and head to a fresh wind contributed largely in keeping the fire aft.

22. At 1230 I accompanied Rear Admiral WOODHOUSE and Flag Lieutenant, Captain BAKER-CRESWELL, D.S.O. R.N. ("GAMBIA") and Captain BUCHANAN, D.S.O., R.A.N. ("SHROPSHIRE"), to luncheon with General and Mrs. EICHELBERGER, Commanding General 8th (U.S.) Army.

23. At 1600 "SHROPSHIRE" sailed for HONG-KONG, MANILA, and AUSTRALIA.

Sunday 16th February - YOKOHAMA to KOBE

24. At 0800 "ARUNTA" was relieved of "Ready Duty" status by U.S.S. "HOLLISTER".

25. At 0900 the ship sailed from YOKOHAMA proceeding to KOBE.

Monday 17th February, - Thursday 20th February - At KOBE

26. At 1130 Monday 17th February, the ship arrived at KOBE having approached through KII SUIDO and followed the swept channel skirting the western shore of OSAKA WAN. Although S.O.(T), by signal on 11th February, had advised interested U.S. and British Authorities in JAPAN of "ARUNTA's" programme, it was found on arrival at KOBE that advice on visit had not reached the local authorities and the ship was not expected. Not until after entering the harbour was contact made with the Harbour-Master on 2716 KC/S although he had been called on this circuit for two hours. (Visual calls were not answered). The Harbour-Master and a local JAPANESE pilot then boarded the ship and berth alongside HYOGA or alternatively at No.7 buoy, was offered. The latter berth was chosen because of it being so much closer to the town and main activities. The wharves at KOBE were all clear but a berth alongside at one of these could not be offered because with the warehouses full of pilferable goods (sugar, etc.), the port authorities will only allow alongside, ships which have to discharge cargo to the particular wharves.

27. A courtesy call was made on the General Commanding (Brigadier General Robert W. CRICLOW) and the call was repaid onboard by the General himself. Accompanied by my Executive Officer, I lunched with the General on Tuesday 18th. Calls were exchanged with Lieutenant-Colonel LORD, Commanding B.C.O.F. KOBE Sub-Area and Lieutenant GODSOE, U.S.N., Navy Liaison Officer.

28. The following assistance and facilities were afforded throughout the visit:-

- (a) Landing craft operating under the Harbour Master, ran the liberty boat routine.

- (b) The American Red Cross Centre in KOBE was open to libertymen. This Centre contained a large reading and rest room, gift shop (yen currency) and a cafe at which coffee and biscuits were served free of charge.
- (c) A party of 45 under an officer was landed daily to visit KYOTO. The party entrained at SANNONIYO station at 0730 in a special carriage, reached KYOTO at about 1000 and was met by two buses each with a JAPANESE guide. Sightseeing was indulged in until 1200 when the party had lunch at the American Red Cross Centre. Lunch consisted of tinned salmon, bread and butter etc. taken from the ship and served by the A.R.C. staff, supplemented by coffee and biscuits provided by the Centre. Between 1300 and 1400, sightseeing was continued. The party re-entrained at KYOTO at 1620, the time between 1400 and 1620 being left for shopping and for having afternoon tea at the B.C.O.F. Cafe. These visits to KYOTO were greatly enjoyed.
- (d) A sedan car and driver was provided to take an officers' sightseeing party to KYOTO. The drive occupied about 1½ hours each way and the drive and visit made an enjoyable day. The arrangements made from KOBE included entre'e to the U.S. controlled, rather luxurious, MIYAKA HOTEL where a good lunch was enjoyed (¥ 0.25 per person).
- (e) Offal lighter and water boat called alongside daily.
- (f) Leave was granted daily to 2230; Chief and P.O.'s 2300.

29. A patrol of a Petty Officer and four hands was landed at 1630 daily and re-embarked in the last liberty boat. The patrol worked with the duty team of M.P.'s and covered chiefly the dance halls of which, out of a large number, only five are within limits. At these places, a beer-dance ticket entitling the purchaser to a bottle of beer and about 10 dances (tear off strips on the ticket) cost 30 yen (12/6 Australian).

30. An energetic drive had been underway for some time in KOBE to stamp out black marketing and violation of the off-limit rules, either of these offences being treated very seriously. The drive apparently had involved the M.P. teams in several fracas, particularly with coloured troops, and it was mooted that "ARUNTA's" patrols should land armed. However such a suggestion was resisted by me for obvious reasons and it was arranged with the Provost that patrols would carry batons only. A B.I. Steamship steamer in the harbour was reported unable to sail because of the number of her crew which were held in the "STOCKADE" on black marketing charges.

Friday 21st February - KOBE to KURE

31. No untoward incident of any sort in the conduct of "ARUNTA's" libertymen occurred during our stay at KOBE and when I called on General CRICHLow before sailing to thank him for the hospitality the ship had enjoyed, he was pleased to make favourable comment on this fact.

32. At 1130 "ARUNTA" sailed from KOBE proceeding to KURE by searched channel through OSAKA WAN and thence by KII SUIDO and BUNGO SUIDO.

Saturday 22nd February - Friday 28th February - At KURE

33. At 1400 Saturday, 22nd February, ship arrived KURE and after berthing alongside in No. I berth, reverted to 8 hours notice for steam for boiler cleaning.

34. H.M. Ships found in harbour on arrival were "GAMBIA" (flying the flag of C.S.5.) and "COSSACK" (D 8).

35. On Monday 24th February, with the prior approval of Flag Officer, Force (T) and Captain D 8, and with the ship at extended notice boiler cleaning till 15th March, the Commanding Officer entered 130 A.G.H. for a slight surgical operation made necessary by a games accident. Period of hospitalization is expected to be about 10 days.

36. At 1700, Tuesday 25th February, H.M.S. "BELFAST" (flying the flag of C. in C. British Pacific Fleet), H.M.S. "COMET" and H.M.S. "ALERT" arrived at KURE.

37. On Wednesday 26th February, it was requested, and approved by the Senior Officer Force "T" to extend notice for steam to 24 hours.

ENCLOSURE.

38. Included as an enclosure to this Report Of Proceedings is a copy of a letter from Commander, Naval Forces, JAPAN, forwarding a letter addressed to him by the Commanding General, Eighth Army. The subject of this correspondence is the "Ready-duty" mission undertaken by "ARUNTA" last month in intercepting (US) SS. "MARINE FALCON" at sea and placing onboard her, doctors and the husband of a critically ill "dependent" passenger.

HEALTH OF SHIP'S COMPANY.

39. During this month the health of the Ship's Company has been fairly good despite severe weather during the first half of the period. The usual upper respiratory tract infections common to the country have continued and skin infections have been quite common. The venereal disease rate is low although higher than in previous months.

WELFARE AND MORALE

40. The morale of the Ship's Company continues to be high and ship's pride is generally evinced. Visits to TOKYO and KOBE have allowed the Ship's Company to see something more of JAPAN and have been enjoyed.

CONDUCT.

41. The conduct of the Ship's Company has been most satisfactory both onboard and ashore.

CONDITIONS ON BOARD.

42. The weather during the month has been generally colder than that experienced in December and January but the men are, partly at any rate, acclimatised to colder conditions than they have been accustomed, and have withstood it well.

CONDITION OF SHIP.

43. Main and Auxiliary Machinery. Although, according to the number of hours steamed, the boilers were not due for cleaning whilst in SYDNEY, there was a period when two boilers were at "W", whilst certain boiler mountings were under repair. Since more than 50% of the Engine Room ratings were on leave and a large amount of work had been allocated to the Ship's Staff by the Dockyard it was not possible to undertake this work in SYDNEY with no other assistance available.

Furthermore it is not possible to clean boilers one at a time, even in harbour, whilst steaming under auxiliary conditions on account of leaking main steam bulkhead valves and stop valves. Even with two Diesel Generators available great discomfort, due to lack of heating power, has to be endured in this climate if an attempt is made to run these machines in order to shut down the steam plant. This was attempted whilst at KURE last month and one diesel generator failed, due to two pistons seizing.

Indications of oil in No's 1&2 boilers necessitated a request to be made for a boiler cleaning period. It was decided to clean all three boilers concurrently and in addition, make good defects to the defective diesel generator, many other "steam" defects and also carry out major repairs to the Starboard H.P. Manoeuvring valve. Accordingly it was requested to proceed to KURE and go alongside at HARIMA DOCKYARD where shore lighting and dockyard assistance was available.

A boiler cleaning period of three weeks has been granted by Senior Officer Force "T", commencing 23rd February, and all work is now well in hand. This period will prove invaluable to lifting the morale of the Stoker P.O.s in particular who have been watchkeeping continually

since leaving SYDNEY in November, and have steamed in two watches on two occasions to date.
A number of overdue machinery examinations are also being undertaken.

APPENDIX.

STEAMING SUMMARY

FEBRUARY 1947.

(a) Distance steamed during the month	1421 miles
(b) Hours underway during the month	93 $\frac{52}{60}$ hours
(c) Average distance per ton of fuel	6.2 miles
(d) Total distance steamed since commissioning	223,979 miles (30 March 1942)
(e) TotalHours under way since commissioning.	15,103 hours

~~1947~~ G. G. GATACRE
RVS O O O (PSS)

COMMANDER, R. A. N.
COMMANDING OFFICER.

