

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

HMAS ARUNTA

Item number: 40/4

Title: November 1952 - December 1955



AWM78-40/4

[40/4]

CONFIDENTIAL

ARUNTA" L. of P. 1952-55

WAR IN KOREA 1950-5

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Reviewer: LCDR R. L. Smith (RANEM)

Signature: [Signature] Date: 1 Nov 90

4/1

H.M.A.S. ARUNTA,
At Sea.
26th February, 1956.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

(Copy to:- The Captain (D), 10th Destroyer Squadron).

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - DECEMBER, 1955.

Submitted herewith Report of Proceedings for H.M.A.
Ship under my command, for the month of December, 1955.

2. The delay in forwarding this report is regretted.

Encl.



(Sgd.) W.K.TAPP
COMMANDER, R.A.N.
CAPTAIN.

H.M.A.S. ARUNTA,
At Garden Island.
31st December, 1955.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - DECEMBER, 1955.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of December, 1955.

2. The beginning of the month found ARUNTA with WARRAMUNGA lying at anchor in Man 'O War Anchorage, Singapore Roads, At 0900GH Thursday, 1st December, H.M.A.S. TOBRUK, (Captain D, 10th Destroyer Squadron), and H.M.A.S. ANZAC entered the Roadstead, anchoring in the Man O' War Anchorage. At 1015GH, Captain R. RHOADES, D.S.C., R.A.N., (Captain D, 10th Destroyer Squadron), arrived onboard to carry out his annual inspection of the ship, being received by a guard. After meeting the Officers on the Quarterdeck, Captain D 10 inspected the Ship's Company at Divisions. On completion, an inspection of the mess decks was made whilst Staff Officers of the 10th Destroyer Squadron carried out detailed inspections of the various departments. This half of the inspection was completed by 1205GH, when Captain D 10 returned with his staff to TOBRUK. During the afternoon the Captain D 10 carried out a similar inspection of WARRAMUNGA.
3. At 0855GH 2nd December, Captain D 10 arrived onboard to carry out his sea inspection. At 0900GH ARUNTA weighed and with WARRAMUNGA in company proceeded out into the Singapore Strait, where between 0920 and 1130GH hands were exercised at Action Stations, with breakdowns and damage control incidents. Evolutions and manoeuvres were also carried out in conjunction with WARRAMUNGA. After a busy forenoon ARUNTA and WARRAMUNGA anchored at 1135GH in the entrance to Kuala Jahore, and Captain D 10 and staff transferred to WARRAMUNGA. On weighing at 1315 WARRAMUNGA's sea inspection at Action Stations was carried out by Captain D 10, and on completion both ships anchored in Singapore Roads. It was while at anchor during the lunch hour that we caught our first glimpse of H.M.A.S. QUEENBOROUGH proceeding up the Singapore Strait to the Naval Base.
4. During this period at Singapore Roads as much time as possible was devoted to turning over duties to our two reliefs. The ships company also had a last chance of visiting Singapore after strenuous efforts in preparing the ship for the inspection.
5. At 0715GH Saturday, 3rd December, the 10th Destroyer Squadron weighed and proceeded for Singapore Naval Base. Unfortunately ARUNTA was delayed at the anchorage the 2nd motor cutter having broken down inshore and it had to be towed back by the 1st motor cutter. Although ARUNTA was able to rejoin the Squadron in time to berth immediately after WARRAMUNGA in Stores Basin, this incident prevented ARUNTA forming part of the 10th Destroyer Squadron for passage up Johore Strait and for photographs by aircraft from the R.A.A.F. base at Tengah.

.....6.....

6. Saturday proved a very busy day for all, for in addition to numerous stores being embarked for the homeward passage, small presents and personal effects "laid apart" at the Naval Base during Captain D 10's Inspection had to be re-embarked. On Saturday evening ARUNTA and WARRAMUNGA gave a joint farewell Cocktail Party for some 200 guests including the Commander-in-Chief, Far East Station and Lady Scott Moncreiff. This function also enabled our reliefs to meet a large number of officers and civilians from ships, the Dockyard, and Singapore area.

7. On Sunday forenoon immediately after Divisions, Ships' Companies of the five H.M.A. Ships then present at the Naval Base attended a Church Service on the wharf conducted by the Squadron Chaplain, the Reverend J. Trainer. Unfortunately this was curtailed by rain, however Captain D 10 took the opportunity of speaking to the Ships' Companies.

8. After embarking final stores and lay apart "rabbits" as well as exchanging certain personnel, ARUNTA slipped at 0930GH 5th December, with WARRAMUNGA and QUEENBOROUGH in company and proceeded for Darwin on the first leg of our passage to Australia. The assembled Ships' Companies of TOBRUK and ANZAC gave each ship a rousing cheer as it left its berth, the cheers being heartily returned. During an uneventful passage via Rhio and Lombok Straits, various exercises and O.O.W. manoeuvres were carried out including an Oceanic Sounding run in the Arafura Sea, which has been reported separately. Queenborough also carried out bathy-thermograph dips. ARUNTA arrived at Darwin at 0615IK 11th December, and stopped in the Quarantine anchorage where all 3 ships were cleared by the Port Health Authority before berthing. QUEENBOROUGH secured at the Timber Jetty, ARUNTA and WARRAMUNGA at the Fort Hill Jetty.

9. With kindly co-operation from the Customs Authorities Western Australian long leave libertymen were quickly cleared before being discharged for air passage to Perth. One problem they overcame with difficulty was in arranging for their excess personal gear to be sent on to their homes within reasonable time. Fuel, water, stores, and free freight were embarked during the forenoon and the remainder of the Ship's Company cleared by the Customs. The press and A.B.C. as usual made their presence felt and my cabin became a subsidiary broadcasting studio. The Captains or their representatives made a short recordings of their period away from Australia. Despite it being a Sunday the R.S.L. very kindly looked after a few libertymen to whom leave was granted when the Customs had finished.

10. At 1400IK 11th December, ARUNTA slipped and with WARRAMUNGA and QUEENBOROUGH in company proceeded for Cairns. On passage across the Gulf of Carpentaria, O.O.W. manoeuvres and other exercises were carried out. Daily during the dog-watches an inter-ship quiz was held. QUEENBOROUGH carried out several consumption trials on passage. On passing Booby Island, xmas greetings were exchanged by signal with the lighthouse keepers and their families, who also enquired about their old friends in H.M.A.S. SHOALHAVEN. ARUNTA after an uneventful passage through the northern portion of the Barrier Reef, berthed bows north at the Naval fuelling jetty, Cairns, at 0630 15th December. WARRAMUNGA and QUEENBOROUGH then secured outboard on ARUNTA. The Ship's Company was still further depleted at Cairns with the landing of several Northern Queensland long leave libertymen. After having embarked fuel, QUEENBOROUGH followed by WARRAMUNGA and ARUNTA slipped at 1430 K on the last leg of the passage to Sydney.

11. QUEENBOROUGH was detached P.M. Sunday, 18th December, to proceed to Sydney to enable the Flag Officer Commanding Her Majesty's Australian Fleet to meet her on arrival. QUEENBOROUGH rejoined as the ships entered Sydney Heads and after saluting the Flag Officer Commanding Her Majesty's Australian Fleet, who was afloat in his barge, ARUNTA berthed alongside Cruiser Wharf at 1000 K Monday, 19th December. The wharf was crowded with relatives and friends of all three ships and it was a gay and busy period immediately after arrival. The majority of the Ship's Company was despatched on long leave P.M. that day. Amongst the many toys which were landed was a considerable number as a gift from the Ship's Company to the Salvation Army who arranged for the distribution to needy children.

12. The remainder of the month was spent alongside Garden Island giving leave with a care and maintenance party only on-board. No dockyard work was carried out, although the ship's future movements has been amended to enable ARUNTA to take over WARRAMUNGA's programme, and to remain in commission until June, 1956, instead of paying off in March.

13. This month ended a period of almost seven months on the Far East Station which although initially unexpected, proved a most interesting time for all onboard. The variety of places visited, the experience gained during the exercises with the Royal Navy and United States Navy, and the opportunity of having a ship's company together without many drafting changes made the second half of 1955 a valuable training period. The service facilities for ratings such as clubs and canteens proved most valuable but it was found that normal living expenses ashore were very high, and the reason for substantial allowances to civilians was readily seen.

14. During the month the following official calls were paid and official functions attended.

On Thursday 1st December, I had the pleasure of dining with Captain D, 10th Destroyer Squadron in TOBRUK, together with the Captains of WARRAMUNGA and ANZAC, and on Friday evening, the Captains were entertained to dinner by the Captain, H.M.A.S. ANZAC.

On Saturday evening the Captains and Officers of ARUNTA and WARRAMUNGA gave a farewell Cocktail Party for approximately 170 guests which included the Captains and Officers of TOBRUK and ANZAC, and other ships and establishments, as well as the Commander-in-Chief, Far East Station and Lady Scott Moncrieff, the Flag Officer, Malayan Area, Rear Admiral E.H. Shattock, O.B.E., R.N., officers from the Australian Commissioner's Staff, and diplomatic representatives.

At Darwin on Sunday, 11th December, I entertained the Acting Administrator and Mrs Archer, the Naval Officer-in-Charge and Mrs Spurgeon, and the Captains WARRAMUNGA and QUEENBOROUGH onboard before attending a barbecue lunch at the Naval Officer-in-Charge's residence.

At Cairns on Thursday, 15th December, Mr. Wyer, the Naval Agent, and several local officials called during the forenoon and I was entertained to lunch by the Captain, H.M.A.S. WARRAMUNGA.

On Tuesday 20th, I waited on the Flag Officer Commanding Her Majesty's Australian Fleet in company with the Captains WARRAMUNGA and QUEENBOROUGH, and later waited on the Flag Officer-in-Charge East Australian Area.

On Thursday, 22nd December, I proceeded on long leave.

15. There was little time for sport during the month although some ship's representatives joined with WARRAMUNGA in a rugby match against the Fijians in which the Naval team could not last the distance and the usual Fijian cricket score was amassed.

16. The condition of the machinery and hull is good.
17. The health has been good and the Ship's Company was fully checked on the return passage to Australia.
18. Conduct has been very good especially with long leave in the offering.

I have the honour to be,

Sir,

Your obedient servant,



(Sgd.) W.K.TAPP

COMMANDER, R.A.N.
CAPTAIN.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

(Copy to:- The Captain (D), 10th Destroyer Squadron).

APPENDIX "A" TO H.M.A.S. ARUNTA REPORT OF PROCEEDINGS - DECEMBER, 1955.

Submitted in accordance with C.N.O. 248/55, paragraph 6.

- (a) 4462.3 miles steamed during the month
- (b) 327 37/60 hours underway during the month
- (c) 4.567 miles per ton
- (d) 80754.4 miles steamed since commissioning 12 November, 1952.
- (e) 8048 48/60 hours underway " " " " " "

Submitted in accordance with C.N.O. 2/53 - Speed in excess of economical.

Saturday 3rd December.

- (a) 2½ hours
- (b) 15.4 knots
- (c) 2.4 tons per hour
- (d) 1.15 miles per ton
- (e) To rejoin Captain (D), 10th Destroyer Squadron. Authority C.N.O. 2/53 paragraph 5 b.

Wednesday 14th December.

- (a) 24 hours
- (b) 15 knots
- (c) 2.96 tons per hour
- (d) 5.06 miles per ton
- (e) To make E.T.A. at Cairns. Authority C.N.O. 2/53 paragraph 5 b.

Thursday 15th December.

- (a) 5 hours
- (b) 15 knots
- (c) 2.96 tons per hour
- (d) 5.06 miles per ton
- (e) To make E.T.A. at Cairns. Authority C.N.O. 2/53 paragraph 5 b.

APPENDIX "B" TO H.M.A.S. ARUNTA REPORT OF PROCEEDINGS - DECEMBER, 1955.

No whales were sighted during the month.

H 336-12-431

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. *Aranda* Report of Proceedings *November 1955*

4th N.M.

D.A.W.O.T.

D. of P.

D. of P. (Q)

H.P.B.

D.G.S.

N.A. 2nd N.M. (X)

D. of M.

D.D.M.

D.N.L.

D.E. (N)

D. of C. (N)

D.O.U.W.

D.N.S.

H.N.B. (N)

D.A.O.

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17/2
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17



DEPARTMENT OF THE NAVY

NAVY PAPER

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NAVY OFFICE
20 FEB 1956

1336-12-27/31

DEPARTMENT OF THE ARMY

ALWAYS FIRST

W. A. Bennett

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 19. *...*
 20. *...*

Department of the Army

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13/12/31

13/12

RECEIVED
13 DEC AM
NAVY REGISTRY

~~H336-12 431~~

Reference 4/1.

H.M.A.S. ARUNTA,

At Sea.

9th December, 1955.

The Flag Officer,
Second-in-Command,
FAR EAST STATION. (3)

Copies to:-

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE, S.C.1. (2)

The Flag Officer Commanding,
H.M. Australian Fleet,
H.M.A.S. SYDNEY. (1)

The Flag Officer,
MALAYAN AREA. (1)

The Commodore-in-Charge,
HONG KONG. (2)

The Captain (D),
8th Destroyer Squadron,
H.M.S. COSSACK. (1)

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK. (1)

The Commanding Officer,
H.M.A.S. WARRAMUNGA. (1)

DRH
D.A.R. 16/12
D.A.S. 19/12
D.A.O. 21/12

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS
FOR THE MONTH OF NOVEMBER, 1955.

4331-10-1931

Reference to
L.M.S. 8. 1931
at 600
9th December, 1931



The Flag Officer
Second-in-Command
VIA AIR MAIL

Copies for

- (2) The Secretary,
Department of the Navy,
The Flag Officer
- (2) The Flag Officer
The Australian Fleet,
The Flag Officer
- (1) The Flag Officer,
The Governor-in-Charge,
H.M.S. 8
- (1) The Captain (D),
H.M.S. 8,
H.M.S. 8
- (1) The Captain (D),
H.M.S. 8,
H.M.S. 8
- (1) The Captain (D),
H.M.S. 8,
H.M.S. 8

Handwritten notes:
D.A.O.
D.A.O.
D.A.O.