COPY

HEADQUARTERS EIGHTH ARMY
United States Army

Office of the Commanding General

APO 343

SUBJECT: Emergency Trip, H.M.A.S. "ARUNTA".

TO : Commander Naval Forces, Far East
Fleet Post Office
San Francisco, California.

1. The splendid and prompt cooperation by your headquarters in connection with the recent dispatch of Lieutenant George Pinaud and a surgeon to the "MARINE FALCON", enroute to YOKOHAMA, 1000 miles at sea, is sincerely appreciated by this headquarters. This emergency trip was necessary due to the fatal illness of Mrs. George Pinaud, a dependent aboard the "Marine Falcon", enroute from the United States to Japan to join her husband.

2. It has been called to my attention that your headquarters caused H.M.A.S. "ARUNTA" to be under steam within a few hours following receipt, by this headquarters, of the original message.

3. My heartfelt thanks to your command, the Captain and crew of H.M.A.S. "ARUNTA" for this assistance.

R.L. EICHELBERGER
Lieutenant General USA.
Commanding.

COPY

File: CNJ /P15/ (11)

COMMANDER NAVAL ACTIVITIES JAPAN.
Tokyo, JAPAN

Serial (260)

5 FEB 1947

From: Commander Naval Activities Japan.
To : Commander G.G.O. GATACRE, D.S.C., R.A.N., Commanding
Officer, H.M.A.S. "ARUNTA".

Subject : Assistance Rendered by H.M.A.S. "ARUNTA" to U.S.A.T.
MARINE FALCON.

Enclosure: (A) Copy of ltr., of C.G., 8th Army dtd. 17th January,
1947 and addressed to Commander Naval Forces Far East
Command.

1. It gives me great pleasure to forward you enclosure (A) in which Lieutenant General Eichelberger personally notes the very timely assistance rendered to the MARINE FALCON by H.M.A.S. ARUNTA in a recent search and rescue operation.

2. The excellent seamanship displayed by you and the crew of H.M.A.S. ARUNTA was in keeping with highest navy traditions and I congratulate you all for a task "well done".

(Sgd.) R.M. GRIFFIN.

The Commanding Officer, H.M.A.S. "ARUNTA" (At KURE)

1st February, 1947.

R.P. 1/47

Rear-Admiral Commanding H.M.A. Squadron through Captain (D)
10th Destroyer Flotilla. Copy: Senior Officer Force "T".

REPORT OF PROCEEDINGS - JANUARY 1947.

TIMES : ZONE -9

Submitted in accordance with Commonwealth Navy Order 266/46.

Wednesday 1st January - At YOKOHAMA

At 1030 after R.F.A. tanker "WAR BHARATA" had arrived and secured to No. 6 buoy, "ARUNTA" proceeded alongside and embarked 350 tons fuel. After fuelling, the ship was secured to No. 7 buoy.

Thursday 2nd January - At YOKOHAMA

2. At 0800, "ARUNTA" assumed "Ready-duty" status, relieving U.S.S. "COLLETT", and came to two hours notice for steam and readiness for sea

3. No leave was granted because at two hours notice, leave could only be given to the White Ensign Club and that club had just been closed for twenty four hours to rest the staff.

Friday 3rd January - At YOKOHAMA

4. Ship continued at "ready-duty" status. Leave to White Ensign Club was granted from 1600 to 2200.

Saturday 4th January - At YOKOHAMA and at sea.

5. Ship continued at "ready-duty" status. Leave to White Ensign Club was granted from 1300 to 2200.

6. At 1815, an IMMEDIATE despatch was received from COMNAVJAP ordering "ARUNTA" to prepare to get underway immediately to intercept (US) S.S. "MARINE FALCON" enroute YOKOHAMA from SEATTLE with a seriously ill woman on board. The despatch advised that a US Army Medical Officer and the woman's husband would board "ARUNTA" and ordered that these persons be transferred to "MARINE FALCON" on meeting her. After this transfer had been effected, the despatch continued, the US Army Medical Officer would decide whether the patient should be evacuated to "ARUNTA" for passage to YOKOHAMA at best possible speed.

7. Shortly afterwards, Captain John Pickett U.S. Army Medical Corps and Lieutenant George Pinaud, U.S. Army Signal Corps (the husband of the sick woman) embarked. Further despatches were received giving the estimated position, course and speed of "MARINE FALCON" and details of her signal letters and radio watches kept.

8. At 1945, "ARUNTA" proceeded (with all libertymen returned onboard from the White Ensign Club) and when clear, set speed 28 knots. "MARINE FALCON" was raised by radio on 500 k/cs, advised of "ARUNTA's" mission and ordered to make best possible speed towards YOKOHAMA. It was estimated that interception would be effected at 1800 the next day (sunset 1602) some 560 miles to the eastward of YOKOHAMA. "MARINE FALCON" reported the condition of the patient showed very slight improvement, but was still critical.

Sunday 5th January - at sea east of JAPAN

9. During the day, speed of 28 knots towards "MARINE FALCON" was maintained with the weather deteriorating.

10. At 1730 contact was made with "MARINE FALCON" and at 1800 Captain Pickett, Lieutenant Pinaud and Surgeon Lieutenant Green, R.A.N.R. (Medical Officer "ARUNTA") were transferred to the ship in "ARUNTA"'S whaler. Both ships then proceeded towards YOKOHAMA in company and the decision of the three medical officers then aboard "MARINE FALCON" as to whether the patient was to be evacuated to "ARUNTA" for passage to YOKOHAMA at high speed, was awaited.

11. It was shortly reported that the patient was progressing favourably though seriously ill, and that it had been decided that the woman would not be evacuated to "ARUNTA". By this time the sea and swell had increased considerably and the lowering of a boat would have been hazardous. With this decision made, I regarded it as essential nevertheless to remain in company with "MARINE FALCON" in case the condition of the patient changed and also to act as communication link with COMNAVJAP and other interested authorities.

12. During the night a south-westerly gale was experienced and both ships had to reduce speed. For a period "MARINE FALCON" could only make 10 knots though on the whole she fared better than "ARUNTA".

Monday 6th January - At sea east of JAPAN.

13. The sea and swell were still quite considerable during the day, though conditions were moderating slowly. "MARINE FALCON" was able to make a knot or so better speed than "ARUNTA", and as it had been reported that the patient had been improving steadily and transfer to "ARUNTA" would definitely not be needed, "MARINE FALCON" drew ahead making her best speed towards YOKOHAMA.

Tuesday 7th January - Arrival YOKOHAMA.

14. Shortly after 0930 as "ARUNTA" was entering TOKYO WAN and "MARINE FALCON" was about to enter YOKOHAMA, advice was received that the patient had died suddenly at 0445. All onboard "ARUNTA" were depressed by this news as it brought an unhappy finale to a high speed dash which we hoped had saved a person's life. The return passage of the meeting of "MARINE FALCON" had been miserably uncomfortable.

15. In proceeding up TOKYO WAN, U.S.S. "CHICAGO" (flagship of CTG 96.5, Rear-Admiral Bledsoe) was passed and the following message was received from her by light:

ARUNTA (R) CTG 96.8 from CTG 96.5

"CONGRATULATIONS ON A GOOD JOB. WELL DONE."

16. At 1200 ship arrived at YOKOHAMA and after embarking 330 tons fuel from "WAR BHARATA" secured to No.8 buoy.

17. Captain H.J. Buchanan D.S.O., R.A.N. assumed the duties of Senior Officer Force "T".

Wednesday 8th January - At YOKOHAMA

18. Normal Harbour routine. Make and mend clothes.

Thursday 9th January - Departure from YOKOHAMA

19. At 0800 H.M.S. "CONSTANCE" arrived from KURE and after fuelling from "WAR BHARATA", she berthed alongside "ARUNTA" at No.8 buoy. The duties of SBNO(A) were turned over to the Commanding Officer.

20. At 1400 "ARUNTA" proceeded for KURE.

Friday 10th January - Enroute KURE.

21. During the forenoon General Quarters were exercised. Close range weapons firing at parachute targets and 4 inch firing at shell bursts, were carried out.

- 3 -

22. After securing from General Quarters, the ship was swung for adjustment of magnetic compasses.

Saturday 11th January - Arrival at KURE.

23. During the Middle Watch when in BUNGO SUIDO a very sharp weather front accompanied by high wind, rough seas and torrential rain was experienced. The barometer which had fallen 20 m.b. in 12 hours, rose steeply, 5 m.b. in half-an-hour, as the front passed.

24. At 1030 H.M.A.S. "ARUNTA" arrived KURE and secured to head and stern buoys in K7 berth. H.M. Ships in harbour on arrival were H.M.A.S. "SHROPSHIRE" (S.O. Force "T"), H.M.A.S. "WARRAMUNGA" and H.M.I.S. "GODAVARI".

25. During the afternoon provisions and stores were embarked from H.M.S. "COMMONWEALTH"

Sunday 12th January - Wednesday 29th January - At KURE.

26. Since the arrival of the ship in JAPANESE waters in mid-December, she had been either under way on passage or on patrol or else at short notice for steam and at Ready Duty status. Consequently general ship's maintenance and particularly maintenance and upkeep in the Engine Room Department, had suffered. This period of nearly three weeks spent at KURE provided therefore, the opportunity to overtake outstanding maintenance and upkeep and to progress with training.

With certain E.R. Department defects, assistance of the JAPANESE HARIMA ENGINEERING CO. was enlisted (through N.O.I.C. KURE) and very good service was received.

27. For the recreation of the Ship's Company games of football (League and Australian Rules), hockey and cricket were arranged. In addition sight-seeing trips to HIROSHIMA and the "ISLE OF SHRINES" were arranged and in addition, by invitation of Brigadier HOPKINS, parties of about 20 ratings spent a week-end with the 34th (Australian) Brigade.

28. On Saturday 18th January, I accompanied Captain H.J. Buchanan, D.S.O. R.A.N. (H.M.A.S. "SHROPSHIRE") in calling on the Head of the Military Government, COLONEL SNEIDER U.S. ARMY. On Wednesday 22nd January, I called on Capitaine de Corvette HUET, Commanding the French Ship LA DE'COUVERTE.

29. The following arrivals and departures of H.M. and H.M.A. ships were recorded whilst at KURE:-

14th January	-	H.M.I.S. "GODAVARI" sailed for local survey
16th January	-	H.M.A.S. "WARRAMUNGA" sailed for MITSUHAMA
18th January	-	H.M.A.S. "KANIMBLA" arrived from AUSTRALIA
20th January	-	H.M.I.S. "GODAVARI" returned-F.S. "LA DECOUVERTE" arrived from YOKOHAMA
22nd January	-	H.M.A.S. "SHROPSHIRE", S.O. Force "T", sailed for NAGASAKI
24th January	-	F.S. "LA DECOUVERTE" sailed for YOKOSUKA
26th January	-	H.M.A.S. "KANIMBLA" sailed for AUSTRALIA H.M.S. "BIGBURY BAY" arrived R.F.A. "WAVE KING" arrived
28th January	-	H.M.S. "BIGBURY BAY" sailed for HONG KONG with JAP War Criminals

30. On Sunday 26th January Captain SAYER, D.S.C. R.N. (Captain D.8) arrived NAGASAKI in H.M.S. "COSSACK" and took over the duties of S.O. Force (T).

31. Monday, 27th January, 1947, Australia Day, was made a general holiday throughout BCOF area. In "ARUNTA", hands were piped down at 1000.

Thursday 30th January - Departure from KURE for YOKOHAMA.

32. At 0645 "ARUNTA" sailed from KURE and at 2130 when about 80 miles eastward of the entrance to BUNGO SUIDO, joined "SHROPSHIRE" and "WARRAMUNGA", proceeding in company to TOKYO BAY.

Friday 31st January - En route YOKOHAMA.

33. After "ARUNTA" had transferred mails to "SHROPSHIRE" and "WARRAMUNGA" by flying fox, the following day exercises were carried out by the unit:-

- (a) Radar calibration
- (b) A.A. Rapid opening fire exercise for 4" and close range weapons.
- (c) Day star shell firing ("ARUNTA" only).
- (d) Radar tracking exercise combined with Range and Inclination Exercise and Radar Interrogation Test.
- (e) Open Fire exercise - (5 single gun salvos).
- (f) "ARUNTA" and "WARRAMUNGA" - OOW manoeuvres.
- (g) Night attack exercise in which starshell were fired.

34. On completion of the night attack exercise, "ARUNTA" and "WARRAMUNGA" were released by C.O. "SHROPSHIRE" and proceeded in company to YOKOHAMA.

HEALTH.

35. During January the health of the Ship's Company has been fairly good. There has however been an increase in U.R.T.I. of various types, a form of tracheitis being fairly common. It is gratifying that no cases of venereal disease have occurred, as the incidence ashore is fairly high, although dropping.

There has been a marked increase in minor injuries, mainly due to the introduction of organised sport for the first time since leaving SYDNEY.

WELFARE and MORALE

36. The morale of the Ship's Company continues to be high; general contentment prevails on board. During the period spent at KURE, clear of "READY DUTY" employment and favoured by good weather, sports, fixtures and sightseeing trips provided pleasant change for all hands.

CONDUCT

The conduct of the Ship's Company has been most satisfactory.

CONDITIONS ON BOARD.

38. Conditions onboard have been normal. The weather conditions experienced during the month were generally mild.

CONDITION OF SHIP

39. The period spent at KURE provided much needed opportunity to progress general maintenance and upkeep onboard.

40. Main and Auxiliary Machinery: All three boilers are now overdue for the 750 hour treatment but since the internal cleanliness of the boilers is known to be only fair, and there are a number of urgent minor defects requiring attention, a full boiler cleaning period is being requested. As one Diesel Generator is defective it is hoped to go alongside at KURE and thus have shore lighting for this period. Whilst boiler cleaning it is hoped to commence some very much overdue routine examinations of Main and Auxiliary Machinery which normally cannot be undertaken whilst the ship is at 4 hours notice.

APPENDIX

STEAMING SUMMARY

JANUARY, 1947.

- | | |
|--|---|
| (a) Distance steamed during the month | 2289 miles |
| (b) Hours under way during the month | 151 $\frac{44}{60}$ hours |
| (c) Average distance per ton of fuel | 4.76 miles |
| (d) Total distance steamed since commissioning | 222,558 miles ^{30 Mch} (27 April , 1942) |
| (e) Total hours underway since commissioning | 15009 hours |

(Sgd.) G. G. O. GATACRE

COMMANDER, R.A.N.
COMMANDING OFFICER

LOG OF RELEVANT SIGNAL MESSAGES

DTG	FROM	ADDRESSED	INFO	PRIORITY	SYSTEM	TEXT OF MESSAGE
040832 Z	COMNAVJAP	ARUNTA	-	IMMEDIATE	23 COMMON	PREPARE TO GET UNDERWAY IMMEDIATELY TO INTERCEPT S.S. "MARINE FALCON" WHO HAS SERIOUSLY ILL WOMAN ABOARD. ARMY MEDICAL OFFICER AND WOMAN'S HUSBAND WILL BOARD YOU AT YOKAHAMA TONIGHT. MARINE FALCON ENROUTE YOKOHAMA E.T.A. 090007 JAN. WILL ADVISE PRESENT COURSE AND POSITION OF VESSEL AS SOON AS AVAILABLE. DESIRE YOU INTERCEPT VESSEL PLACE PASSENGER AND MEDICAL OFFICER ABOARD WHO WILL DETERMINE WHETHER PATIENT SHOULD BE EVACUATED TO ARUNTA FOR RETURN TO YOKOHAMA AT <u>BEST POSSIBLE SPEED</u> . ACKNOWLEDGE.
TOR 1835 I	(U.S.) HARBOUR MASTER YOKOHAMA	ARUNTA	-	URGENT	HAND	MARINE FALCON CALL LETTERS A O F U POSITION 0409 30Z 34 R 32 N LAT 158 R 03 E. LONG. SPEED 13 POINT 5 COURSE 270
040925 Z	COMNAVJAP	CTG 96.2 CTG 96.5 COMDESRON 9 ARUNTA	-	-	6235 KC/s	INITIATE SEARCH AND RESCUE OPERATION IN ACCORDANCE MY OPERATION ORDER 1/46
040933 Z	COMNAVJAP	ARUNTA	-	IMMEDIATE	HAND	AS SOON AS CAPT JOHN PICKETT ARMY MEDICAL AND LT. GEORGE PERLAUD ARE ABOARD PROCEED IN ACCORDANCE MY 040832Z. COMMUNICATE SS MARINE FALCON CALL LETTER AOFU DIRECT ON 500 OR 8280 K/Cs. WILL KEEP YOU ADVISED OF VESSEL'S COURSE AND SPEED WHEN OBTAINED. VESSEL ON ROUTE YOKOHAMA FROM SEATTLE AND ASSUMED TO BE ON GREAT CIRCLE COURSE. KEEP ME ADVISED OF MISSION.
040950 Z	ARUNTA	COMNAVJAP	-	IMMEDIATE	6235 KC/s	YOUR 04083Z ACKNOWLEDGED. MEDICAL OFFICER AND WOMAN'S HUSBAND ONBOARD. HARBOUR MASTER YOKOHAMA ADVISES POSITION SHIP 040930Z WAS 3432N. 15803 E. COURSE 270 SPEED 13 POINT 5. REQUEST PERMISSION PROCEED WHEN READY AT 1945 ITEM
041035 Z	ARUNTA	BNR	-	-	5680 KC/s	INTEND TO PROCEED AT 1945 ITEM
041045 Z	ARUNTA	U.S. HARBOUR MASTER YOKOHAMA	-	-	LIGHT	AM LEAVING HARBOUR NOW