L.M.S. 8. 1931 - KNOWN TO THE PUBLIC

FOR THE MONTHLY NUMBER, 1931

15/1

RECEIVED
13 DEC AM
NAVY REGISTRY

DEPT. OF THE
NAVY

H336 | 12 | 431

Reference 4/1.

H.M.A.S. ARUNTA,

At Sea.

9th December, 1955.

H.N.
=

The Flag Officer,
Second-in-Command,
FAR EAST STATION. (3)

2/5

Copies to:-

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE, S.C.1. (2)

The Flag Officer Commanding,
H.M. Australian Fleet,
H.M.A.S. SYDNEY. (1)

The Flag Officer,
MALAYAN AREA. (1)

The Commodore-in-Charge,
HONG KONG. (2)

The Captain (D),
8th Destroyer Squadron,
H.M.S. COSSACK. (1)

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK. (1)

The Commanding Officer,
H.M.A.S. WARRAMUNGA. (1)

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS

FOR THE MONTH OF NOVEMBER, 1955.

H.M.A.S. ARUNTA,
At Sea.
9th December, 1955.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of November, 1955.

2. At the beginning of the month ARUNTA was alongside the North Wall of the Dockyard Basin, Hong Kong, in company with units of the Far East Fleet assembled for the annual regatta. During the week 31st October to Saturday 5th November, tropical routine was worked because of the requirements of the Fleet Sporting Competitions. A very full programme of all the major sports, cricket excepted, was achieved mainly due to an excellent sports organization between Fleet and Naval Shore authorities. (Details have been included later in this report). Another sporting item of interest to a considerable number of people in Hong Kong was the running of the Melbourne Cup on Tuesday 1st November. A rebroadcast of this well known Blue Riband of the Australian Turf was given over Radio Hong Kong.

3. On Wednesday, 2nd November, I attended a Commanding Officers' Conference in ALERT convened by Commander-in-Chief at which various subjects affecting the Fleet were discussed. The Commander-in-Chief, Far East Station, Vice Admiral Sir A.K. Scott-Moncreiff, K.C.B., C.B.E., D.S.O.^x visited the ship on Friday 4th November, and walked around "Divisions". He arranged that when visiting all ships, hands were to be in working dress so that the day's work would not be disrupted.

4. On Saturday evening, 5th November, an Australian Squadron farewell Cocktail Party was given jointly by ARUNTA and WARRAMUNGA and approximately 150 guests attended including the Commander-in-Chief and Lady Scott-Moncreiff, a number of the local dignitaries, and some of the Australian Association in Hong Kong. The following day the Remembrance Day Ceremony was held in all ships and ashore and the 2 minutes silence was honoured at 1100.

5. On Monday, 7th November, the Fleet left Hong Kong for the Regatta berths in Junk Bay. At 0920H ARUNTA slipped and proceeded and in company with the 8th Destroyer Squadron, H.M.S. CRANE (F. 3) and H.M.S. OPOSSUM, moored and formed the east line of ships along the Regatta Course. The 4th Frigate Squadron, MODESTE, with NEWCASTLE and NEWFOUNDLAND formed the west line. R.F.A. FORT CHARLOTTE extended the western line. At 1400H H.M.S. ALERT flying the flag of Commander-in-Chief, moored at the southern end of the east line. At 1600H the flag of the Flag Officer, Second-in-Command, Far East Station, was transferred from NEWCASTLE to NEWFOUNDLAND.

6. The Small Ships' Regatta was held on Tuesday, 8th November, and the squadrons were grouped as follows:- 8th Destroyer Squadron, (3 ships), 4th Frigate Squadron, (3 ships), 3rd Frigate Squadron (3 ships), with ARUNTA and WARRAMUNGA forming the Australian Squadron. Unfortunately H.M.A.S. CONDAMINE could not remain in the area the additional time to help boost the Australian numbers. The day provided some interesting races and although cold, the rig being changed to 'blues', OPOSSUM, MODESTE, and COMUS battled for the Small Ship's Cock, which was finally won on the last race by OPOSSUM, and made the 3rd Frigate Squadron the winning Squadron.

.....Although.....

(Page 2 of H.M.A.S. ARUNTA's Report of Proceedings, November, 1955).

Paragraph 6 continued.

Although WARRAMUNGA pulled well and gained a reasonable number of points, we in ARUNTA were very disheartened at the end of the day to find that we had gained very few points and had not managed to beat one of WARRAMUNGA's crews. Prizes for the Small Ships' Regatta were presented onboard H.M.S. ALERT by Lady Scott-Moncreiff.

7. The Fleet Regatta the following day included the winning boats from each squadron in the Small Ships' Regatta plus 2 crews each from the cruisers, and TAMAR, and any crews available from the R.F.A. The day was even colder and with a strong gusty wind conditions were far from good. However the races were keenly contested and the day ended with the 3rd Frigate Squadron winning the Fleet Cock and NEWFOUNDLAND that for the cruisers. WARRAMUNGA battled hard for the Australian Squadron but the training of the other crews proved too much. Lady Scott-Moncreiff again presented the prizes onboard NEWFOUNDLAND.

8. The Sailing Regatta was held on Thursday, 10th November, and NEWCASTLE and NEWFOUNDLAND gained the honours. In the changeable winds and varying tides only about half the boats finished. Because of the cold weather conditions very little was seen or heard of "chuck up parties".

9. The flag of the Commander-in-Chief was transferred from ALERT to NEWCASTLE at 0815H Friday, 11th November, and immediately afterwards, ARUNTA weighed and proceeded in company with the Far East Fleet. After clearing Hong Kong at 0915H manoeuvres were carried out until 1230H, and it was a heartening sight to see thirteen ships crossing between each other during the 'grid iron' manoeuvre. During the afternoon general drill was conducted at sea and after a "well done" from the Commander-in-Chief, NEWCASTLE and ALERT cleared to the northward whilst the Commander-in-Chief and his staff were transferred by jackstay to ALERT; ALERT then proceeded into Hong Kong. The Flag Officer Second-in-Command, Far East Station, in NEWFOUNDLAND then assumed command of the Fleet which by now was formed in column by divisions and ships were manned to cheer NEWCASTLE on her way to Singapore for re-commissioning. The Fleet then proceeded into Hong Kong harbour; ARUNTA and WARRAMUNGA going alongside WAR AFRIKI to fuel, and on completion at 1830 ARUNTA secured to No.8 Buoy. Very shortly afterwards the Captains and officers of ARUNTA and WARRAMUNGA were guests at a Cocktail Party given in their honour by the Australian Association of Hong Kong.

10. On Sunday forenoon Captain (D) 8, (Captain E.T. Larken, OLB.E., R.N.) paid a farewell visit to the ship and addressed the Ship's Company immediately after Divisions. This was the last day of actually being in company with ships of the 8th Destroyer Squadron.

11. Some hundred rounds of 4.7 inch ammunition for return to Australia were embarked early A.M. Monday, 14th November. At 0900H ARUNTA, and with WARRAMUNGA and MODESTE astern formed up with Ship's Companies at Divisions and steamed past the Dockyard. As each ship passed ALERT (Commander-in-Chief, Far East Station), COSSACK (Captain (D) 8), and NEWFOUNDLAND (Flag Officer Second-in-Command, Far East Station), with hands mustered gave a very rousing three cheers and vocal goodbyes. (MODESTE was proceeding to Singapore to recommission).

.....The Chinese.....

Paragraph 11 continued.

14. The Chinese Ladies Side Party were of course not silent witnesses of our departure, and wild for the honour of the loudest crackers with Captain (D) 8's Staff and others in decorated motor boats. The sampans and motor boats were scarcely discernible amidst the smoke and flying debris. It was indeed a very much appreciated "chuck up" and farewell which will long be remembered by all of us. I only hope that some coloured movie scenes taken of the incident from onboard will turn out successful.

12. On clearing the harbour entrance at 1030H ARUNTA and WARRAMUNGA joined with CARDIGAN BAY (F.4.) and ST. BRIDE'S BAY in forming a departure screen with MODESTE as the main body. Unfortunately a group of U.S.N. Minesweepers and as usual some Chinese junks made accurate station keeping impossible. The sortie exercise completed, screening manoeuvres were carried out until 1230H when ARUNTA and WARRAMUNGA were detached to proceed to Singapore.

13. In compliance with Commodore Hong Kong's instructions passage to Singapore was made west of the Paracel Islands to "sight" H.M. Tug ENCORE with SALVALOUR in tow who were also on passage to Singapore. On Wednesday forenoon, 16th November, hands went to "action stations" and a major Damage Control and A.B.C. Exercise was carried out, in addition to the other preparations for Captain (D) 10's inspection. It had been expected to sight the ENCORE at about 2230GH 16th November, but a signal from ENCORE was received giving her 1930 position as well to the north-westward of ARUNTA on a S.S.W. course, speed 7 knots. Course was altered to effect a rendezvous. As it was found later ENCORE was making good 10½ knots on a much more southerly course than she had indicated and the rendezvous was not effected by 0430 when WARRAMUNGA was detached to search to the southward, ARUNTA turning to the northward. ARUNTA altered course to the southward at 0630GH to search down the main Hong Kong - Singapore steamship route and ENCORE with the tow was passed at 1140GH. WARRAMUNGA sighted ENCORE at 0830GH and was detached to proceed to anchor at Pulau Tioman.

✓ 14. As a result of the time lost searching for ENCORE exercises scheduled for that day had to be cancelled. ARUNTA proceeded along the steamship route to the Anamba Islands to use them as a starting point for the annual full power trial to be carried out between there and Pulau Tioman. This trial was commenced at 0520GH Friday, 18th November, and successfully completed by 0720GH. The high sea temperature was probably the reason for only 29.5 knots being attained. No troubles were experienced below and a separate report on the trial has been forwarded.

15. At 0900GH ARUNTA hove to to the eastward of Pulau Tioman and after dodging rain squalls a closing down trial was carried out. Both motor cutters were employed to lay the lachrymatory floats and although not fitted with many of the latest devices the gas citadels remained surprisingly clear of fumes.

16. On completion at 1015GH ARUNTA proceeded round the southern end of Pulau Tioman anchoring to the southward of WARRAMUNGA at 1140GH. During the afternoon parties were landed to sand and scrub the whaler and other woodwork. Swimming parties were landed on the very fine beach at Tanjung Mesoh during the dogwatches; some very fine specimens of coral and the inevitable coconuts were brought back.

17. At 2240GH ARUNTA weighed and proceeded with WARRAMUNGA in company for Singapore. Identities were exchanged with H.M.S. CRANE (F.3.) and H.M.S. MODESTE at 0720GH the following morning. ARUNTA arrived off Beaulieu Shoal Buoy, Naval Base, at 0930GH securing at No.7 (south) berth, WARRAMUNGA securing astern.

18. ARUNTA remained alongside at the Naval Base until Monday 28th November. During this period final preparations were made for the forthcoming Annual Inspection by Captain (D), 10, on December 1st and 2nd. ARUNTA had been nominated to carry out M.R.N.V.R. training in the Singapore Roads during the week-end 26th-27th November, but owing to defective port main circulator thrust, was unfortunately unable to fulfil this commitment. Arrangements had been made to do as many exercises and drills as possible with these Reserves at sea on Sunday 27th. The ship remained at the Naval Base whilst the defect was made good by Ship's Staff with Dockyard assistance.

19. During this period at the Naval Base, Higher Rates Boards for Leading Seaman and Petty Officer were convened on Thursday 24th November. Opportunity was also taken to land as many of the personal "rabbits" and presents for relatives and friends in a lay apart store to clear the mess decks for the inspection.

20. H.M.S. ALERT flying the flag of Commander-in-Chief, Far East Station, berthed at the Naval Base at 0900GH Saturday 26th November the flag being transferred to Commander-in-Chief's Headquarters A.M. that day.

21. ARUNTA with WARRAMUNGA in company sailed from the Naval Base at 0930GH Monday 28th November, anchoring in the Man O'War Anchorage, Singapore Roads, at 1115GH to comply with Captain (D) 10's signal 280649Z/Nov(Notal). An M.F.V. provided by H.M.S. TERROR arrived at 1530GH Monday to assist in landing libertymen during the period in the "Roads". At the end of the month ARUNTA was at anchor in Singapore Roads with WARRAMUNGA, awaiting the arrival of TOBRUK and ANZAC and Captain (D) 10's Inspection on the following day.

22. During the month the following official calls were paid and official functions attended.

At Hong Kong.

On November 2nd I was among the guests of the Captain H.M.S. TAMAR (Captain B. Pengelly, D.S.C., R.N.) to a Buffet dinner followed by the Fleet Boxing Competitions:

I was accompanied by some of my officers to the Service Tattoo on the evening of Friday 4th November, when the Commander-in-Chief Far East Station was Patron. It proved a most interesting evening.

I was accompanied by most of my officers to refreshments in H.M.S. NEWCASTLE (Captain R.B. Honeywill, R.N.) at midday on 5th November on the occasion of their farewell before recommissioning.

That evening the Captains of WARRAMUNGA (Commander I.K. Purvis R.A.N.) and myself with our officers held a joint farewell Cocktail Party onboard both ships at which approximately 140 guests attended. These included the Commander-in-Chief, Far East Station and Lady Scott-Moncreiff, the Captains and some officers from ships in company and Dockyard officers and their ladies. Mr. H.C. Menzies the Australian Trade Commissioner and Mrs. Menzies and some members of the Australian Association and local dignitaries.

.....On Monday.....

(Page 5 of H.M.A.S. ARUNTA's Report of Proceedings, November, 1955).

Paragraph 22 continued.

On Monday evening, 7th November, I was accompanied by some of my officers to refreshments onboard H.M.S. ALERT at Junk Bay as guests of the Commander-in-Chief and Lady Scott-Moncreiff, who had invited officers from all ships present. On Tuesday 8th, I attended a dinner onboard COSSACK when Captain (D) 8, Captain E.T. Larkin, O.B.E., R.N., dined the Captains of the 8th Destroyer Squadron.