ENCLOSURE NO. I CONTINUED

DTG	FROM	ADDRESSED	INFO	PRIORITY	SYSTEM	TEXT OF THE MESSAGE
041052	COMNAVJAP	ARUNTA	---	IMMEDIATE	6235	YOUR 040950 RECEIVED. PROCEED AS DIRECTED
041059 Z	ARUNTA	CTG 96.5	CONDERRON 9	---	LIGHT	ARUNTA PROCEEDING. (Note: Make when passing YOKOSUKA)
041110 Z	ARUNTA	S.O. "T"	CONSTANCE NR YOKO. NOIC KURE	IMMEDIATE SO(T) & NR	5680	DEPARTED YOKOHAMA 1945 ITEM ON ORDERS FROM COMNAVJAP PROCEED HIGH SPEED EASTWARD MEET MARINE FALCON WITH WOMAN SERIOUSLY ILL. HAVE U.S. ARMY MEDICAL OFFICER AND HUSBAND OF SICK PERSON ON BOARD. EXPECT MAKE CONTACT ABOUT 1945 ITEM TOMORROW SUNDAY TRANSFER PATIENT AND RETURN HIGH SPEED YOKOHAMA. COMNAVJAP OF ORDER 1/46 HAS BEEN BROUGHT INTO FORCE.
041113 Z	CTG 96.5	SWERSON	ARUNTA	IMMEDIATE	6235	WHEN ARUNTA DEPARTS TOKYO BAY FOR S.A.R. OPERATION PER COMNAVJAP 040925 ASSUME TOKYO BAY READY DUTY AND REPORT COMPLIANCE PER COMNAV'S OF ORDER 1/46 PARA 3 CHARLIE 3.
041139	CTG 96.2	COMNAVJAP	CONDERRON 9	IMMEDIATE	6235	RE YOUR 040925z. S.A.R. PLANE CAN DEPART FIRST LIGHT 5TH DEC. REQUEST INFORMATION ON TYPE AND LOCATION EMERGENCY, NO INFORMATION RECEIVED TO DATE.
041305 Z	MARINE FALCON	ARUNTA	---	---	468kes	MY POSITION AT 1330z 34 32N 156 55 E COURSE 270 SPEED 14
041329 Z	ARUNTA	MARINE FALCON	---	---	8280	PLEASE MAKE YOUR BEST SPEED TOWARDS YOKOHAMA. EXPECT TO MEET YOU 0900 G.M.T. TOMORROW SUNDAY. I HAVE U.S. ARMY DOCTOR AND LIEUT. PERNAUD ONBOARD. WHAT IS CONDITION OF PATIENT. PLEASE GUARD 8280 K/Cs CONTINUOUS.
041445 Z	ARUNTA	COMNAVJAP	CTG 96.2 CTG 96.5 CONDERRON9	---	2315	RADIO COMMUNICATION MARINE FALCON ESTABLISHED 8280 K/Cs. VESSEL REPORTS 041330z POSITION 34 32 N 156 55 E. COURSE 270 SPEED 14. HAVE INSTRUCTED HER PROCEED BEST SPEED. BY 041400z POSITION 34 50 N 140 26 E. COURSE 093 SPEED 28. EXPECT MAKE CONTACT 050900z. PRESENT CONDITIONS SEA CALM SLIGHT SWELL.
041536 Z	MARINE FALCON	ARUNTA	---	---	8280	OUR UNIT PLASMA GIVEN SOME EGNOG. RETAINING FLUIDS BETTER. VERY SLIGHT IMPROVEMENT CONDITION STILL CRITICAL. WORKING HARD. // SHIP SURGEON

ENCLOSURE NO. I CONTINUED

DTG	FROM	ADDRESSED	INFO	PRIORITY	SYSTEM	TEXT OF THE MESSAGE
042225 Z	MARINE FALCON	ARUNTA	-	-	8290	MY POSITION AT 042200Z. 34 46 N. 154 13 E. COURSE 272 SPEED 15 WIND N.W. FIVE MODERATE ROUGH N.W. SEA AND HEAVY SWELL BARO 30 37 CONDITION OF PATIENT FAIR // MASTER
042353 Z	<u>ARUNTA</u>	COMNAVJAP	CTG 96.2 CTG 96.5 CDS 9	PRIORITY	6235	AT 042200Z MARINE FALCON 34 46 N 154 13 E COURSE 272 SPEED 15. ARUNTA 34 45N 14 5 OIE COURSE 090 SPEED 28. CONDITION PATIENT REPORTED LAST NIGHT AS IMPROVED BUT STILL CRITICAL. REPORTED FAIR THIS MORNING. MODERATE SEA AND SWELL.
050031 Z	COMNAVJAP	ARUNTA	CTG 96.5	IMPORTANT	6235	UPON RENDEZVOUSING WITH MARINE FALCON BE GUIDED ENTIRELY BY MEDICAL OFFICERS RECOMMENDATION WHETHER PATIENT SHOULD BE EVACUATED TO ARUNTA. IF IN HIS OPINION PATIENT SHOULD NOT BE MOVED YOU MAY RETURN YOKOHAMA AT DISCRETION.
050239 Z	MARINE FALCON	ARUNTA	-	-	8280	POSITION AT 050200Z 34 35 N 152 54 E COURSE 272 SPEED 15 MOD. ROUGH WESTERLY SEA AND LONG HEAVY N W SWELL WIND W S W 5 ADVISE YOUR POSITION AT ABOVE TIME // MASTER
050300 Z	<u>ARUNTA</u>	MARINE FALCON	-	-	8280	MY POSITION 0200 GMT 34 45 N 147 11 E COURSE 092 SPEED 28. ON MEETING ABOUT 0830 GMT PLEASE STOP AND I WILL TRANSFER TO YOU BY BOAT ARMY MEDICAL OFFICER MY SHIPS MEDICAL OFFICER AND LIEUTENANT PERNAUD HUSBAND OF PATIENT, WHEN THESE PERSONS EMBARKED PLEASE PROCEED TOWARDS YOKOHAMA AND I WILL REMAIN IN COMPANY. CONSULTATION OF MEDICAL OFFICERS ONBOARD YOU WILL DECIDE WHETHER PATIENT TO BE TRANSFERRED ARUNTA. IF TRANSFER DECIDED WE WILL STOP AGAIN WHEN EVERYTHING READY AND BOAT WILL BE SENT.
050735 Z	<u>ARUNTA</u>	MARINE FALCON	-	-	500	ARE ANY MEDICAL SUPPLIES NEEDED
050806 Z	CTG 96.5	ARUNTA	CTG 96.2	IMMEDIATE	6235	AT 0417 40 GMT U.S.A.T REPUBLIC OBSERVED YELLOW FLARE POSIT 34 POINT 48 N 147 - 19 E. KEEP SHARP LOOKOUT WHEN TRAVERSING THIS AREA FOR POSSIBLE DISTRESS INDICATIONS. NOT TO INTERFERE WITH PRESENT MISSION.
050807 Z	MARINE FALCON	ARUNTA	-	-	500	POSITION 050730Z 34 38-5 N. 151 18 E. COURSE 270 SPEED 15 - 5 WILL STOP AND MAKE MY STARBOARD SIDE THE LEE SIDE. PATIENTS CONDITION SATISFACTORY NO MEDICAL SUPPLIES REQUIRED. ADD CAN USE AMINO ACIDS IF YOU HAVE ANY ONBOARD

ENCLOSURE NO. I CONTINUED.

DTG	FROM	ADDRESSED	INFO.	PRIORITY	SYSTEM	TEXT OF THE MESSAGE
050932Z	COMNAVJAP	ARUNTA	CTG 96.5 CTG 96.2 COMDESRON 9	IMMEDIATE	6235	MARINE FALCON MET AT 050900Z POSITION 34 38 N. 150 56E CAPT. PICKETT LT. PERNAUD AND ARUNTA MEDICAL OFFICER TRANSFERRED. FALCON AND ARUNTA NOW PROCEEDING YOKOHAMA IN COMPANY. WILL SEND FURTHER DESPATCH WHEN RESULT OF CONSULTATION MEDICAL OFFICERS NOW IN FALCON HAS BEEN ADVISED.
051046 Z	MARINE FALCON	XXXXXXXX ARUNTA	-	-	500	CASE PROGRESSING FAVOURABLY BUT STILL SERIOUSLY ILL. LT. GREEN.
051101 Z	ARUNTA	MARINE FALCON	-	-	500	HAS DECISION YET BEEN MADE WHETHER CASE IS TO BE TRANSFERRED PLEASE
051115 Z	MARINE FALCON	ARUNTA	-	-	500	CASE WILL NOT BE TRANSFERRED // MASTER
051129 Z	ARUNTA	COMNAVJAP	CTG 96.2 CTG 96.5 COMDESRON 9	IMMEDIATE	6235	REFER MY 050932Z. MEDICAL OFFICERS REPORT PATIENT PROGRESSING FAVOURABLY BUT STILL SERIOUSLY ILL AND HAVE DECIDED NOT (R) NOT EVACUATE HER TO ARUNTA. AM REMAINING IN COMPANY MARINE FALCON IN CASE CONDITION CHANGES.
051214 Z	ARUNTA	S.O. (T)	NOIC.KURE BNR.YOKOHAMA CONSTANCE	IMP. TO SO(T) & B.N.R. YOKOHAMA	5680	MY041140Z. MARINE FALCON INTERCEPTED POSITION 3438 N 15056 E AT 050900 Z. MY PASSENGERS AND MY MEDICAL OFFICER TRANSFERRED TO FALCON. MEDICAL OFFICERS REPORT PATIENT PROGRESSING FAVOURABLY BUT STILL SERIOUSLY ILL AND HAVE DECIDED AGAINST TRANSFERRING HER TO ARUNTA. 2. AM REMAINING IN COMPANY MARINE FALCON TO YOKOHAMA WHERE R.T.A. IS 062330Z. 3. COMNAVJAP AND INTERESTED U.S. AUTHORITIES HAVE BEEN KEPT FULLY INFORMED THROUGHOUT 4. REQUEST YOU ADVISE C IN C BPF AND MRC TOKYO NECESSARY DETAILS BY MOVEMENT AND MISSION. IMPROVING STEADILY. DEFINITELY NO NEED TRANSFER REQUEST AMBULANCE ON ARRIVAL
052346 Z	MARINE XXXXXXXX FALCON	ARUNTA XXXXXXXX XXXXXXXX	-	-	455	AMBULANCE WILL BE ARRANGED. WHAT IS YOUR EXPECTED TIME OF ARRIVAL
060001 Z	ARUNTA	MARINE FALCON	-	-	500	YOUR 060001. EXPECT ARRIVE 1300 ITEM WEATHER PERMITTING MASTER.
060001 Z	MARINE FALCON	ARUNTA	→	-	500	

ENCLOSURE NO. I CONT.

DTG	FROM	ADDRESSED	INFO.	PRIORITY	SYSTEM	TEXT OF MESSAGE
060246Z	ARUNTA	S.O. (T) BNR YOKO	-	IMPORTANT	5680	MARINE FALCON AND ARUNTA IN COMPANY DELAYED DURING NIGHT BY SOUTH WEST GALE. WEATHER APPARENTLY MODERATING SLOWLY. CONDITION PATIENT IMPROVING STEADILY. AMENDED E.T.A. YOKOHAMA 070400Z B.N.R. IS REQUESTED ALERT WAR BHARATA RECEIVE ARUNTA ON ARRIVAL REQUIRING 430 TONS FUEL .
060251Z	ARUNTA	COMNAVJAP	CTG 96.2 CTG 96.5 COMDESRON 9	IMPORTANT	6235	MARINE FALCON AND ARUNTA IN COMPANY DELAYED DURING NIGHT BY SOUTH WEST GALE. 060300Z POSITION 3442 N 14622E SPEED 13. WEATHER MODERATING SLOWLY. CONDITION PATIENT IMPROVING STEADILY. REQUEST AMBULANCE MEET MARINE FALCON AT YOKOHAMA WHERE E.T.A. is 070400Z.
060200Z	COMNAVJAP	ARUNTA COLLETT CTG 96.5 CTG 96.2	-	-	2470	DISCONTINUE SEARCH AND RESCUE OPERATIONS. ARUNTA RETURN TO PORT AT DISCRETION.
070038Z	MARINE FALCON	ARUNTA	-	-	500	PATIENT SUDDENLY DIED 0445 7TH JAN. REQUEST SHORE AUTHORITIES BE INFORMED AND AMBULANCE MEET SHIP. PERMISSION FOR AUTOPSY PROBABLY OBTAINED. E.T.A. 1000. LT. GREEN.
070043Z	ARUNTA	COMNAVJAP	-	URGENT	12470	MARINE FALCON ADVISES PATIENT SUDDENLY DIED 0445 ITEM THIS MORNING SHIP NOW ARRIVING YOKOHAMA 1000 ITEM REQUIRES AMBULANCE AND PERMISSION FOR AUTOPSY.
070048Z	ARUNTA	CTG 96.5	-	-	LIGHT	COMMANDING OFFICER SENDS HIS RESPECTS. HAVE JUST BEEN ADVISED BY MARINE FALCON THAT PATIENT DIED SUDDENLY AT 0445 ITEM THIS MORNING. (Note: Flagship U.S.S. CHICAGO passed in TOKYO BAY).
070057Z	CTG 96.5	ARUNTA	CTG 96.8	LIGHT	LIGHT	CONGRATULATIONS ON A GOOD JOB. WELL DONE.
070138Z	ARUNTA	S.O. (T)	-	-	5680	REGRET TO ADVISE MARINE FALCON WHICH ARRIVED YOKOHAMA 1000 ITEM JUST REPORTED PATIENT DIED SUDDENLY THIS MORNING

ENCLOSURE No. 2 To R.F. 66/1140/38.

PT. 1140/45
St 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

Duplicate

From The Commanding Officer, H.M.A.S. "ARUNTA" (At Yokohama)

Date 1st January, 1947. Reference No. R.P. 1/47

The Commodore Commanding H.M.A. Squadron.

To Copy: Captain (D) 10th Destroyer Flotilla.

Subject REPORT OF PROCEEDINGS - DECEMBER, 1946.

TIMES 1st December - 14th December: Zone -10

14th December - 31st December: Zone -9

Submitted: In accordance with Commonwealth Navy Order 266/46.

At 0615, C.C.A.S. in "SHROPSHIRE" with "ARUNTA", arrived at HERVEY BAY and both ships anchored in PLATYPUS ANCHORAGE where H.M.A.S. "HOBART" was already at anchor.

2. Recreational leave was granted from after Divisions and Prayers, until 1800.

Monday 2nd December - at HERVEY BAY.

3. During the afternoon Acting Captain J. C. Morrow, D.S.O., D.S.C., R.A.N. joined from "SHROPSHIRE" for passage to KAGOSHIMA where he joined "BATAAN" in command and as Captain (D) 10th Destroyer Flotilla.

Tuesday 3rd December - at HERVEY BAY and en route DREGER.

4. During the forenoon "ARUNTA" was underway for adjustment of magnetic compasses. On completion at 1210, ship secured alongside H.M.A.S. "HOBART" and topped off with 160 tons of fuel.

5. At 1430, "ARUNTA" cast off from alongside H.M.A.S. "HOBART" and at 1500 "SHROPSHIRE", "HOBART" and "ARUNTA" proceeded. Officer of the watch manoeuvres were carried out till Evening Quarters, when the dropping of lifebuoys and recovery by seaboat was exercised by all ships. Shortly after proceeding again, C.C.A.S. detached H.M.A.S. "HOBART" to proceed independently to SYDNEY, whilst "SHROPSHIRE" and "ARUNTA" shaped course for DREGER. Loose station keeping was ordered so as to conserve fuel.

Wednesday 4th December - En route DREGER

6. During the forenoon the following exercises were carried out by "SHROPSHIRE" and "ARUNTA" :-

- (a) radar calibration
- (b) radar tracking combined with range and inclination exercise.

Thursday 5th December - "ARUNTA" detached to proceed to PORT MORESBY

7. At 1320 "ARUNTA" was detached by C.C.A.S. to proceed to PORT MORESBY so as to arrive at daylight the next morning and to render assistance to (tug) DT 933 which was aground on a reef in the entrance to BASILISK PASSAGE. Course was shaped accordingly and speed was worked up to 28½ knots.

Friday 6th December - at PORT MORESBY.

8. At 0630 "ARUNTA" reached BASILISK PASSAGE and found DT 933 aground on SINAVI REEF, eight cables 291 degrees from BASILISK BEACON.

9. The whaler and motor cutter were lowered and with the ship held (by manoeuvring the engines) with her bows about 70 yards off the reef an attempt was made to pass a tow to the stranded tug. The tide had just begun to fall. Some difficulty was experienced in holding the ship in the desired position whilst passing the tow owing to the

length required to reach the tug, and the bight of the tow fouling the intervening reef. With the end of the grass just secured in the tug and being ready to haul over the tow, the grass parted.

By the time the tow was recovered it was obvious that the tug was firmly settled owing to the falling tide and that it was too late to make a second attempt to pass the tow. The next high water was after dark and accordingly it was decided to defer any further refloating attempts until the high tide the next morning.

10. After supplying DT 933 with provisions for two days as their stocks onboard were exhausted, "ARUNTA" proceeded into PORT MORESBY and at 1010 secured alongside the MAIN WHARF. 262 tons of fuel were embarked and the ship topped up with fresh water. Leave to one watch was granted from 1300 to 1800.

11. During the forenoon I landed with Captain Morrow, who as senior officer on the spot had undertaken general charge of refloating operations, in calling on the Senior Service Officer in the area, Group Captain Podger D.F.C., R.A.A.F., Commanding Air Officer Northern Area, and we obtained from him the services of an R.A.A.F. trawler to assist in the operation intended to be undertaken on the morning tide. During the afternoon this trawler, similar to a G.P.V., secured alongside "ARUNTA" and she was prepared for the job and the tow flaked down in her.

12. At 1430, by appointment, Captain Morrow and I paid an official call on His Honour the Administrator; His Honour returned the call on board "ARUNTA" at 1515 and expressed his pleasure at seeing the ship again. (The Administrator had taken passage in "ARUNTA" in June as guest of Commodore Collins then Commodore Commanding H.M.A. Squadron).

Saturday 6th December - At PORT MORESBY and en route DREGER.

13. At 0530 "ARUNTA" cast off from MAIN WHARF and proceeded to BASILISK PASSAGE where, with the R.A.A.F. trawler, a second attempt to refloat DT 933 was at once begun. The ship's motor cutter proceeded to the stranded tug, coiled down in the stern sheets the tugs towing wire (about 60 fathoms $3\frac{1}{2}$ " F.S.W.) and, then paying out the wire, she came out to the trawler which was by this time close up against the reef. On reaching the trawler, the $3\frac{1}{2}$ " wire was joined to "ARUNTA's" $4\frac{1}{2}$ " wire (flaked in the trawler) by a swivel piece. It was the intention at this stage that the trawler would steer straight out to "ARUNTA", which was then bows as close to the reef as seemed prudent. In the event however, the motor cutter carried down with the tidal stream, the trawler likewise, and another hemp had to be laid out to the trawler from the ship. When this was done, the ship had also set down and it was obvious that position astern of the tug could not be regained by the ship. The hemp from the ship was joined in the trawler to the hemp tailing the $4\frac{1}{2}$ " wire and with the tugs engines ordered astern, steady towing strain was brought on. Possibly helped by a lift with slight swell the tug began to move and she came off at 0725. The tow was slipped when the tug had been towed into deep water and the vessel proceeded into PORT MORESBY apparently undamaged.