On Wednesday evening I had the privilege to be one of the guests when the Flag Officer, Second-in-Command, Far East Station, (Vice Admiral R.F. Elkins, C.B., C.V.O., O.B.E., R.N.) entertained Regatta Officials to dinner and cinema in H.M.S. NEWFOUNDLAND.

On Thursday 10th, I had the privilege of being one of the guests to dine in H.M.S. ALERT with the Commander-in-Chief, Far East Station and Lady Scott-Moncreiff.

On Friday 11th, I attended a reception for ARUNTA and WARRAMUNGA officers given by the Australian Association, Mr. H.C. Menzies the Trade Commissioner being the President.

On Saturday 12th November with the Captain of WARRAMUNGA and our First Lieutenants I was entertained to luncheon by Mr. and Mrs. H.C. Menzies. That evening I was accompanied by some of my officers to a farewell Cocktail Party given by H.M.S. MODESTE (Commander G.H. Evans, R.N.).

On Sunday 13th November, our last day in Hong Kong in company with the Captain, WARRAMUNGA and our First Lieutenants, I paid a farewell call on the Commodore Hong Kong and Mrs. J.H. Unwin.

At Singapore.

On arrival on Saturday 19th November, I met the Captain of the Dockyard, Captain Fisher, R.N., and on Sunday, had he and his family and some of the Commanding Officers onboard for refreshments. /new

On Thursday 24th November in company with the Captain WARRAMUNGA I paid a farewell call on the Flag Officer Malayan Area, (Rear Admiral E.H. Shattock, O.B.E., R.N.) and we were entertained to lunch.

On Friday 25th November, in company with the Captain WARRAMUNGA I called on the Captain, H.M.S. NEWCASTLE (Captain A.R. Kennedy, O.B.E., R.N.).

On Tuesday, 29th November, in company with the Captain, WARRAMUNGA, I paid a farewell call on the Commander-in-Chief, Far East Station, and was privileged to stay to lunch with he and Lady Scott-Moncreiff who both found memories of their rather hurried visit to Australia.

On Wednesday 30th November, in company with the Captain, WARRAMUNGA, I attended a small Cocktail Party given by Commander N.E. McDonald, R.A.N., and Mrs. McDonald. They have settled in well in Singapore since his attachment to the staff of the Commander-in-Chief, Far East Station.

23. During the month a very full sporting programme was met.

.....At Hong Kong.....

Paragraph 23 continued.

At Hong Kong the Fleet Sports Competition included Hockey and Soccer at which the combined teams of ARUNTA and WARRAMUNGA were unsuccessful. At Boxing a good display was given and in Seven-a-Side Rugby, ARUNTA was just beaten by WARRAMUNGA in the semi-final. This event ended in an all WARRAMUNGA final. The Pulling and Sailing Regattas have been referred to earlier in this report. ARUNTA's Rugby team played six matches and by winning them all, some matches against local teams, achieved some publicity in the Sports Section of the Hong Kong press. The cricket team also did very well by winning three matches and so far has not been beaten. The Ship's Rifle Team has also been meeting with success. The Rugby Team at Singapore was again successful in games against WARRAMUNGA, Royal Naval Air Station Sembawang, and R.A.A.F. No.1 Squadron, Tengah. A combined team with WARRAMUNGA lost two matches against the Royal Navy and Singapore Cricket Club. Basketball was also played and the month was generally a satisfactory sporting one, except for the Regatta.

24. The health of the Ship's Company has remained good but with more sport being played during the month, minor accidents have increased. The whole Ship's Company was mass x-rayed at Singapore with Nil active T.B. Cases discovered. My Medical Officer also assisted with arranging the x-raying of WARRAMUNGA's Ship's Company. The venereal disease rate has dropped considerably.

25. The hull and machinery generally have stood up to the period very well and a successful full power trial was carried out during the month. However no satisfactory answer has been found to the second failure of the port main circulator thrust on which separate reports have been submitted. Minor defects of rusting and pitting decks must be expected in a ship getting on in years and these have been taken in hand and also noted for the next refit.

26. The conduct of the Ship's Company has been very good and the general effort put into the final clean up for Captain (D) 10's Inspection has been most gratifying, especially with so many other incidentals such as turnover arrangements, purchasing final presents, and bidding farewell to friends in the last days on the Far East Station. The conduct ashore has been excellent except for one incident where appropriate action was taken. Having generally enjoyed the visits to the various ports on the Far East Station, everyone onboard is keen for the screws to turn in the homeward direction.

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) W.K.TAPP

COMMANDER, R.A.N.
CAPTAIN.

APPENDIX "A" TO H.M.A.S. ARUNTA'S REPORT OF PROCEEDINGS FOR THE
MONTH OF NOVEMBER, 1955.

Submitted in accordance with C.N.O. 248/55, para. 6.

- (a) 1702.7 miles steamed during the month.
- (b) 123 52/60 hours underway during the month.
- (c) 3.112 miles per ton.
- (d) 76292.1 miles steamed since commissioning 12 November, 1952.
- (e) 7721 11/60 hours underway " " " " "

Submitted in accordance with C.N.O. 2/53 - Speed in excess of economical
Wednesday 16th November.

- (a) 10 hours
- (b) 14.6 knots
- (c) 2.5 tons per hour
- (d) 5.84 miles per ton
- (e) As requisite for exercises on passage to Singapore with WARRA-MUNGA and to sight H.M. Tug ENCORE in accordance with Commodore Hong Kong's signal 120503Z/November. Authority CNO 2/53 para 5 b.

Thursday 17th November.

- (a) 16 hours.
- (b) 16.0 knots
- (c) 2.9 tons per hour
- (d) 5.517 miles per ton
- (e) To sight H.M. Tug ENCORE in accordance with Commodore Hong Kong's signal 120503Z/November. Authority C.N.O. 2/53, para. 5 b.

Friday 18th November.

- (a) 8 hours
- (b) 19.62 knots
- (c) 4.3 tons per hour
- (d) 4.562 miles per ton
- (e) To sight H.M. Tug ENCORE in accordance with Commodore Hong Kong's signal 120503Z/November, and as necessary during annual full power trial. Authority C.N.O. 2/53, para. 5 b.

APPENDIX "B" OF H.M.A.S. ARUNTA'S REPORT OF PROCEEDINGS
FOR THE MONTH OF NOVEMBER, 1955.

No whales were sighted during the month.

DEPARTMENT OF THE NAVY.

4336-12-422

MINUTE PAPER.

H.M.A.S. *Arunta* Report of Proceedings - *October 1915*

- ~~4th N.M.~~ *DR*
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- ~~H.P.B.~~ *Ding 20/xii*
- ~~D.G.S.~~ *23/12*
- ~~N.A. 2nd N.M. (X)~~ *893 12*
- ~~D. of M.~~ *29/xii*
- ~~D.D.M.~~ *31.*
- ~~D.N.L.~~ *184.*
- ~~D.E. (N)~~ *[Signature]*
- ~~D. of C. (N)~~ *[Signature]*
- ~~D.O.U.W.~~ *[Signature]*
- ~~D.N.M.S.~~ *[Signature]*
- ~~H.N.B. (N)~~ *[Signature]*
- ~~D.A.O.~~

150/20

1934-1944

DEPARTMENT OF THE NAVY

MINUTE BOOK

Presented

U.S.A.

Report of Proceedings

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D.N.M.S.
 BRANCH
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1/11/56

28/11

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

28/11 H.M.A.S. *Arunda* Report of Proceedings - *October 1955*

C.N.P.R.

D.O.D. *28/11*

D.C.N.S. *29/11*

1st N.M. *2/12*

D.C.N.P. *29/11*

2nd N.M. *5/12*

D.N.I. *6/12*

D/D.P.S. *6/12*

D.T.S.R. *8/12*

D.N.C. *9/12*

Deputy Secretary. *12/12*

3rd N.M. *13/12*

H.N.B. (N.5)

9/12 Duplicate copy circulated to. C.N.P.R.
D.N.I.
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7/12



1336-10-1001

DEPARTMENT OF THE NAVY

NAVY OFFICE

Chief Clerk, Bureau of Naval Personnel - 1336-10-1001

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Reference copy retained in file

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REFERENCE 4/1

H.M.A.S. ARUNTA,

At Sea.

17th November, 1955.

The Flag Officer,
Second-in-Command,
FAR EAST STATION. (3)

Copies to:-

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE. S.C.1 (2)

The Flag Officer Commanding,
H.M. Australian Fleet,
H.M.A.S. SYDNEY. (1)

The Flag Officer,
MALAYAN AREA. (1)

The Commodore-in-Charge,
HONG KONG. (2)

The Captain (D),
8TH DESTROYER SQUADRON. (1)

The Captain (D),
10TH DESTROYER SQUADRON. (1)

The Commanding Officer,
H.M.A.S. WARRAMUNGA. (1)

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS

FOR THE MONTH OF OCTOBER, 1955.

[Handwritten initials]

C.N.P.R. 29/11

D.N. 20/11

D.A.O. 9/11

1914-1918

17th November 1918
H.M.A.S. 'SHEPHERD'
Rear Admiral

The Flag Officer
Commander-in-Chief
The Fleet

- (1) The Flag Officer, The Commodore-in-Chief, HONG KONG.
- (2) The Commodore-in-Chief, HONG KONG.
- (1) The Captain (D), THE BRITISH BATTLESHIP 'DUNEDIN'.
- (1) The Captain (D), THE BRITISH BATTLESHIP 'DUNEDIN'.
- (1) The Commodore-in-Chief, HONG KONG.
- (1) The Commodore-in-Chief, HONG KONG.

1918-1919

H.M.A.S. 'SHEPHERD' - BRIGADE OF PROTECTIVE
FOR THE FLEET OF HONG KONG, 1918

D. A. O.
D. A. O.
D. A. O.

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4336	12	422

REFERENCE 4/1

H.M.A.S. ARUNTA,

At Sea.

17th November, 1955.

The Flag Officer,
Second-in-Command,
FAR EAST STATION. (3)

Copies to:-

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE. S.C.1 (2)

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H.M.A.S. SYDNEY. (1)

The Flag Officer,
MALAYAN AREA. (1)

The Commodore-in-Charge,
HONG KONG. (2)

The Captain (D),
8TH DESTROYER SQUADRON. (1)

The Captain (D),
10TH DESTROYER SQUADRON. (1)

The Commanding Officer,
H.M.A.S. WARRAMUNGA. (1)

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS
FOR THE MONTH OF OCTOBER, 1955.

5/11
25-24/11

H.M.A.S. ARUNTA,
At Sea.
17th November, 1955.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - OCTOBER, 1955.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of October, 1955.

2. The beginning of the month found ARUNTA alongside North Arm West, Hong Kong Dockyard, as duty destroyer. During the afternoon of Saturday, 1st October, the ship was ordered to stand by to proceed to the assistance of an aircraft flying on 3 of its 4 engines from Japan to Hong Kong. Fortunately the aircraft made a safe passage and reached the Hong Kong area by 1715I and the ship's services were not required.

3. ARUNTA had been scheduled to sail for Singapore on Monday 3rd October. However owing to a defective thrust collar of the port main circulator brought about by oil pressure failure, the ship's departure was delayed until the following day; my signal 021450Z/October and letter No. 81/20 dated 10th October, 1955, refer. The defect was made good by ship's staff with dockyard assistance.

4. ARUNTA sailed for Singapore at 1630I Tuesday, 4th October, routed west of the Paracels because of a tropical depression of uncertain movement centred to the westward of Manila. By 0100I 5th October, the movement of the depression had been established as "westward" and speed was increased to 20 knots to pass from its dangerous quadrant. Economical speed was resumed at 1600I on the same day after the depression had been left to the north-east. The remainder of the passage was without incident, ARUNTA securing alongside at Singapore Dockyard astern of WARRAMUNGA at 1730GH Saturday, 8th October.

5. Having embarked fuel and stores etc. during the forenoon, ARUNTA with WARRAMUNGA in company sailed from Singapore at 1400GH Monday 10th October, for Port Swettenham. After proceeding up the South Klang Strait ARUNTA secured to No. 1 buoy Port Swettenham at 0800GH the following morning, WARRAMUNGA securing alongside at 0820GH.

6. The three days at Port Swettenham proved a continuous round of sporting and social events for all officers and men of both Ships' Companies. Official calls were paid as listed in para. 27. Apart from daily Rugby, tennis, and soccer matches, large parties of ratings were taken on launch trips, visits to tin mines, rubber plantations, and sightseeing to Kuala Lumpur. 50 ratings from both ARUNTA and WARRAMUNGA were entertained by the Home Guard with a trip to Port Dickson on Wednesday, 12th October. In the evening 100 ratings from each ship were entertained at the Mariners' Club with drinks, an excellent supper, and a movie programme. This event typified the unbounded hospitality shown at Port Swettenham and Klang.

7. On Wednesday and Thursday afternoons ships were opened for public inspection and several thousand Malays, Chinese, and Tamils came off in boats to walk around. They proved very well-behaved visitors with the exception of numerous small boys who were as mischievous as any others. On Thursday evening, approximately 80 guests were entertained at an official Cocktail Party given jointly by both ships.

.....8.....

8. On Wednesday 12th October, I spent a most enjoyable day with officers from ARUNTA and WARRAMUNGA as guests of the Home Guard Officers in the state of Negri Sembilan. After a drive by car through Kuala Lumpur and semi jungle country, we arrived at Seremban where Major McInnes, on loan to the Home Guard from the Australian Army, arranged for us to be shown over the Police Headquarters and informed of the general terrorist situation and the means of combatting it. After having suitable escorts arranged we then visited a small village where some evacuees from the terrorist areas were given protection inside a barbed wire enclosure and this included a fortified strongpoint. However a short while before our visit terrorists had managed to succeed in a raid and got away with some rifles and ammunition. We also visited a most primitive aboriginal village next to the jungle on the outskirts of a rubber plantation. The natives surrounded by children and monkeys enjoyed having their photos taken and demonstrated their prowess with firing darts from a blow pipe.