14. After DT 933 had grounded and was lying roughly stern to the South East winds and seas, the vessel had laid out a kedge anchor on the weather quarter. This step undoubtedly saved the ship since, had it not been taken, the vessel would have been breached by the wind and sea and carried broadside on to the reef in a position from which salvage would have been extremely difficult if not impossible.

15. After some trouble in recovering the long length of tow which had been used, "ARUNTA" proceeded at 0845 for DREGER via CHINA STRAIT. CHINA STRAIT was entered at 1700 after a passage at 24 knots from BASILISK PASSAGE and then speed was reduced to 20 knots, courses being shaped through SHORTLAND PASSAGE and east of TROBLIANDS.

Sunday 7th December - Arrival and departure DREGER.

16. At 1400 the ship berthed alongside No. 11 wharf in DREGER HARBOUR and the embarkation of fuel and water was at once commenced.

17. At 1615, complete with water and having embarked 152 tons fuel and mail for C.C.A.S. and "SHROPSHIRE", ship cast off and after clearing the harbour shaped courses at 17 knots to pass through VITIAZ STRAIT and east of ADMIRALTY ISLANDS, overtaking C.C.A.S. in "SHROPSHIRE".

Monday 9th December - en route KAGOSHIMA.

18. At 1130 having overtaken C.C.A.S. in "SHROPSHIRE", mails carried from DREGER were transferred by flying fox and "ARUNTA" joined company.

19. At 2000 "SHROPSHIRE" and "ARUNTA" came under the operational control of C-in-C British Pacific Fleet.

Tuesday 10th December - en route KAGOSHIMA.

20. During the forenoon the following exercises, conducted by C.C.A.S. were carried out by "SHROPSHIRE" and "ARUNTA":-
(a) radar calibration exercises
and (b) surface radar tracking exercise.

21. At 1700, an "IQ" test conducted by "ARUNTA" was carried out by both ships, questions being put by T.B.S. and answered by flag hoist.

Wednesday 11th December - en route KAGOSHIMA

22. Between 0920 and 1204 ship fuelled from "SHROPSHIRE" by trough method, speed of guide 10 knots. 140 tons were embarked. Whilst fuelling, "SHROPSHIRE" generously supplied ice cream for all hands in "ARUNTA" and it was greatly appreciated.

23. At 1700, an "IQ" test conducted by "SHROPSHIRE" was carried out by both ships. Again questions were put by T.B.S. and answered by flag hoist.

Thursday 12th December - en route KAGOSHIMA

24. During the early forenoon "SHROPSHIRE" and "ARUNTA" passed close east and north of the island of GUAM.

25. At 0900 "ARUNTA" closed "SHROPSHIRE" and two ratings for passage to "QUADRANT" were transferred by flying fox and breeches buoy. C.C.A.S. then detached "ARUNTA" to proceed independently to KAGOSHIMA, a surface radar tracking exercise being carried out as the ships drew apart in steering for their respective destinations. During this exercise "ARUNTA" exercised General Quarters and carried out functioning trials of before guns. In order to take advantage of the number of aircraft usually in the air in the vicinity of GUAM the airguard (SC4) radar was switched on and excellent search and tracking exercises resulted. The Model SC4 showed satisfactory performance in detecting aircraft which would probably not be very high, at 50 - 60 miles.

Friday 13th December - Sunday 15th December - en route KAGOSHIMA

26. The remainder of the passage to KAGOSHIMA was uneventful and reasonable weather was enjoyed throughout.

27. On Saturday 14th December, clocks were retarded one hour to zone -9, the Standard Time in JAPAN.

Monday 16th December - At KAGOSHIMA and on passage to KURE

28. At 0750, after having met "QUADRANT" and "BATAAN" coming from KURE, the three ships entered KAGOSHIMA KAIWAN, and after "ARUNTA" had anchored in CHUGAMIZU WAN, "QUADRANT" and "BATAAN" secured on either side.

29. Acting Captain J.C.Morrow, D.S.O., D.S.C., R.A.N. left "ARUNTA", joining "BATAAN" in command and as Captain (D) 10th Destroyer Flotilla.

(b) Mr. W.A. Lyon, Warrant Schoolmaster, R.A.N. a passenger from SYDNEY in "ARUNTA", was appointed by Captain(D) to "ARUNTA" and for Flotilla duties.

(c) Ordnance Lieutenant T.R. Venus, R.A.N. was transferred from "ARUNTA" to "BATAAN".

30. Opportunity was taken with "QUADRANT" alongside to supply her with 54 tons fuel so that she would be completely topped up when starting her long passage to DREGER.

31. At 1400, "QUADRANT" sailed for DREGER and AUSTRALIA, and "ARUNTA" for KURE, leaving "BATAAN" at anchor in CHUGAMIZU WAN.

Tuesday 17th December - at KURE.

32. At 0005, POINT BUNGO, the outer point of the 135 mile swept channel through BUNGO SUIDO, was reached and at 1000 the ship arrived at KURE, securing to head and stern buoys in K5 berth. H.M. Ships present were H.M.I.S. "GODAVARI" and H.M.S. "AMETHYST".

33. Fuel and water were supplied by harbour auxiliaries after the ship had berthed and a telephone connection to the shore was provided.

34. During the forenoon I called on NOIC KURE (Captain Shirley-Rollison, Royal Navy). Leave in accordance with KURE Port Instructions was granted to the Watch and Part.

Wednesday 18th December - at KURE and on passage to TSUSHIMA PATROL AREA.

35. Lieutenant R.C. Savage, R.A.N. was discharged to H.M.S. "COMMONWEALTH" where he will take up the duties of operations officer and R.A.N. Liaison Officer on the staff of NOIC. KURE. Lieutenant B.H. Loxton, R.A.N. assumed the duties of First Lieutenant in "ARUNTA". Mr. Jack Percival Accredited War Correspondent who had taken passage from Sydney left the ship to proceed to TOKYO by rail.

36. After topping off with dry provisions from H.M.S. "COMMONWEALTH" and receiving a few items of fresh provisions, ship sailed to rendezvous with H.M.S. "COMET" west of KYUSHU and to take over TSUSHIMA PATROL.

37. Before sailing, in accordance with arrangements made with NOIC. KURE, the ship's postman was left in H.M.S. "COMMONWEALTH" to await the arrival of the next mail from AUSTRALIA and to bring it by rail to SASEBO.

Thursday 19th December - TSUSHIMA PATROL AREA.

38. At 1645 H.M.S. "COMET" was met south of KOSHIKI ISLANDS and patrol instructions were passed over by line. These instructions directed "ARUNTA" to take over TSUSHIMA PATROL from H.M.S. "COMET", and to complete the patrol at 1200 the next day. The object of the patrol was to prevent illegal traffic (smuggling and illegal passage) between KOREA and JAPAN. Instructions for the conduct of the patrol were contained in CTG 96.5 OORDER 4-46.

39. After taking over from "COMET", "ARUNTA" joined the patrol line in the vicinity of GOTO ISLANDS and patrolled across to AMAKUSA SHIMO SIMA and searched TACHIBANA WAN,

40. At 2245 when southwest of FUKAI (GOTO ISLANDS) two ships were stopped and investigated but they proved to be innocent JAPANESE trawlers returning from the western fishing grounds.

Friday 20th December - At SASEBO.

41. After completing the patrol line at 1200 without further incident, the ship proceeded to SASEBO and at 1445 secured to No.16 buoy.

42. Orders were later received for "ARUNTA" to remain at SASEBO until 26th December as "Ready-Duty" ship and I reported for duty (by despatch) to CTU 96.5.22. (Comdesron 9 who was at the time at YOKOSUKA in his squadron flagship, U.S.S. "LYMAN K. SWENSON").

Saturday 21st December to Thursday 26th December - At SASEBO.

43. On Saturday 21st, I paid my respects to the U.S. Naval Base Commander (Commander J. Blain, U.S.N.) who offered the ship the hospitality and facilities of the port.

44. At 1000 the next day, the ship moved into a berth alongside the wall forming one side of the Naval Base Area. From this berth, the Naval Base establishments all lay within a radius of a few hundred yards and the following facilities were offering:-

- (a) club for Chiefs and P.O.s
- (b) club for other ratings
- (c) club for officers
- (d) movie hall in which films were screened nightly
- (e) film exchange
- (f) library
- (g) Barber's shop (free service).

Two jeeps were put at the disposal of the ship.

45. In the town of SASEBO, libertymen were welcome at the American Red Cross Centre. There was also a nightclub called the KASBAH which was under U.S. Army supervision and this was popular with the men as it apparently provided good entertainment and charges were very reasonable. On Christmas Eve, all visitors to the American Red Cross Centre received small Christmas gifts and many of our libertymen returned with these and with ample supplies of tinsel and other Christmas tree decorations to use on board in decorating their messes.

46. Christmas day was spent as happily as could be, under the circumstances of absence from home. Before breakfast the postman returned to the ship with our mails, after travelling all night in the train from KURE.

The masts, yards etc. of the ship had been bedecked with greenery in customary fashion and every mess had a well-decorated Xmas tree amongst other decorations. The Christmas fare was good and digestion was aided by a beer issue. I noticed when I went rounds of the messes before dinner, that quite a few messes had one or two of their particular U.S. friends onboard and that in most cases, these sailors or soldiers, had contributed some delicacy to the meal which the particular mess would share with them.

The Commander of the Naval Base had generously presented the ship with three cases of U.S. field rations for Christmas and when the contents were made up into individual parcels, every man received a Christmas packet containing:-

- 3 or 4 packets of cigarettes
- 3 bars of chocolate
- 1 packet of chewing gum
- and some additional item such as a tube of tooth-paste, shaving cream, cake of soap, packet of razor blades, etc.

For the afternoon and evening, practically every man who was watch ashore had arrangements to spend the time at either the American Red Cross Centre or the KASBAH, or between both, and at each place quite elaborate festive programmes had been fixed.

47. Whilst at SASEBO leave had been granted from 1300 or 1600 to 2200 but on Christmas Eve and Christmas Night, leave was extended to 0200 in conformity with the local U.S. Navy and Army arrangements, but this late extension was granted to only to men on the privilege list (men who had not broken their leave before).

Thursday 26th December - Saturday 28th December. - Passage to YOKOHAMA.

48. At 0900 Thursday 26th, the ship sailed from SASEBO proceeding to YOKOHAMA. The passage was made in the influence of a cyclonic depression, rough seas and heavy swell being experienced. Fortunately the wind and sea were mostly from a beam or quarterly direction and economical speed could not have been maintained.

49. At 0825 on Saturday 28th December when approaching YOKOHAMA, "SHROPSHIRE" wearing the broad pendant of C.C.A.S. was met and by prior arrangement both ships stopped for the transfer of certain stores and personnel.

50. At 0930, "ARUNTA" secured to No. 9 Buoy in the inner harbour of YOKOHAMA and assumed duties of S.B.N.O. (A).

Sunday 29th December - 31st December - At YOKOHAMA.

51. Fine weather was enjoyed and allowed ship upkeep work to be progressed with the help of Japanese labour. Leave was given daily from 1300 or 1600 to 2230 except that on 31st December, with the consent of B.N.R., leave was extended to 0100.

HEALTH.

52. The health of the Ship's Company has been good. After arrival in Japanese waters a number of the Ship's Company have suffered from various forms of Upper respiratory tract infections. Besides these, a few cases of skin infections have occurred. These are probably aggravated by lack of fresh food which was short for the latter half of the month.

WELFARE AND MORALE.

53. The Ship's Company continues to be a contented one. The few days, including Christmas Day, spent at SASEBO were greatly enjoyed by the majority. That Christmas was so happily spent has undoubtedly contributed very materially to the atmosphere of general contentment at present pervading the ship.

54. The air mail service from AUSTRALIA to JAPAN so far has brought "ARUNTA" our mails at very reasonable intervals. Mails have been posted regularly but as yet no reports are to hand regarding the length of time these are taking to reach AUSTRALIA.

55. As far as can be seen, there is at present no service between AUSTRALIA and JAPAN to handle second class mails. This means that the men have no means of receiving parcels ~~there~~ or, what is particularly important now that the Test Matches and Davis Cup are being played in AUSTRALIA, home newspapers. It is generally felt that provision of an air service which handles these second class mails, is badly needed.

CONDUCT.

56. The general conduct of the Ship's Company has been very satisfactory. Of the offences punished during the month, half are of Ordinary Seamen being slack, adrift or slovenly in dress.

CONDITIONS ON BOARD.

57. During the month conditions onboard have been marked by the change from tropic summer to northern winter temperatures. As yet the Japanese winter conditions have been very mild compared to those experienced by the ship at the same time last year. This favours the large number of youngsters in the crew who never before experienced the winter conditions which must be expected, because they are becoming acclimatised gradually.

CONDITION OF SHIP.

58. The condition of Main and Auxiliary machinery is

Mail not separately

generally satisfactory. There are no major defects. The re-conditioning of machinery space bilges and confined spaces which was not possible during the Refit and Leave period in SYDNEY has now been commenced and, with the aid of Japanese labour, progress is being made as opportunity offers.

APPENDIX

STEAMING SUMMARY

DECEMBER 1946.

(a) Distance steamed during the month	6092 miles
(b) Hours underway during the month	408 ⁵⁸ / ₆₀ hours.
(c) Average distance per ton of fuel	5.5 miles
(d) Total distance steamed since commissioning	220,269 miles
(e) Total hours underway since commissioning	14,797 hours



Hobart
COMMANDER, R.A.N.
COMMANDING OFFICER

The Commanding Officer, H.M.A.S. "ARUNTA" (At HERVEY BAY).

1st December

The Commodore Commanding, H.M.A. Squadron, through Captain (D),
10th Destroyer Flotilla, H.M.A.S. "BATAAN".

H.M.A.S. "ARUNTA" - REPORT OF PROCEEDINGS - NOVEMBER, 1946.

Submitted in accordance with C.N.O. 266/46.

Friday, 1st November - Thursday 28th November, - At SYDNEY.

1. The beginning of the month found the ship in SYDNEY undergoing dockyard refit and giving long leave in two watches.
2. Between Monday 4th November and Thursday 21st November, "ARUNTA" and "QUICKMATCH" were docked together in CAPTAIN COOK DOCK. Undocking had originally been scheduled for Monday 18th, but owing to the progress of the dockyard work, which included sand blasting of the ship's bottom followed by the application of plastic composition, this date was delayed three days. Accordingly, and as certain dockyard work still remained to be completed after undocking, the Commodore Commanding deferred the departure of "ARUNTA" for JAPAN from Saturday 23rd to Thursday 28th.
3. On Saturday, 9th November, Commodore H.B. FARNCOMB, C.B. D.S.O. M.V.O., R.A.N. assumed command of H.M. Australian Squadron in succession to Commodore J.A. Collins, C.B. R.A.N. hoisting his broad pennant in H.M.A.S. "SHROPSHIRE". The broad pennant of Commodore Collins was hoisted in "ARUNTA" at 0800 that day and was hauled down at sunset.
4. On Saturday 16th and Sunday 17th the ship was fumigated throughout. Arrangements were made for duty officers, dock sentries and fire party to be accommodated in H.M.A.S. "AUSTRALIA" which was also in CAPTAIN COOK DOCK.
5. After undocking on Thursday 21st, the task of ammunitioning, embarking torpedoes and depth charges, fuelling, watering, storing, provisioning, cleaning ship and preparing for sea to be ready to sail on Thursday 28th, caused some concern, particularly with a reduced complement composed largely of green youngsters. However all hands turned to with surprising willingness and the task was completed though it unfortunately meant that they all had to put in a forenoon's work on Sunday 24th. It was extremely hard luck that on Wednesday 27th, when the ship was ready and reasonably clean, a southerly storm passed over the dockyard and it "rained buckets of mud" all over her.

Thursday 28th - Saturday 30th on passage SYDNEY to HERVEY BAY.

6. At 0945 on Thursday 28th, "ARUNTA" cast off from alongside GARDEN ISLAND and followed C.G.A.S. in "SHROPSHIRE" out of harbour.
7. The following passengers had been embarked, Mr. W.A. Lyons Schoolmaster for "BATAAN" and Mr. Jack Percival, Sydney Morning Herald War Correspondent, for JAPAN.
8. During the day, the following exercises were carried out:-
 - (a) repel dummy dive and torpedo bombing attacks made by an R.A.A.F. Beaufighter
 - (b) airguard radar calibration in which "ARUNTA's" Model SC4 followed the plane out to 43 miles and held it returning

- (c) heightfinding exercise with aircraft target
- (d) close range weapons functioning trials
- (e) submarine sighting exercise (ASP14)
- (f) A/S screening exercise in which "ARUNTA", "HAWKESBURY" and "MURCHISON" screened "SHROPSHIRE". In this exercise non-sub contacts broke the formation of the screen without submarine (H.M.S. "TRUNCHEON") contact being gained. When released by C.C.A.S. to carry out A/S search the screening ships carried out a line abreast sweep, ships 2,000 yards apart, which passed directly over the submarine but again contact was not gained. When ordered by grenade to indicate her position, "TRUNCHEON's" smoke candle came up only 200 yards astern of "ARUNTA", the centre and guide in the line abreast sweep. It is presumed that the submarine must have been below a density layer such as has been found off JERVIS BAY, and has been measured by submarine bathythermograph.
- (g) sub-calibre firing at Pattern VI target towed by H.M.A.S. "RESERVE".

9. On completion of the above exercises, "ARUNTA" prolonged the line astern of C.C.A.S. in "SHROPSHIRE" and course was shaped for HERVEY BAY.

10. On Friday 29th, the following exercises were carried out by "SHROPSHIRE" and "ARUNTA":-

- (a) surface radar calibration
- (b) radar tracking exercise, during which "ARUNTA" carried out a range and inclination exercise and follow the pointer drill
- (c) O.O.W. manoeuvres.