9. After lunch another interesting drive took us through jungle country over a mountain pass to the vicinity of Jelebu where we met Brigadier Alexander, 26th Gurkha Brigade and his Headquarters carrying out a routine exercise. We were their guests to afternoon tea after another brief survey of the terrorist situation in that area. On returning to Seremban we were the guests of Lieutenant Colonel Kyle-Little, Commander of the Negri Sembilan Home Guard also on loan from the Australian Army. We returned to the ship that evening having thoroughly enjoyed seeing how our sister service operated in the jungle.

10. Port Swettenham although a small port is exceedingly busy with a monthly average of 100 ships calling there. It has the largest cargo-handling figure of any Malayan port, and the port authorities are hoping to increase the wharfage area. The well populated hinterland includes the towns Klang and the Capital Kuala Lumpur.

11. At 1750GH Friday, 14th October, ARUNTA followed by WARRAMUNGA slipped and proceeded for Penang via the North Klang Strait. After an overnight passage both ships moored in the Man O'War anchorage, Penang, at 0800GH the following morning. The surveying vessel H.M.S. DAMPIER was already at anchor having arrived the previous day.

12. Official calls were paid as listed in para. 27. Apart from several sporting fixtures and sightseeing over the weekend this visit to Penang was peaceful and rather a necessary change after three days at Port Swettenham.

13. Penang is a picturesque hilly island of the North-West coast of Malaya and Georgetown the main town, with Butterworth on the mainland form the second most important port in Malaya. A division of the Malayan Royal Naval Volunteer Reserve is stationed at Penang. It is interesting to note that Captain Light, the founder of Penang, was a brother of the founder of Adelaide, Colonel Light.

14. After various changes the programme for H.M. Troopship GEORGIC and the time of arrival at Penang of the 2 Battalion R.A.R., was at last finalised. ARUNTA and WARRAMUNGA weighed at 0730 Monday, 17th October, and proceeded in company to rendezvous with GEORGIC at 1130 the following day at the eastern entrance to Singapore Strait. On passage exercises including C.O.W. Manoeuvres and a Range and Inclination Exercise were carried out.

.....15.....

15. GEORGIC was detected by radar and sighted ahead at 1105GH Tuesday, 18th October, and with hands at Divisions and the Australian Blue Ensign flying, ARUNTA and WARRAMUNGA passed down each side of GEORGIC at 1½ cables distance, and when abreast her stern, turned outwards passing GEORGIC again in proceeding to the escorting stations, WARRAMUNGA port bow, ARUNTA starboard bow. During the approach a merchant ship appeared to be determined to be in the reception, however with evasive action by GEORGIC and course and speed juggling in the destroyers, the rendezvous was effected at 24 knots, and the ceremony completed just before everything was blotted out in a heavy rain squall. It was almost heartening scene to see and hear the waves and cheers from all onboard GEORGIC as we passed.

16. During the afternoon R.A.A.F. Lincolns and R.A.F. Vampires gave the Australian Troops a welcome by flying past. A Chinese photographer from the Malayan Film Unit, Kuala Lumpur, who had been embarked in ARUNTA at Penang, was transferred by boat to GEORGIC P.M. that day. The escort was continued throughout the passage to Penang and during the forenoon of the 19th, a jackstay transfer was carried out from WARRAMUNGA to ARUNTA.

17. At 1400GH 19th October, the destroyers were detached off the northern entrance to Penang Harbour, and GEORGIC after embarking a pilot, proceeded into harbour and anchored. WARRAMUNGA proceeded independently to moor in the Man O' War anchorage. ARUNTA was delayed in entry while obtaining pratique after reporting a case of infective hepatitis onboard. Both destroyers took in 100 tons of fuel on 20th, and H.M.S. DAMPIER entered harbour that evening.

18. On the evening of 20th, an official Cocktail Party given by both ships was held in WARRAMUNGA. Unfortunately the period in Penang did not give very much time to meet the Australian Army Officers, nor the Pakistan Naval Squadron due on 21st.

19. Friday 21st October being the occasion of the 150th anniversary of the battle of Trafalgar ships were dressed overall. At 0845GH H.M. Pakistan Ships SIND, flying the flag of Commander-in-Chief, Royal Pakistan Navy, Rear Admiral H.M. Siddiq Choudri, M.B.E., TIPPU SULTAN wearing the broad pennant of the Commodore Commanding R.P.N. Flotilla, Commodore Abdul Rashid, R.P.N., TAIMUR and TUGHRIL entered harbour and moored at Man O' War anchorage. H.M.S. DAMPIER fired a 15 gun salute to the flag of C.in C., R.P.N. as the Pakistan Squadron entered harbour, and this was returned by a 7 gun salute from H.M.P.S. SIND. At noon, guards were paraded whilst 15 gun salutes were fired by SIND and DAMPIER to commemorate Trafalgar Day. Guards were paraded again at 1445GH during the return call of His Excellency the High Commissioner for the Federation of Malaya, Sir Donald MacGillivray, K.C.M.G., on Rear Admiral Choudri. SIND fired a 17 gun salute on His Excellency's departure.

20. At 0800GH Saturday 22nd, ARUNTA with WARRAMUNGA weighed and proceeded for Singapore Roads, anchoring there at 1130GH the following day. R.F.A. EDDYROCK secured alongside and the ship was topped up with fuel. On completion, EDDYROCK fuelled WARRAMUNGA and victualling stores were embarked from a stores lighter. Lieutenant J.W. Hoskins, M.R.N.V.R., who took passage from Penang was disembarked. At 1830GH 23rd October, ARUNTA and WARRAMUNGA weighed and proceeded for Hong Kong.

.....21.....

21. During the forenoon of Monday various exercises including an R.I.X. and S.P.P.X. were carried out. At 1520GH after some delay a Sunderland aircraft from Selstar (Singapore) effected a rendezvous with ARUNTA and WARRAMUNGA using homing procedure as part of F.E.S.S. A.X.1 (Far East Station Sea/Air Exercise). After joining, the aircraft cooperated during several S.A.U. Exercises. Before returning to base the aircraft completed successful machine gun and bombing attacks on a splash target towed by WARRAMUNGA. Both ships then carried out independent long and close range A.A. firings at star-shell bursts. A night Encounter Exercise finally completed a full day's exercises. Identities were exchanged during the afternoon with H.M.S. ST. BRIDES BAY also on passage to Hong Kong. On the following day further exercises including sub calibre firings were carried out.

22. WARRAMUNGA was detached at 2000HI Thursday 27th October to rendezvous with Captain (D) 8, in H.M.S. COCKADE, and ARUNTA proceeded to rendezvous with H.M.S. CRANE off Hong Kong for long and close range A.A. firings at a sleeve target. Unfortunately the aircraft was late arriving but on completion of CRANE's firings, four firing runs were carried out before the aircraft had to return to base. ARUNTA then proceeded to anchor off the Ninepins for a Naval Gunfire Support firing Practice at Port Shelter Gunnery Range. After embarking the N.G.S. Liaison Officer, firings commenced at 1125I and various selected targets were satisfactorily "neutralised".

23. ARUNTA weighed at 1235 and proceeded into Hong Kong securing port side to on the fuel bulk WAR AFRIDI at 1440I. Identities were exchanged with U.S.S. PIEDMONT (Commander Service Squadron 3) lying at anchor in the Western Dangerous Goods Anchorage, shortly before securing. H.M.S. CRANE then fuelled from port side of WAR AFRIDI. WARRAMUNGA secured outboard of ARUNTA on WAR AFRIDI at 1830I. COCKADE replaced CRANE when the latter had completed fuelling. ARUNTA and WARRAMUNGA shifted berth to the North Arm inside the Dockyard Basin at 0800I the following morning.

24. By Saturday 29th October the following ships of the Far East Fleet had assembled at Hong Kong for the Fleet Regatta and Sports:-

H.M.S. NEWCASTLE (FO2FES)	H.M.S. CRANE (F3)
H.M.S. NEWFOUNDLAND	H.M.S. OPOSSUM
H.M.S. COSSACK (D 8)	H.M.S. MODESTE
H.M.A.S. ARUNTA	H.M.S. CARDIGAN BAY (F 4)
H.M.S. COCKADE	H.M.S. ST. BRIDES BAY
H.M.A.S. WARRAMUNGA	H.M.S. ALERT
H.M.S. COMUS	H.M.N.Z.S. PUKAKI

25. The Commander-in-Chief, Far East Station, Vice Admiral Sir A.K. Scott-Moncreiff, K.C.B., C.B.E., D.S.O., flew his flag in H.M.S. ALERT from Sunday 30th October on his arrival from Singapore. H.M.S. NEWCASTLE fired a 17 gun salute to Commander-in-Chief the following morning which was returned by ALERT with a 15 gun salute.

26. At the end of the month, ARUNTA was alongside at Hong Kong participating in a week's sporting competitions with other units of the Far East Fleet.

(Page 5 of H.M.A.S. ARUNTA's Report of Proceedings, October, 1955).

27. During the month the following official calls were paid:-

At Hong Kong 1st October.

Commander R.R.B. Mackenzie, M.V.O., M.B.E., R.N. - H.M.S. CONSORT.

At Singapore 9th October.

Commander C.R.K. Roe, D.S.C., R.N. - H.M.S. DAMPIER.

At Port Swettenham 11th October. - in company with WARRAMUNGA.

Captain Bellis, - Harbour Master.
Commander H. Barrett, R.N. - N.L.O. Kuala Lumpur.
Mr. M. Loveday - Assistant Australian Commissioner, Kuala Lumpur.
Major General Lindsay, - Assistant Director Army Operations.
His Excellency Sir Donald MacGillivray, K.C.M.G. - High
Commissioner Federation of Malaya, Kuala Lumpur.
The Sultan of Selangor (name in book only)

On Tuesday 11th October, I had the honour of lunching with His Excellency Sir Donald and Lady MacGillivray at King's House, Kuala Lumpur. That evening, accompanied by most of my officers, I attended a cocktail party at the Klang District Officer's Residence and met a number of the local Malay dignitaries and officials, some of whom had visited Australia under the Colombo Plan. We were later entertained at the Klang Club.

On Thursday 13th, a combined farewell cocktail party was given by ARUNTA and WARRAMUNGA to repay some of the most generous hospitality arranged by the people of the district.

At Penang - In company with WARRAMUNGA.

Commander D.W. Graham, O.B.E. R.N. (ret'd) - S.O., M.R.N.V.R. Penang.
Captain A.A. Martin, D.S.O., D.S.C., R.N.R. - Director of Marine,
Federation of Malaya and Harbour Master, Penang.
Vice Admiral J.W. Jefford, C.B., C.B.E., (ret'd) - Chairman,
Penang Harbour Board.
Mr. R.P. Bingham, M.C.S. - Resident Commissioner, Penang.
Rear Admiral H.M. Siddiq Choudri, M.B.E., R.P.N. - Commander-in-
Chief, Royal Pakistan Navy (H.M.P.S. SIND).

On 16th October, I entertained Commander and Mrs. Graham, Brigadier P. Moore, (Headquarters, 28th Commonwealth Infantry Brigade), and other officers and wives.

On Friday 21st, I entertained to luncheon the Captains of DAMPIER, WARRAMUNGA, and H.M.P.S. TUGHRILL (Commander M.M. Hussain, R.P.N.), H.M.P.S. TAIMUR (Commander R.U. Bajina, R.P.N.), and H.M.P.S. TIPPU SULTAN (Lieutenant-Commander R.M. Aziz, R.P.N.).

On the evening of 21st, Trafalgar Day, I was accompanied by my officers at a reception given by the Resident Commissioner of Penang. Besides full naval representation, others present included Group Captain R.E. Baxter, D.F.C., R.A.F., Station Commander Butterworth, and R.A.F. Officers, and also Lieutenant Colonel J. Ochletree, R.A.R., and his Australian Army Officers.

A joint farewell cocktail party was given by ARUNTA and WARRAMUNGA and held in the latter ship on Thursday, 20th October. This gave officers an opportunity of meeting Lieutenant Colonel J. Ochletree and his Australian Army Officers of the 2nd Battalion, R.A.R. Sir Donald MacGillivray and Mr. Bingham honoured us by their presence.

.....28.....

(Page 6 of H.M.A.S. ARUNTA's Report of Proceedings, October, 1955).

28. A wide variety of sports including rugby, tennis, cricket, basketball, hockey, soccer, Australian Rules football, and a rifle match were played during the month, despite a high proportion of sea time. ARUNTA was quite successful in all games except soccer where she was defeated in both games. Four of the Ship's Company represented the Hong Kong Navy Cricket Team on 9th and 29th October, considerably boosting the Navy's strength. In the rifle match against a British Army team at Hong Kong, ARUNTA ratings took first, third, and fifth places. Not very much time was available for regatta practice which will have to be the main effort in Hong Kong.

29. The machinery is in a very satisfactory condition. During the month a defective thrust and bearings on the port circulator were repaired. My letter No.81/20 dated 10th October, 1955, refers.

30. The health of the Ship's Company has been good, with a considerable reduction in venereal disease. One case of infectious hepatitis was landed at Penang, but no further cases developed. The conduct has been very good and morale is high.

I have the honour, to be,

Sir,

Your obedient servant,

(Sgd.) W.K.TAPP

COMMANDER.

APPENDIX "A" TO H.M.A.S. ARUNTA's Report of Proceedings, October, 1955).

Submitted in accordance with C.N.O. 2/48/55, para. 6.

- (a) 4629.4 miles steamed during the month.
- (b) 330 49/60 hours underway during the month.
- (c) 4.104 miles per ton
- (d) 74589.4 miles steamed since commissioning 12 November, 1952.
- (e) 7597 19/60 hours underway since " " " "

Submitted in accordance with C.N.O. 2/53 - Speed in excess of economical.

Tuesday 4th October

- (a) 6 hours
- (b) 15 knots
- (c) 2.6 tons per hour
- (d) 5.769 miles per ton
- (e) To avoid tropical depression on passage from Hong Kong to Singapore. Authority C.N.O. 2/53 para. 5 b.

Wednesday 5th October.

- (a) 16 hours
- (b) 19.5 knots
- (c) 4.2 tons per hour
- (d) 4.643 miles per ton
- (e) To avoid tropical depression on passage from Hong Kong to Singapore. Authority C.N.O. 2/53, para. 5 b.

Monday 17th October.

- (a) 10 hours
- (b) 15 knots
- (c) 2.6 tons per hour
- (d) 5.769 miles per ton
- (e) To effect rendezvous with H.M. Troopship GEORGIC in Singapore Strait. Authority C.N.O. 2/53, para. 5 b.

Tuesday 18th October.

- (a) 18 hours
- (b) 15.77 knots
- (c) 2.77 tons per hour
- (d) 5.694 miles per ton
- (e) As necessary to escort GEORGIC from Singapore Strait to Penang. Authority C.N.O. 2/53, para. 5 b.

Wednesday 19th October.

- (a) 10 hours
- (b) 15.55 knots
- (c) 2.75 tons per hour
- (d) 5.654 miles per ton
- (e) As necessary to escort GEORGIC from Singapore Strait to Penang. Authority C.N.O. 2/53, para. 5 b.

Monday 24th October.

- (a) 4 hours
- (b) 17.55 knots
- (c) 3.4 tons per hour
- (d) 5.160 miles per ton
- (e) During Exercise F.E.S.S.A.X.1, and Night Encounter Exercise. Authority C.N.O. 2/53, para. 5 b.

Tuesday 25th October.

- (a) 3 hours
- (b) 15.8 knots
- (c) 2.81 tons per hour
- (d) 5.623 miles per ton
- (e) During close range firings by WARRAMUNGA at splinter target towed by ARUNTA and O.O.W. Manoeuvres. Authority C.N.O. 2/53, para. 5 b.

APPENDIX "B" OF H.M.A.S. "ALBATROSS" REPORT ON WHALING

1942

No whales were sighted during the month.

DEPARTMENT OF THE NAVY.

H336 17-393.

MINUTE PAPER.

H.M.A.S. Arunda Report of Proceedings September 1951

4th N.M.

17/11

D.A.W.O.T.

17/11

D. of P.

D. of P. (Q).

D. of P. 18/11

H.P.B.

D.G.S.

N.A. 2nd N.M. (X).

D. of M.

D.D.M.

D.N.L.

D.E. (N)

D. of C. (N).

D.O.U.W.

D.N.A.S.

H.N.B. (N)

D.A.O.

21/24



~~21/24~~

D.N.M.S.
22 DEC 1945
NAVY OFFICE

4336-12-393

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

Q

H.M.A.S.

Arunda

Report of Proceedings

September 1955

C.N.P.R.

D.O.D. *19/10*

D.C.N.S.

1st N.M.

D.C.N.P.

2nd N.M.

D.N.I.

D.D.F.S.

D.T.S.R.

D.N.C.

Deputy Secretary.

3rd N.M.

H.N.B. (N.5)

*19/5
27/x
27/10
27/10*

*28/10
31/10*

*19/11
27/11
10/11*

*11/11
14/11*

*Duplicate copy circulated to: C.N.P.R.
D.N.I.
D.D.O.*

9/11

4/11

RECEIVED
A 6 DEC P.M
NAVY REGISTRY

Embarked H.M.S. NEWFOUNDLAND,
at Incheon.

DEPT OF THE
H336 | 12 | 393
NAVY
Dof 18/11/55

Office of the Flag Officer,
Second-in-Command,
Far East Station.

23rd November, 1955.

No. 2FE.960/50

THE COMMANDER-IN-CHIEF,
FAR EAST STATION.

(Copies to:-

The Secretary,
Department of the Navy,
Melbourne.

The Commander Naval Patrol Forces,
Korea.

The Flag Officer Commanding Her Majesty's
Australian Fleet.

The Commodore-in-Charge,
Hong Kong.

The Captain (D),
Eighth Destroyer Squadron.

The Captain (D),
Tenth Destroyer Squadron.

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

The Commanding Officer,
H.M.A.S. WARRAMINGA.)

H.H. 6/12
NS

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS -
FOR THE MONTH OF SEPTEMBER, 1955.

Enclosure: The Commanding Officer, H.M.A.S. ARUNTA's
No. 4/1 dated 8th October, 1955.

Reference: J.U.D.O. 44, paragraph 3,

Forwarded for information in accordance with the reference.

R. Dennis
VICE ADMIRAL

AHJ.

4336-12-393

REF. 4/1

H.M.A.S. ARUNTA,

At Sea.

8th October, 1955.

The Flag Officer,
Second-in-Command,
FAR EAST STATION. (3)

Copies to:

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE. S.C.1. (2)

Commander West Coast
Blockade and Patrol,
Group (C.T.G. 95.1) (2)

The Commodore-in-Charge,
HONG KONG. (2)

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET. (1)

The Captain (D),
8TH DESTROYER SQUADRON. (1)

The Captain (D),
10TH DESTROYER SQUADRON. (1)

The Commanding Officer,
H.M.A.S. WARRAMUNGA.

27/10

~~B. N. P. R.~~ 20/10

~~D. N. G.~~

~~A. O.~~ 27/10/55

H.M.A.S. ARUNTA -- REPORT OF PROCEEDINGS
FOR THE MONTH OF SEPTEMBER, 1955.

4336-10 373

8th October, 1955

R.N.A.S. ARUNTA

At Sea

The Flag Officer,
Second-in-Command,
NAV EAST STATION.

Copies to:

The Secretary,
Department of the Navy

NAVY OFFICE,
WINDSOR, N.S.W. (2)

Commander West Coast
Fleet and Station
Group (C.F.O. 25.1) (2)

The Commanders-in-Charge,
HIO BONG (2)

The Flag Officer Commanding
R.N.A.S. ARUNTA (1)

Mr. J. H. WILSON,
HIO BONG (1)

Mr. J. H. WILSON,
HIO BONG (1)

The Commanding Officer,
HIO BONG

REPLY TO THE ABOVE BY TELETYPE

FOR THE DATE OF RECEIPT, 1955

Handwritten notes and signatures on the right side of the page, including what appears to be a signature and some initials.

D 17 OCT AM
NAVY REGISTRY

DEPT. OF THE NAVY		
REF. 4/1 4336	12	393
H.M.A.S. ARUNTA,		

At Sea.

8th October, 1955.

The Flag Officer,
Second-in-Command,
FAR EAST STATION. (3)

Copies to:

The Secretary,
Department of the Navy,
Navy Office,
MELBOURNE. S.C.1. (2)

Commander West Coast
Blockade and Patrol,
Group (C.T.G. 95.1) (2)

The Commodore-in-Charge,
HONG KONG. (2)

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET. (1)

The Captain (D),
8TH DESTROYER SQUADRON. (1)

The Captain (D),
10TH DESTROYER SQUADRON. (1)

The Commanding Officer,
H.M.A.S. WARRAMUNGA.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS
FOR THE MONTH OF SEPTEMBER, 1955.

~~HN~~
17/10

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H.M.A.S. ARUNTA,
At sea.
8th October, 1955.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - SEPTEMBER, 1955.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of September, 1955.

2. At the beginning of the month ARUNTA was engaged in one week's Primary Anti-Submarine Warfare training to the eastward of OKINAWA in company with 4 U.S. destroyers of DESDIV 92, 4 DDEs of CORTDESDIV 12, also H.M.S. COCKADE, H.M.S. COMBS (TU 70.4.4.) and the U.S. Submarines PICKEREL and TIRU, (TU 70.4.5.).

3. At 0632I Thursday 1st September ARUNTA was detached to proceed independently into Buckner Bay (OKINAWA) to embark mails. This short period in harbour enabled frozen gas to be obtained from U.S. sources to complete repairs to the main refrigeration compartment and plant. All meat had previously been landed due to a defect in the refrigeration plant causing loss of gas. Repairs being completed and meat and mail embarked ARUNTA slipped from the fuelling pier at 1613 and after transferring mail for the DDEs group to U.S.S. NICHOLAS ARUNTA rejoined the DDS at 1735. Ships in company "have to" (in column) on ARUNTA's approach and 43 bags of mail were collected and distributed by ships' boats. On the completion of the "mail delivery" a CASEX 7 was begun at 1855I. ARUNTA who had missed the day's training was given first run with the submarine and remained in contact carrying out almost continuous attacks until 2056I when she was "retired to the fence". The previous 3 days' exercises had greatly improved the ship's action information organization and gave the asdic team excellent experience at holding and attacking a moderately fast submarine which was almost unrestricted in movement by the end of this period.

4. The Primary A.S.W. Training was completed during the forenoon and at 1200I Friday 2nd September, T.U. 70.4.4. entered Buckner Bay OKINAWA to fuel and remain for the week-end. U.S.S. HERBERT J. THOMAS (COMDESDIV 92) U.S.S. EPPERSON (COMCORTDESDIV 12) and ARUNTA remained alongside the western side of the fuelling pier throughout the week-end, the remainder of the force fuelling in rotation from outboard of ARUNTA and also from the eastern side of the pier until U.S.S. KENNETH WHITING (CTF 72) occupied that berth from 1300I Saturday.

5. Buckner Bay although providing ample space for anchoring has only one reasonable jetty on the north-east shore of the harbour. This jetty is used for fuelling ships the fuelling installation being run by the U.S. Army. Naval facilities are almost negligible except for an officers' club, enlisted men's club and various softball pitches and tennis courts all handy to the jetty. Both clubs have been built on the "build it yourself" basis and those concerned have made them as attractive as possible. Service transport is practically nil except an occasional army vehicle, however rather expensive taxis are available to visit other parts of the island. The Army and Air Force bases approximately 20 miles distant in the vicinity of NAHA are very large establishments and lack nothing

6. Captain (D) 8 transferred to ARUNTA p.m. Friday 2nd for the Buckner Bay period and the first few days of the Hunter Killer exercise. The accommodation in ARUNTA and the berth alongside at Buckner Bay gave Captain LARKEN the maximum facilities possible to cover his requirements.

.....7.....

7.. A Hunter Killer Party was held at the Naval Officers' Club at White Beach on Friday evening to enable the officers of the ships in company to meet each other. This proved highly successful and many small problems and discussions were ironed out in a most pleasant atmosphere.

8. A post exercise and pre-sail conference of Commanding Officers, Operations Room and Communications Officers was held at the White Beach Officers' Club on Saturday afternoon 3rd September. Communications difficulties and remedies and S.A.U. procedure were the main items discussed together with a briefing for the next week's HUK exercise. I was also able to gage the effect of modern A/S equipment in a walk round U.S.S. EPPERSON during the period at OKINAWA.

9. A small incident in the shape of a burst fuel hose created a diversion on Sunday afternoon. Fuelling the outer destroyer with 5 destroyers alongside each other meant the use of long lengths of hose. On a few occasions minor oil leaks occurred but just after noon on Sunday a large spray of oil covered all 5 ships some from truck to waterline including funnels guns and radar aerials and almost filling motor boats. The damaged hose was one provided by the U.S. Army on the jetty. Luckily Rear Admiral ANDERSON, U.S.N. (CTF 72) who was due to have lunch on ARUNTA at 1215 and was dressed in the new American white tropical flg, missed the downpour by about 5 minutes.

10. One destroyer sailed p.m. Sunday and another early Monday 5th to rendezvous with and act as Rescue destroyer for the U.S.S. BADOENG STRAIT during her initial flying on passage from Hong Kong. The submarines TIRU and PICKEREL departed a.m. Monday and the remainder of T.U. 70.4.4. sailed from Buckner Bay at 1600I Monday 5th September effecting a rendezvous with U.S.S. BADOENG STRAIT (CTG 70.4) at 0600I the following morning, and immediately forming a circular screen. At 0610I Captain (D) 8 Captain E.T. LARKEN, O.B.E. R.N. and myself were transferred by helicopter to U.S.S. BADOENG STRAIT for a pre-HUK "breakfast conference", with Rear Admiral L.K. RICE, U.S.N. (COMCARDIV 17). COMDESDIV 92 and COMCORTDESDIV 12 also came to breakfast by "chopper". At 0810I we were returned by helicopter to our respective ships and the HUK proper began.

11. Throughout Tuesday, Wednesday, and Thursday the force advanced at 6 knots towards the eventual destination, YOKOSUKA, with the sub marines moving parallel with the Hunter/Killer group one on either wing from ten to fifteen miles off the mean line of advance. S.A.U.'s were being detached in rotation to co-operate with aircraft, both fixed wing and flying boat, in searching and attacking the submarines. One interesting part of these exercises was the control and co-operation of helicopters which was most baffling at first with up to four whirling birds milling round the area, but with a little practice a satisfactory system was developed. Variations on the submarine interceptions were introduced in employing electronic countermeasures. In this ARUNTA was of course restricted in scope through lack of equipment and trained personnel.

12. With ships continuously leaving and joining the screen as S.A.U.s, and frequent alterations to the flying course requiring rescue destroyers, screening manoeuvres were taking place constantly, providing invaluable experience for all officers of the watch.

13. ARUNTA fuelled from U.S.S. BADOENG STRAIT on Wednesday 7th September and by using both forward and after positions managed to achieve the maximum fuelling rate normally attained by the Americans. Destroyers. ARUNTA also fuelled from the fleet tanker U.S.S. MANATEE on Friday 9th September. Again using 2 hoses, a rate of over 300 tons per hour was attained fuelling from her. The eleven destroyers were fuelled in seven hours; which was considered a good effort by COMDESDIV 92 (S.O. Guam).

..... 14.

14. A well simulated atomic defense exercise was conducted during the dog watches on Friday 9th September. The atom bomber from a shore base in JAPAN dropped a "modified" bomb over the force giving an air burst and realistic "bang".

15. After the force had reassembled a convoy exercise was begun and Friday night developed into a continuous roundabout for the screening owing to the many evasions. The last SAU's went out on Saturday morning and at 1800 10th September, the HUK exercise was completed and units proceeded independently to YOKOSUKA. ARUNTA at 0820 Sunday 11th September secured alongside COMUS and to D 1 head and stern buoys in the inner harbour at YOKOSUKA. COCKADE then secured outboard of ARUNTA. At 0900 Monday 12th a post exercise "critique" was held in U.S.S. BADOENG STRAIT where each Commanding Officer, beginning with the junior one, gave his views on the exercise. I took this opportunity of thanking the U.S. Admiral for the participation of the British Commonwealth Ships in what was a most valuable 2 weeks' training period in modern A/S warfare. The Admiral's staff did not comment on the exercise but both COMDESDIV 92 and Rear Admiral L.K. RICE, U.S.N. made some general remarks and complimented ARUNTA on her fuelling at sea. Rear Admiral BUCHANAN, U.S.N. Commander Destroyers, Western Pacific, was also present at the critique but owing to him being fully occupied by other joint exercises was only able to meet some of his staff officers.