11. On Saturday 30th November, the following exercises were carried out by "SHROPSHIRE" and "ARUNTA":-

- (a) radar calibration (double echo)
- (b) dropping of lifebuoy and recovery by seaboat
- (c) "IQ" test in which questions were asked over TBS and answered by flag hoist.

HEALTH

12. The health of the Ship's Company has been good.

13. Whilst in Captain Cook Dock and the ship's bottom was being sand blasted, dust and noise made conditions most unpleasant for all onboard. As regards the dust, the menace is being investigated by Surgeon Lieutenant Watts as to Dockyard workers risk, and by Surgeon Lieutenant Parker as to risk to Ship's Companies. Their investigations are being assisted by the Department of Industrial Hygiene Sydney. Silicosis develops with greater rapidity the finer the ultimate silica particles. With some beach sands, a high proportion of fine dust is lime from shell grit disintegrating and is harmless. River sand is nearly all silica. No evidence of length of time of exposure necessary to produce silicosis is in hand.

WELFARE AND MORALE.

14. The Ship's Company continues to be most contented. The strenuous efforts cheerfully made by the whole Ship's Company in preparing the ship for sea after undocking, point to a high morale on board and a wholesome feeling of ship pride.

CONDUCT.

15. The general conduct of the Ship's Company has been extremely good. Only six offences, all minor, have been recorded during the month.

CONDITIONS ON BOARD.

16. During the month, conditions on board have been far

from pleasant owing generally to dockyard refit and particularly during the seventeen days spent in dock, During this period the weather was hot and conditions were aggravated by the noise of the sand and water blasting preparing the bottom for plastic composition and by the cloud of fine sand particles in suspension which continually enveloped the ship and permeated everywhere. (See also remarks under HEALTH - para 13).

CONDITION OF SHIP.

17. At the conclusion of the refit and availability, satisfactory trials were carried out on the machinery which had been refitted by ship's staff and the Dockyard.

Owing to other ship's staff commitments, and lack of Naval assistance from ashore, the ship left SYDNEY with one boiler still to be cleaned. Japanese labour will be sought to clean and paint bilges in the Engine Room and outside spaces which still require attention.

APPENDIX

STEAMING SUMMARY

NOVEMBER 1946

(a) Distance steamed during the month	744. miles
(b) Hours under way during the month	62 $\frac{16}{60}$ hours
(c) Average distance per ton of fuel	7.2 miles
(d) Total Distance steamed since commissioning	214,177 miles
(e) Total hours under way since commissioning	14,388 hours.

(Sgd.) G. G. O. GATACRE
COMMANDER, R. A. N.
COMMANDING OFFICER

The Commanding Officer, H.M.A.S. "ARUNTA". (At SYDNEY.)

31st October, 1946.

R.P. 1/46

The Commodore Commanding, H.M.A. Squadron. (Copy to
Captain (D) 10th Destroyer Flotilla, Admin.)

REPORT OF PROCEEDINGS - OCTOBER, 1946.

TIMES: ZONE - 10.

Submitted: In accordance with Commonwealth Navy Order 266/46.

1. Throughout the month the ship has remained alongside Garden Island in SYDNEY undergoing dockyard refit and giving long leave ^{1/11} two watches.

HEALTH

2. The health of the Ship's Company has been most satisfactory.

WELFARE AND MORALE

3. The Ship's Company as a whole is most contented: ship's pride and morale continue to be maintained at a satisfactory level.

CONDUCT

4. The general conduct of the Ship's Company has been extremely good. Only eight (8) offences, all minor, have been recorded during the month.

CONDITIONS ONBOARD

5. Conditions onboard have been those normally to be expected with the ship undergoing dockyard refit.

CONDITION OF SHIP

Ship's staff have been able to make good a number of defects but there are still outstanding items which have not been undertaken by the dockyard apparently due to lack of funds.

Whilst in JAPAN it should be possible to make good some of these defects, but not all, since it is inconvenient to shut down the steam plant owing to the water and power problem.

APPENDIX

STEAMING SUMMARY - OCTOBER, 1946.

- (a) Distance steamed during the month - NIL
- (b) Hours underway during the month - NIL
- (c) Average distance per ton of fuel - Not applicable
- (d) Total distance steamed since commissioning - 213,433 miles
- (e) Total hours under way since commissioning - 14,386

(Sgd.) G. G. O. GATACRÈ

COMMANDER, R.A.N.
COMMANDING OFFICER.

~~SECRET~~
(See file 72/51/50)
J.P. Bailey
29/11/60

RESTRICTED

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

7th June, 1945

R.P. 2/45

The Secretary, Naval Board, Navy Office, Melbourne.
(Copy: Commodore Commanding H.M.A. Squadron).
H.M.A.S. "ARUNTA" - Letter of Proceedings - May, 1945.

The following Letter of Proceedings is submitted for H.M.A.S. "ARUNTA" during the month of May, 1945 :-

We left Sydney at 1400 on 2nd May after a six weeks refit. One Boiler was out of action. No alterations and additions had been carried out with the exception that the new Parbuckle Depth Charge Stowage and a new power worked 2 Pounder Mk. VII P Mounting had been fitted. The First Lieutenant, Engineer Officer, Paymaster Lieutenant and Gunner (T) were all new and many changes had been made in the Ship's Company. There were, however, a good many of the old team left and the newcomers settled down well during the passage to MANUS and the few days spent there, which included anti-aircraft firings. The process was helped further by the opportunity to take part in the operation "Deluge", in support of troops landing East of Wewak, for which a separate Action Report has been rendered.

2. The remainder of the month was occupied by a stay at Hollandia, ~~the~~ journey to Subic Bay, and an instructive visit to Manila, during which we were privileged to fly the broad pendant of Commodore H.B. Farncomb, C.B., D.S.O., M.V.O.

3. The health and conduct of Officers and men has been good.

4. Mileage steamed for the month..... 5,401.
Mileage steamed since commissioning..174,090.5

(Sgd.) A. E. BUCHANAN.

COMMANDER, R.A.N.
COMMANDING OFFICER.

RESTRICTED

~~SECRET~~

NAVY CONFIDENTIAL RECORDS

(See file 72/51/50)
J. Bailey 29/1/60

RESTRICTED

COMMANDING OFFICER, H.M.A.S. "ARUNTA".

4th. March, 1944.

W.D.3/44.

SECRETARY, NAVAL BOARD, MELBOURNE. (Copies to: C.T.F.74.)

WAR DIARY - FEBRUARY, 1944.

February

1st.	0900	Sailed from Milne Bay for Sydney.
4th.	2100	Arrived Sydney.
5th.	0900	Shifted berth to Cruiser Wharf - Cockatoo Island.
7th.	1200	Docked in Fitzroy Dock, Cockatoo Island.
15th.	1200	Undocked. Secured at East Wharf, Cockatoo.
25th.	0700	Carried out Tilt Test.
	0930	Shifted berth to No. 2 Buoy.
	1000 to 1500	Swung ship for deperming.
26th.	0830	Carried out D.G. Calibration over range.
	0930	Sailed to carry out test firings of Pom Pom fitted with Mk. 19 Sight.
	1200	Completed firings. Returned to Sydney Harbour.
	1330 to 1600	Swung compasses.
	1630	Sailed for Milne Bay via Red Route and Grafton Passage.
27th.	1630	Carried out Full calibre shoot on B.P. target in position 090° Cape Moreton 18 miles.
	2030	Carried out Full Calibre Night Shoot with Starshell on B.P. target. On completion proceeded for Milne Bay.

R. Buchanan
COMMANDER, R.A.N.
COMMANDING OFFICER.

RESTRICTED

~~SECRET~~

JBB 29/11/60

RESTRICTED

RECEIVED
13 MAR 1944
NAVY DEPARTMENT

COMMANDING OFFICER, H.M.A.S. "ARUNTA".

4th. March, 1944.

R.P.3/44

SECRETARY, NAVAL BOARD, MELB. (Copies to: C.T.F.74.)

REPORT OF PROCEEDINGS FOR MONTH OF FEBRUARY, 1944.

Twenty-one days in Sydney, and the passage from and to Milne Bay filled the month of February.

2. The 21 days in Sydney were very well spent. A badly needed boiler clean was carried out, the ship was docked, and all the defect items submitted were completed satisfactorily by Cockatoo Dockyard. We were given every assistance with our refit by all concerned, and H.M.A.S. "Hobart" made a notable contribution by lending 6 Engine Room Artificers for two weeks.

3. Although it was not apparent at the time, the effect of 97 days aboard without a break in a trying climate was very noticeable in the changed appearance of the Officers and men when they returned from leave.

4. Full calibre firings carried out off Cape Moreton in good weather were satisfactory, except that the rangefinder director developed a defect which has been reported on separately. It was disappointing that no sleeve target was available.

5. The health and conduct of officers and men remains satisfactory.

Mileage steamed for month.....	3605.6
Mileage steamed since commissioning.....	110,163.6

RB Buchanan

COMMANDER, R.A.N.
COMMANDING OFFICER.

RESTRICTED

MILITARY HISTORY
SECTION

10 40/17/7A/5

1942 Xmas Books

AL 2/7 Aust. Div.