16. YOKOSUKA was a busy naval port with 3 aircraft carriers, many supply ships and tenders, and a large number of destroyers and small craft. This visit of 3 days proved a most interesting one as friendships with our American hosts were cemented both in the ships and at the various clubs ashore. Visits to TOKYO were also possible. Commander Fleet Activities, SASEBO provided additional boat transport for the destroyers and other normal facilities of the port were put at our disposal.

17. After fuelling on Tuesday 13th September, ARUNTA(S.O.) with COCKADE and COMUS in company sailed from YOKOSUKA at 0800 Wednesday for KURE. After an interesting and uneventful passage through the Inland Sea the three ships berthed alongside the pontoon jetty at KURE at 1530 Thursday 15th September. H.M.A.S. CONDAMINE was also alongside the pontoon. Economical speed had been exceeded during exercises and for part of the passage to arrive at KIMISHIMA STRAIT with a favourable tidal stream.

18. On arrival at KURE GOLD RANGER berthed alongside to receive approximately 230 tons oil fuel to allow dockyard repairs to be carried out to leaks between No.1 and 3 oil fuel tanks and also a hole in the Diesel Tank. These defects had been noticed and reported in YOKOSUKA my signal DTG 130135/September, refers. Certain other defects were undertaken by the dockyard during the 8 days availability for maintenance at KURE. The dockyard work on the tanks was completed by P.M. Monday 19th and GOLD RANGER refuelled ARUNTA P.M. that day and was able to proceed to Tug Control wharf to continue her preparation for refit without any delay.

19. H.M.S. COMUS departed for Hong Kong on Sunday 18th and H.M.A.S. CONDAMINE sailed for Nagoya on Monday 19th September. The trooper H.M.T. EMPIRE FOWEY arrived in KURE P.M. 19th September and sailed on Friday 22nd September. The spring clean which this trooper received from the local dockyard was an amazing sight. In the 4 days alongside her troop accommodation was completely scrubbed out and paint-work touched up and the whole ship's side was painted. The Japanese labourers employed mostly women numbered in the vicinity of 700

20. The facilities of the port were put at our disposal by KOIC KURE during this period. Every opportunity was taken by all onboard to continue their christmas shopping but except for special items it was decided that Hong Kong provides the cheapest and best bargains in the Far East. Visits were also made to HIROSHIMA and MYA JIMA ISLAND by a reasonable proportion of the Ship's Company.

21. On Friday 23rd September, the Commander-in-Chief, B.C.F.K. Lieutenant General R. BIERWORTH, C.B.E. returned by official call and was received by a guard.

22. ARUNTA was due to sail for Hong Kong at 0930I Saturday 24th September but owing to the uncertainty of the movements of typhoons "Kate" in the vicinity of Hong Kong and "Louise" to the South of Japan, Commander-in-Chief, Far East Station suggested by signal and CTG 95.1 instructed ARUNTA's sailing to be delayed 24 hours. At 0900I Sunday 25th September ARUNTA sailed and passed 8 Japanese gunboats exercising with a Frigate off of BUNGO SUICHO entrance to the Inland Sea.

23. By midnight on Sunday with a heavy swell from the South outside BUNGO SUICHO "KATE" had passed the Hong Kong area, but the movement of "LOUISE" was still rather doubtful, and speed was increased to 17 Knots for 36 hours enabling the ship to clear the "dangerous quadrant". Speed was reduced to 14 Knots when in the northern area of Formosa Straits.

24. Although various incidents had been occurring to British and other shipping in the Formosa Straits area, no reports occurred during ARUNTA's passage. An American destroyer was passed and spoken to at the northern end of the Straits; also 2 American aircraft on patrol were sighted during the passage. Off Hong Kong identities were exchanged with H.M.S. CRANE (F 3) returning from the Foochow area.

25. ARUNTA secured alongside WAR AFREDI to fuel at 0855I Thursday 29th September. Berth was shifted to North Arm West, Hong Kong Dockyard at 1000I, on completion of fuelling. At the end of the month ARUNTA was alongside the dockyard at Hong Kong again carrying out the duties of duty destroyer.

26. During September a large variety of sports were played including softball matches at OKINAWA, rugby, tennis, soccer, rifle shooting, and basketball at KURE. Also whilst at KURE a number of ratings represented the Navy in an Inter-Service Swimming Carnival against the Army. The Navy were narrowly beaten but acquitted themselves very well without training. On the ship's return to Hong Kong further rugby, soccer, basketball and cricket matches were played. Excepting soccer and softball, ARUNTA won the large majority of all sporting fixtures throughout the month.

27. During the month the following official calls were paid.

At Okinawa.

Captain J.S.C. GABBETT, U.S.N. COMDESDIV 92, U.S.S. THOMAS. D.D.
Captain H.F. HOLMSBRAW, U.S.N. COMCORTDESDIV 12, U.S.S. EPPERSON. D.D.

At Yokosuka.

Rear Admiral L.K. RICE, U.S.N. COMCAVDIV 17, U.S.S. BADOENG STRAIT
CVE 116.
Captain F.L. TEDDER, U.S.N. Commander Fleet Activities, Yokosuka.
Vice Admiral W.M. CALLAGHAN, U.S.N. COM NAVFE (CTG 95.1) this call was returned by Captain ROBBINS, U.S.N. OF COM NAV FE Staff.
Commander P. HOARE, R.N., U.N. Staff Officer on CTG 95.1 Staff.

.....At Tokyo.....

At Tokyo.

Captain F.P. BAKER, D.S.C., R.N., British Naval Attache, Tokyo.
Dr. WALKER, Australian Ambassador to Tokyo.

At Kure.

Lieutenant Commander, J. LANCASTER, R.A.N. H.M.A.S. CONDAMINE.
A/COMMANDER C.T. THOMPSON, R.A.N. N.O.I.C., Kure.
Brigadier J. SOREL CAMERON, B.M.F. Chief of Staff to C-in-C B.C.F.K.
Brigadier L. BRUTON, A.M.F., Commander Australian Component, B.C.F.K.
Lieutenant Colonel E. MAXWELL, N.Z.M.F., Commander N.Z. Kay Force.
Lieutenant General R. Bierwirth, C.B.E. A.M.F. C-in-C B.C.F.K.

In addition to the above at OKINAWA in conjunction with Captain D. 8 and the Captains of COCKADE and COMUS lunches and dinners were arranged to entertain the American Destroyer and Submarine Captains and also Rear Admiral ANDERSON, U.S.N. (DTF 72) Commander Formosa Straits Patrol Force in U.S.S. KENNETH WHITING who was a most entertaining guest with a most interesting career. Also at YOKOSUKA in company with the Captains of COCKADE and COMUS I was entertained to dinner at the Officers' Club by the American Destroyer Captains. At KURE with my officers I attended an enjoyable and interesting Japanese dinner given by the overseas representative of the Kure Shipbuilding and Engineering Co. Ltd., I also attended a small party given by Captain LETHBRIDGE, H.M.T. EMPIRE FOWEY at which my officers were also present. On Friday evening I entertained the senior officers and their wives and the matrons from the hospital at a farewell party onboard.

28. The health of the Ship's Company has been satisfactory although a large number of minor accidents and ailments have been treated, mainly due to sport and the possibilities of tropical skin infections. However the incidence of venereal disease has been very high despite repeated lectures and warnings to the Ship's Company. New cases this month totalled 50 of which about 80% were infected at KURE where the Army authorities are well aware of this major problem. It is considered that the junior ratings who have been the main ones affected are realising the seriousness of this disease.

29. The machinery is in good condition and is considered capable of full power. Previously reported scaling in No.2 boiler has been reexamined with no evidence of further scaling. The general condition of the hull is satisfactory although minor splits have developed and been repaired in No. 1, 3 and 5 oil fuel tanks and holes due to corrosion in the Diesel tank. Defects have also occurred in the ball race of J.2 Turbo generator and the pedestal bearings of both Diesels, these defects are being repaired.

30. The conduct of the ship's company has been good except for a certain amount of leave breaking and improper absence during the period in KURE. These offences have been confined to only a small percentage of the complement.

I have the honour,

to be Sir,

Your obedient servant,

(Sgd.) W.K.TAPP

COMMANDER.

APPENDIX "A" TO H.M.A.S. ARUNTA'S REPORT OF PROCEEDINGS, SEPTEMBER, 1955.

Submitted in accordance with C.N.O. 248/55 para. 6.

- (a) 4108.4 miles steamed during the month
- (b) 290 23/60 hours underway during the month
- (c) 3.173 miles per ton
- (d) 74,068.4 miles steamed since commissioning 12th November, 1952.
- (e) 7266 30/60 hours underway since commissioning 12th November, 1952.

Submitted in accordance with C.N.O. 2/53 - Speed in Excess of Economical.

Thursday 1st September

- (a) 2 hours
- (b) 15.8 knots
- (c) 2.8 tons per hour
- (d) 5.643 miles per ton
- (e) As necessary for HUK Exercises. Authority C.N.O.2/53 para 5 b.

Friday 2nd September.

- (a) 4 hours
- (b) 17.37 knots
- (c) 3.35 tons per hour
- (d) 5.184 miles per ton
- (e) As necessary for HUK Exercises. Authority C.N.O. 2/53 para 5 b.

Monday 5th September.

- (a) 4 hours
- (b) 17.22 knots
- (c) 3.3 tons per hour
- (d) 5.218 miles per ton
- (e) As necessary for HUK Exercises. Authority C.N.O. 2/53 para 5 b.

Tuesday 6th September.

- (a) 12 hours
- (b) 17.4 knots
- (c) 3.36 tons per hour
- (d) 5.178 miles per ton
- (e) As necessary for HUK Exercises. Authority C.N.O. 2/53 para 5 b.

Wednesday 7th September.

- (a) 12 hours
- (b) 16.29 knots
- (c) 2.98 tons per hour
- (d) 5.467 miles per ton
- (e) As necessary for HUK Exercises. Authority C.N.O. 2/53 para 5 b.

Thursday 8th September.

- (a) 12 hours
- (b) 16.49 knots
- (c) 3.05 tons per hour
- (d) 5.406 miles per ton
- (e) As necessary for HUK Exercises. Authority C.N.O. 2/53 para 5 b.

Friday 9th September.

- (a) 7 hours
- (b) 16.4 knots
- (c) 3.01 tons per hour
- (d) 5.448 miles per ton
- (e) As necessary for HUK Exercises. Authority C.N.O. 2/53 para 5 b.

PAGE 2 OF APPENDIX "A" TO H.M.A.S. ARUNTA'S REPORT OF
PROCEEDINGS FOR SEPTEMBER, 1955.

Saturday 10th September.

- (a) 20 hours
- (b) 17.31 knots
- (c) 3.33 tons per hour
- (d) 5.198 miles per ton
- (e) As necessary for HUK Exercises. Authority CNO 2/53 para 5b.

Sunday 11th September.

- (a) 5 hours
- (b) 15.02 knots
- (c) 2.6 tons per hour
- (d) 5.777 miles per ton
- (e) As necessary for HUK Exercises. Authority CNO 2/53 para 5 b.

Wednesday 14th September.

- (a) 15 hours
- (b) 17.67 knots
- (c) 3.47 tons per hour
- (d) 5.093 miles per ton
- (e) As necessary for exercises with H.M. Ships COMUS & COCKADE
Authority C.N.O. 2/53 para 5 b.

Thursday 15th September.

- (a) 12 hours
- (b) 15.3 knots
- (c) 2.67 tons per hour
- (d) 5.784 miles per ton
- (e) To arrive Kurishima Strait (Inland Sea) with favourable
tidal stream. Authority C.N.O. 2/53 para 5 b.

Sunday 25th September.

- (a) 1 hour
- (b) 15.6 knots
- (c) 2.76 tons per hour
- (d) 5.652 miles per ton
- (e) As necessary to pass from the dangerous quadrant of typhoon
"Louise". Authority C.N.O. 2/53 para. 5 b.

Monday 26th September.

- (a) 24 hours
- (b) 16.95 knots
- (c) 3.2 tons per hour
- (d) 5.298 miles per ton
- (e) As necessary to pass from the dangerous quadrant of typhoon
"Louise". Authority C.N.O. 2/53 para 5 b.

Tuesday 27th September.

- (a) 14 hours
- (b) 16.95 knots
- (c) 3.2 tons per hour
- (d) 5.298 miles per ton
- (e) As necessary to pass from the dangerous quadrant of typhoon
"Louise". Authority C.N.O. 2/53 para. 5 b.

APPENDIX "B" TO H.M.A.S. ARUNTA'S REPORT OF PROCEEDINGS FOR
SEPTEMBER, 1955.

No whales were sighted during the month.

CHECKED FOR
INDEXING
INIT. *CS*
DATE 19/1/56

H 336-112-112

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S.

Arusa

Report of Proceedings

August 1955

~~4th N.M.~~

D.A.W.O.T. *22/11*

23/11 D. of P.

D. of P. (Q)

25/11 H.P.B.

D.G.S.

N.A. 2nd N.M. (X)

D. of M.

D.D.M.

D.N.L.

D.E. (N)

D. of C. (N)

D.O.U.W.

~~D.N.H.S.M.D.G.~~

18/1 H.N.B. (N)

20/1 D.A.O.

RESTRICTED

14/10

DEPT.

#336-112-112

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. *Arunta* Report of Proceedings - *August 1955*

~~C.N.P.R.~~

D.O.D. 10/10

19/10 D.C.N.S. 2/10/55

1st N.M. 27/10

D.C.N.P. 21/10

2nd N.M. 21/10

~~D.N.I.~~

T.N.R. 28/10

D/D.P.S. 31/10

HN 3/11 D.T.S.R. 7/11

D.N.C. 2/11

Deputy Secretary. 9/11

3rd N.M. 11/11

H.N.B. (N.5) 16/11/55

Duplicate copy circulated to
C.N.P.R.
D.N.I.
D.A.O.

7/11

4/11

4336-112-117

MEMORANDUM FOR THE RECORD

SUBJECT: [Illegible]

1. [Illegible] - [Illegible]

2. [Illegible]

3. [Illegible]

4. [Illegible]

5. [Illegible]

6. [Illegible]

7. [Illegible]

8. [Illegible]

9. [Illegible]

10. [Illegible]

11. [Illegible]

12. [Illegible]

13. [Illegible]

14. [Illegible]

15. [Illegible]

16. [Illegible]

17. [Illegible]

18. [Illegible]

19. [Illegible]

20. [Illegible]

~~1/2/52~~

2. [Illegible]

3. [Illegible]

4. [Illegible]

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C 28 SEP P.M.

DEPT OF NAVY
4336/112/90L

HN 219/54

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

(The Commanding Officer, H.M.A.S. ARUNTA's letter No.3/7/54
of 3rd September, 1954.)

NS
HN-29/9.

II

FES.481/7/54.

AUSTRALIAN COMMONWEALTH NAVAL BOARD.

(Copy to:-

Flag Officer Commanding,
H.M.A. Fleet.
Flag Officer, Second-in-Command,
Far East Station.
Captain (D),
Tenth Destroyer Squadron.
ARUNTA.)

Forwarded.

ack h form 2/29

Cof. Regals

(L.G. DURLACHER)
for Admiral
Commander-in-Chief

Far East Station.
20th September, 1954.

J.M.

DNI (For Retention)

CONFIDENTIAL

DEPT OF NAVY
1338/MS/MIC

RECEIVED
18 SEP 54

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS FOR THE
MONTH OF AUGUST, 1954.
(The Commanding Officer, H.M.A.S. ARUNTA's Letter No. 3/7/54
of 2nd September, 1954.)

II

1338/MS/MIC

AUSTRALIAN COMMONWEALTH NAVAL BOARD

(Copy to:-

- Flag Officer Commanding,
H.M.A. Fleet.
- Flag Officer, Second-in-Command,
Far East Station.
- Captain (D),
Tenth Destroyer Squadron,
ARUNTA.)

Forwarded.

(L.G. DUNN)
For Admiral
Commander-in-Chief

Far East Station
20th September, 1954.

J.R.

4/10/54
for retention

RESTRICTED

DEPT. OF NAVY

4336.112.112

Office of the Flag Officer,
Second-in-Command,
Far East Station.

22nd October, 1955.

OCNS 12/10

Onboard H.M.S. NEWCASTLE,
on passage to Hong Kong.

D 2 NOV AM

NAVY REGISTRY

No. 2FE.960/50

THE COMMANDER-IN-CHIEF,
FAR EAST STATION.

(Copies to:-

The Secretary,
Department of Navy,
Melbourne.

The Commodore-in-Charge,
Hong Kong.

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

The Captain (D),
Eighth Destroyer Squadron.

The Captain (D),
Tenth Destroyer Squadron.

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

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - AUGUST, 1955

Enclosure: The Commanding Officer, H.M.A.S. ARUNTA's
letter dated 22nd September, 1955.

Forwarded for information in accordance with J.U.D.O.
44 paragraph 3.

RESTRICTED

R. Camus
VICE ADMIRAL

RS.

RESTRICTED

RECEIVED

1 - OCT AM

NAVY DEPT. WASH DC

At Kure, Japan.
22nd September, 1955.H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - AUGUST, 1955.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of August, 1955.

2. The beginning of the month found ARUNTA at sea on passage from Singapore to Hong Kong. Between 1400 and 1600 Monday 1st August weapon functioning trials were carried out on main armament and close range weapons after the recent self refit and the remainder of the passage was uneventful. ARUNTA arrived at Hong Kong and secured alongside the hulk WAR AFRIDI at 0932I Tuesday 2nd August. On completion of fuelling berth was shifted to North Arm West, Hong Kong Dockyard at 1400I. The ship remained alongside at Hong Kong until Tuesday 9th August. During this period harbour drills were arranged with CONSORT and coordinated by Commodore-in-Charge, Hong Kong and these included Naval Gunfire Support Control Exercises, Communication Exercises and A/S Training in the M.A.S.T.U. and the Clearance Diving team was also exercised. CONSORT, COCKADE and ALERT were in port undergoing refits. Various American Aircraft Carriers, Supply Ships, Destroyers and Aircraft tenders called at Hong Kong during this period for short recreational visits.

3. ARUNTA slipped and proceeded to sea at 0830 Wednesday 10th August. During the forenoon A/S control procedure was exercised during passing runs at a moored triplane target, which proved of relatively little value under the conditions at the time and the many junks in the vicinity. At 1420 ARUNTA anchored in Plover Cove (Tolo Harbour) to continue preparations for closing down trials. Recreational leave was given to a small pleasant beach nearby, and training for the forthcoming regatta at Hong Kong was commenced.

4. The ship weighed and proceeded from Tolo Harbour at 0550I Friday 12th August. At 1000I a high speed target was taken in tow from a tug at Junk Bay and ARUNTA proceeded to carry out trials in accordance with Commodore, Hong Kong's 050635Z August. A separate report has been forwarded in my letter No. 52/004 dated 16th August, 1955. The trials were completed at 1230I and after turning over the H.S.T. to the tug at Junk Bay, ARUNTA secured alongside WAR AFRIDI to fuel. At 1650 on completion of fuelling ARUNTA slipped and proceeded from Hong Kong harbour anchoring in Taitan Wan, in the south eastern corner of Victoria Island at 1815. ARUNTA remained at Taitan Wan over the weekend. Recreational leave being given to the adjacent beaches.

5. At 0930I Monday 15th August ARUNTA proceeded for A/S training with an O.A.S. target towed by a work boat and the exercise proved most beneficial. At 1310 the exercise was completed and ARUNTA set course for the Taitan Wan anchorage.

6. At 1345 ARUNTA, in her capacity as duty destroyer was ordered by Commodore, Hong Kong's 150445Z to proceed at best speed to the assistance of an American civil airliner in distress some 250 miles west south west of Manila. By 1430I ARUNTA was steaming at 27 knots but shortly afterwards the aircraft was reported to be within safe distance of Luzon and ARUNTA was recalled. The ship anchored in Taitan Wan at 1743I.

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.....7.....

(Page 2 of H.M.A.S. ARUNTA's Report of Proceedings, August, 1955).

7. On Tuesday 16th August ARUNTA proceeded and carried out sub-calibre firings at a cross plank target to the east of Hong Kong and returned to harbour on completion fuelling from the WAR APRIDI then securing alongside the dockyard at 1607I.

8. The following morning ARUNTA with COCKADE in company proceeded to sea and carried out following exercises:-

R.I.X.
R.C.X.
Light Squid Firings.
O.O.W. Manoeuvres.
Jackstay Transfer.

Successful Full Calibre Firings both day and night at a B.P.T. were also carried out despite the presence of a large number of junks. COCKADE was detached on completion of the day firings and ARUNTA anchored in the vicinity of the Ninepin Islands for the night. A Naval Gunfire Support firing practice had been scheduled for Thursday 18th August but owing to persistent torrential rains the firings could not be carried out. COCKADE and CONCORD also arrived in the area but were unable to fire.

9. At 0700 Friday 19th August the ship weighed and proceeded with COCKADE and CONCORD for the following exercises:-

O.O.W. Manoeuvres.
Torpedo firing exercise.
A.A. Gun co-ordination exercise.

One of the two torpedoes fired by ARUNTA during the T.F.X. failed to surface at the end of it's run and an extensive search by ARUNTA, COCKADE and various aircraft from Hong Kong brought negative results. A detailed report on the loss of this torpedo has been forwarded in my letter No. 55/26 dated 21st August. COCKADE and CONCORD were detached during the afternoon and on completion of the search ARUNTA returned to Hong Kong securing alongside at 1735I. At 0800 the following morning the ship proceeded to WAR APRIDI to fuel returning to berth alongside the dockyard at 0947.

10. On Monday 22nd August I attended a conference in the French Carrier BOIS BELLEAU to discuss some forthcoming exercises. At 0855I Tuesday 23rd August, ARUNTA in company with CONSORT (S.O.) COCKADE, COMUS and CONCORD left Hong Kong to carry out divisional manoeuvres, towing, jackstay transfers and a T.F.X.2. with COMUS alone actually firing torpedoes and CONSORT acting as target ship. On completion of the T.F.X.2. CONSORT acted independently and ARUNTA (S.O.) with COMUS, COCKADE and CONCORD in company remained in the area to exercise with the French Carrier F.S. BOIS BELLEAU

11. At 2030I the four destroyers commenced an N.E.X. with BOIS BELLEAU who acted as a raider. The four destroyers commenced a search and at 2250 the "raider" was located and shadowed until three destroyers were able to carry out a torpedo attack shortly after midnight. At 0042I the N.E.X. was completed and the destroyers opened out to the northward in preparation for a dawn torpedo attack which began at 0500. The ship's company were closed up at dawn "attack stations" until completion of the D.T.F.X. at 0620I. Throughout the day the destroyers screened the Carrier during a full flying programme and shore based jet fighter aircraft from Hong Kong provided opposition during some serials. The flying programme was completed by 1720 when BOIS BELLEAU returned to harbour and Captain D.S. Captain E.T. LARKEN, O.B.E., R.N. transferred to ARUNTA from CONCORD for passage to Hong Kong.

.....The destroyers.....

The destroyers commenced O.O.W. manoeuvres and on completion at 1840I CONCORD was detached and the remaining 3 destroyers returned to Hong Kong berthing alongside at 2000I.

12. On Thursday 25th fuel oil and stores were embarked for the forthcoming H.U.K. with the U.S.N. Unfortunately there was insufficient time to arrange a post exercise discussion with the French.

13. At 0830I Friday 26th August ARUNTA slipped and proceeded for Okinawa with COCKADE and COMUS in company. On clearing the harbour entrance a sortie manoeuvring and Squadron exercises were carried out. Captain D.8 was embarked in COMUS as an observer. Throughout Friday night and Saturday forenoon the group steamed northward through the Formosa Strait exercising en route. A.M. Saturday 27th August COMUS and COCKADE were detached to carry out an independent mission off the China coast and they rejoined at 0900 on Sunday 28th. Shortly after this S.O.P.A. Buckner Bay instructed all destroyers approaching Okinawa to remain at sea because of strong winds, so the Commonwealth unit remained to the south west of Okinawa until able to enter harbour the following morning and secure to the fuelling pier at 0730. At this time the unit 'chopped' to the control of C.T.U. 70.4.4 who was to control the exercises in the absence of COMDARDIV 17 (C.T.G. 70.4) in Hong Kong. During the forenoon of Monday 29th a pre-sail conference of Commanding Officers of the eleven destroyers present was held in U.S.S. HERBERT J. THOMAS (COMDESDIV 92)(C.T.U. 70.4.4) to discuss the forthcoming week's primary Anti-Submarine Warfare Training. Details of the forces taking part have been included in a separate report.

14. The week's primary training consisted in the main of elementary A/S exercises from dawn to dusk with a more complicated case each evening to exercise S.A.U. control procedure etc. The submarines were normally dived from 0700 to 2200 daily. During hours when the A/S exercises were not actually in progress communication and screening exercises, manoeuvres and an occasional quiz on A.T.P.1. were occurring. Thus despite the relative simplicity of the A/S training during this week the A/S operations and communication teams were being constantly exercised and the training was invaluable. ARUNTA had no difficulty at all with the technical features during this training period but a complement of officers and men of much less than that of the U.S. destroyers did put more strain on the individuals most directly concerned with the exercises.

15. At the end of the month ARUNTA was in company with DESDIV 92,, CORTDESDIV 12, COMUS and COCKADE exercising to the eastward of Okinawa.

16. The health of the Ship's Company has been satisfactory although a number of tropical infections have come to light. There were 17 cases of venereal disease during the month.

17. The machinery is in good condition and adequate time has been found to effect general maintenance. The Chinese girls side party under the able leadership of Ah Moy has released some hands for other duties.

18. No organised sport was possible during the month owing to the playing fields being prepared for the October Sporting Season. Even so it is doubtful whether any sport other than swimming would have been popular due to the humid weather.

(Page 4 of H.M.A.S. ARUNTA's Report of Proceedings, August, 1955).

19. During the month I paid or received the following official calls and these calls were returned.

Commodore J.H. UNWIN, D.S.C., R.N. Commodore, Hong Kong.
Mr. H.C. MENZIES, Australian Trade Commissioner.
Captain B. PENGELLY, D.S.C., R.N. H.M.S. TAMAR.
A/Captain H.I.G. RYLANDS, D.S.C., R.N. Deputy Superintendent and
Captain of the Dockyard, Hong Kong.
Captain (E) C.P.G. WALKER, D.S.C., R.N. Chief Engineer Hong Kong
Dockyard.
Captain C.V. MENVIELLE, F.S. BOIS BELLEAU.
Commander R.G.H.G. EYRE, R.N. H.M.S. CONSORT.
Commander D.A. DUNBAR NASMITH, D.S.C., R.N. H.M.S. ALERT.
Commander F.W. HAYDEN, D.S.C., R.N. H.M.S. COCKADE.

20. I wrote my name in His Excellency The Governor, Sir Robert GRANTHAM's book and also in the book of the Commanding General Hong Kong Forces, General SUDGEN. The Military Assistant to The Commanding General, Major FOWLE paid a return call. I had the honour to be a guest at dinner at Government House on Tuesday 16th August when all guests congratulated His Excellency on the extension of his term of office. I also had the privilege of being one of the guests to dine with Rear Admiral HOBBS, U.S.N. onboard U.S.S. ORISKINY.

21. Surgeon Lieutenant J.P. TURNER, R.A.N. and Lieutenant (E) D.D. MEAD, R.A.N. were discharged to hospital at Hong Kong for some days but both were fit enough to rejoin before departing Hong Kong on Friday 26th August.

22. Commissioned Gunner (TAS) V.G. POPE, R.A.N. was relieved by Senior Commissioned Gunner (TAS) C.W. MURPEY, R.A.N. on Thursday 25th August and discharged to H.M.S. TAMAR to await passage to Australia to take up his appointment at H.M.A.S. RUSHCUTTER.

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

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) W.K.TAPP

COMMANDER.

The Flag Officer Second-in-Command,
FAR EAST STATION.

(Copies to:- The Secretary, Department of the Navy,
MELBOURNE (2).
The Commodore-in-Charge,
HONG KONG (2).
The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET. (1).
The Captain (D),
3TH DESTROYER SQUADRON. (1).
The Captain (D),
10TH DESTROYER SQUADRON (1).

APPENDIX "A" TO H.M.A.S. ARUNTA'S REPORT OF FROG DINGS FOR
AUGUST, 1955.

Submitted in accordance with C.N.O. 248/55 para 6.

- (a) 3137.7 miles steamed during the month.
- (b) 255 hours underway during the month.
- (c) 3.31 miles per ton.
- (d) 69,960 miles steamed since commissioning 12th November, 1952.
- (e) 6,976 7/60 hours underway since commissioning 12th November, 1952.

Submitted in accordance with C.N.O. 2/53.

Speed in Excess of Economical.

Friday 12th August.

- (a) 1 hour.
- (b) 20 knots.
- (c) 4.4 tons per hour.
- (d) 4.544 miles per ton.
- (e) During high speed target towing trials.
Authority C.N.O. 2/53 para 5 b.

Monday 15th August.

- (a) 2 hours.
- (b) 18.5 knots.
- (c) 3.8 tons per hour.
- (d) 4.868 miles per ton.
- (e) To proceed to assistance of distressed aircraft.
Authority C.N.O. 2/53 para 5 b.

Wednesday 17th August.

- (a) 4 hours.
- (b) 14.6 knots.
- (c) 2.5 tons per hour.
- (d) 5.841 miles per ton.
- (e) During exercises with 8th Destroyer Squadron.
Authority C.N.O. 2/53 para 5 b.

Friday 19th August.

- (a) 3 hours.
- (b) 23 knots.
- (c) 6 tons per hour.
- (d) 3.83 miles per ton.
- (e) During exercises with 8th Destroyer Squadron.
Authority C.N.O. 2/53 para 5 b.

Monday 29th August.

- (a) 5 hours.
- (b) 14.56 knots.
- (c) 2.5 tons per hour.
- (d) 5.82 miles per ton.
- (e) Primary A/S exercises with T.U. 70.4.4.
Authority C.N.O. 2/53 para 5 b.

PAGE 2 OF APPENDIX "A" TO H.M.A.S. ARUNTA'S REPORT OF
PROCEEDINGS FOR AUGUST, 1955.

Tuesday 30th August.

- (a) 8 hours.
- (b) 15.44 knots.
- (c) 2.7 tons per hour.
- (d) 5.91 miles per ton.
- (e) Primary A/S exercises.
Authority C.N.O. 2/53 para 5 b.

Wednesday 31st August.

- (a) 11 hours.
- (b) 15.01 knots.
- (c) 2.6 tons per hour.
- (d) 5.77 miles per ton.
- (e) Primary A/S exercises.
Authority C.N.O. 2/53 para 5 b.

APPENDIX "B" TO H.M.A.S. ARUNTA'S REPORT OF PROCEEDINGS FOR
AUGUST, 1955.

No whales were sighted during the month.

RECEIVED
A 8 SEP P.M.
NAVY

RESTRICTED

DEPT. OF NAVY
4336.112.109

Office of the Flag Officer,
Second-in-Command,
Far East Station.

5th September, 1955.

No. 2FE.960/50

DTSR ²/₉

THE COMMANDER-IN-CHIEF,
FAR EAST STATION.

(Copies to:-

The Secretary, Department of the Navy,
Melbourne.

The Flag Officer Commanding Her Majesty's
Australian Fleet.

The Flag Officer,
Malayan Area.

The Captain (D),
Eighth Destroyer Squadron.

The Captain (D),
Tenth Destroyer Squadron.

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

HN 9/1

N3

REPORT OF PROCEEDINGS - H.M.A.S. ARUNTA -
JULY, 1955.

Enclosure: The Commanding Officer, H.M.A.S.
ARUNTA's No. 4/1 dated 9th August,
1955.

Forwarded for information in accordance with J.U.D.O.
44, paragraph 3.

RESTRICTED

P. Pennington
VICE ADMIRAL

DEPARTMENT OF THE NAVY.

DEPT. OF NAVY
4336-112-109

MINUTE PAPER.

H.M.A.S.

Arunta

Report of Proceedings -

July 1955

~~4th N.M.~~

~~D.A.W.O.T.~~

16/9

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DEPARTMENT OF THE NAVY

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DEPARTMENT OF THE NAVY.

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MINUTE PAPER.

H.M.A.S. Arunta

Report of Proceedings - July 1955

C.N.P.R.

D.O.D. 22/8

D.C.N.S. 25/8

1st N.M. 29/8

D.C.N.P. 2/9

2nd N.M. Late

D.N.I.

D/D.P.S. 1/9

2/9/55 D.T.S.R. 1/9

D.N.C. 1/9

Deputy Secretary. 8/9

3rd N.M. 1/9

2/9 H.N.B. (N.5.)

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H.M.A.S. ARUNTA.
At Hong Kong.
9th August, 1955.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - JULY, 1955.

Sir,

H.N.
I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of July, 1955.

2. At the beginning of the month ARUNTA was alongside at the Naval Dockyard, Singapore. During the first three days of the month the final compassionate and exchange drafts with H.M.A. Ships returning to Australia were effected. ARUNTA and WARRAMUNGA were remaining on the Far East Station as the first Australian ships of the Strategic Reserve. H.M.A.S. TOBRUK with D 10's staff onboard and ANZAC sailed for Australia on Saturday 2nd July. QUADRANT (F1) departed on Sunday 3rd July.
3. H.M.A.S. VENGEANCE arrived at the Singapore Naval Base on Monday 4th July, and after embarking aircraft she sailed on Wednesday 6th July to continue her passage to United Kingdom for paying off and return to the Royal Navy.
4. ARUNTA on 4th July commenced a 3 week self refit and docking period and the ship remained alongside until a.m. 6th July when she was docked in King George VI Dock.
5. In accordance with instructions from the Naval Board discussions with dockyard officers were held to investigate some possible ventilation improvements. Owing to the short time available it was agreed to replace some old type fans supplying ventilation to the mess decks and after accommodation and also fit one additional supply fan forward. A separate report on this subject has been forwarded.
6. During this self refit period ship's staff was able to get on with general maintenance which had not been possible during the continuous steaming of the past few months. Dockyard assistance was obtained for certain work but in view of the large financial overhead costs at Singapore Dockyard this assistance was kept to a minimum. The co-operation of and assistance from the dockyard was most helpful.
7. Working conditions in the ship during the docking period were made extremely trying owing to the removal of the ventilation fans and arrangements were made for some fifty percent of the ship's company and a few of the officers to be accommodated at Royal Naval Air Station SIMBANG situated about 4 miles from the Naval Base. Both the accommodation and the hospitality at this Air Station were excellent and very much appreciated by those who took advantage of it. The normal accommodation for ships carrying out refits and self refits at Singapore is at H.M.S. TERROR or in the dockside accommodation. However both of these establishments were fully occupied by personnel from R.N. Ships and R.N.A.S. SIMBANG was being used to accommodate the overflow.
ARUNTA was undocked a.m. Monday 18th July and berthed alongside where the self refit was completed on Saturday 23rd July.

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PAGE 2.

8. Basin Trials were satisfactorily completed on Monday 25th July and ARUNTA slipped and proceeded on the following day to carry out D.G. ranging and independent exercises, returning to "A" buoy abreast the dockyard on completion. The magnetic compass was adjusted the following morning and the ship then proceeded alongside to top up with fuel.

9. At 0815 Thursday 28th July ARUNTA slipped and proceeded from Singapore for one days exercises with H.M.S. COMUS and then passage to Hong Kong. After rendezvousing with COMUS in Singapore Strait an A/S exercise with an O.A.S. target and tracking runs with aircraft were carried out. During the afternoon some hours were spent searching for a torpedo fired by H.M.S. COMUS with negative result. Further exercises were then carried out including O.O.W. manoeuvres and an N.E.X. COMUS was detached at 2315GH 28th July and it was gratifying to hear that she recovered her torpedo early the following morning. ARUNTA proceeded north and was on passage to Hong Kong at the end of the month.

10. During the month I paid official calls on the following officers and these calls were returned.

Commodore F.M. WALTON.	C.S. Singapore.
Captain T. LARKEN, R.N.	(Capt. D 8) H.M.S. COSSACK.
A/Captain H.E.H. NICHOLS, O.B.E., D.S.C.	Captain H.M.M.S. MALAYA.
A/Captain H. KIRKWOOD, O.B.E., D.S.C.	Captain H.M.S. TERROR.
Captain B.S. PEMBERTON.	(Capt. F 3) H.M.S. CRANE.
Commander G.H. EVANS.	H.M.S. MODESTE.
Captain R.E. PORTLOCK, O.B.E.	H.M.S. NEWFOUNDLAND.
Commander T.C. BARTOSIK, D.S.C.	H.M.S. COMUS.

On Wednesday evening 20th July I attended a party given by His Excellency the Australian Commissioner Sir Alan WATT where I met many officers from the S.E.A.T.C. countries. With some of my officers I attended a pre refit party given by the Captain and Officers of H.M.S. NEWCASTLE on Friday 22nd July and on Wednesday 27th I attended an evening party given by Commodore and Mrs. G. NORFOLK. The opportunity was taken on Saturday 23rd July on completion of the self refit to have some of the Australians of Singapore with their families onboard during the afternoon. An official party was held onboard on Monday 25th July to repay some of the hospitality which the whole ship had received during the period in Singapore.

11. While in Singapore ARUNTA had full use of the sports facilities at H.M.S. TERROR. Games of Rugby Union were played against other ships and the R.A.A.F. No. 1 Squadron, also games of Australian Rules football were played against WARRAMUNGA and the R.A.A.F.

The cricket team played four games against other ships, all of which they won. Arunta was represented in the Navy Cricket Team on most occasions.

In addition games of basketball, water polo and hockey were played against other ships and inter part of ship games were arranged for most sports.

ARUNTA was represented at the first athletics meeting on July 9th, and Lieutenant P.G.N. KENNEDY won the high jump. He followed up this victory by winning the high jump at the inter service athletics meeting at H.M.S. TERROR on July 23rd.

On July 15th a party of 19 ratings, having carried out some practice, were landed for swimming tests. Of these, 8 passed.

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PAGE 3.

12. The health of the ship's company has been good with a certain amount of prickly heat and skin rashes. A sudden increase in Venereal Disease during the month to a total of 13 cases has now dropped to a negligible figure and it is hoped that this improvement will be maintained at the additional ports to be visited later in the year.
13. The ventilation has improved with the fitting of the new fans by the dockyard which has been reported separately.
14. The machinery is now in good condition after a busy maintenance period during the self refit. Separate reports have been forwarded on the condition of boilers and turbines.
15. The ship has now been attached to the 8th Destroyer Flotilla for administration on the Far East Station and having operated under the Flag Officer Malayan Area in the Singapore area it has been arranged to carry out an exercise period in August with destroyers of the 8th Destroyer Squadron under the operational control of The Commodore Hong Kong.
16. All onboard are looking forward to the visit to Hong Kong and the exercises with the American forces followed by a short visit to Japanese waters.
17. The conduct of the ship's company has been very good.

I have the honour to be,

Sir,

your obedient servant,

(Sgd.) W.K.TAPP

COMMANDER, R.A.N.

The Flag Officer Malayan Area,
SINGAPORE. (3).

(Copies to:- The Flag Officer Second-in-Command,
FAR EAST STATION. (1).
The Acting Secretary, Department of the Navy,
MELBOURNE (2).
The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET. (1).
The Captain (D),
8TH DESTROYER SQUADRON (1).
The Captain (D),
10TH DESTROYER SQUADRON. (1).

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APPENDIX "A".

Submitted in accordance with C.N.O. 107/48 paragraph 6.

- (a) 1243.2 miles steamed during the month.
- (b) 76 14/60 hours underway during the month.
- (c) 4.08 miles per ton.
- (d) 66,822.3 miles steamed since commissioning 12th November, 1952.
- (e) 6,721 7/60 hours underway since commissioning 12th November, 1952.

Submitted in accordance with C.N.O. 2/53.

Speed in Excess of Economical.

- (a) 3 hours.
- (b) 15.77 knots.
- (c) 2.81 tons per hour.
- (d) 5.61 miles per ton.
- (e) During workup exercises with H.M.S. COMUS. Authority C.N.O. 2/53 para 5b.

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APPENDIX "B".

No whales were sighted during the month.

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DATE 12/9/55

DEPARTMENT OF THE NAVY.

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MINUTE PAPER.

H.M.A.S. Arunta

Report of Proceedings - June 1955

4th N.M. 9/13/55

D.A.W.O.T. 14/5

D. of P. 14/5

H.P.B. 23/5

D.G.S. 20/9

N.A. 2nd N.M.(X) 27/9

D. of M. 27/ix

D.D.M. 28/ix

D.N.L. 7/10

D.E.(N) 15/10

D. of C.(N) 12/10

D.O.U.W. 21/10

D.N.M.S. 11/11

H.N.B. (N.S.) 18/11

D.A.O.

Mr

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REPORT OF PROCEEDINGS

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DEPARTMENT OF THE NAVY.

#336-17-338

MINUTE PAPER.

H.M.A.S.

Arunda

Report of Proceedings -

June 1955

C.N.P.R.

D.O.D. *27/7*

D.C.N.S. *4/8*

1st N.M.

D.C.N.P.

2nd N.M.

D.N.I.

D/D.P.S. *15/8*

D.T.S.R. *23/8*

D.N.C. *25/8*

Deputy Secretary

3rd N.M. *29/8*

H.N.B. (N.5.)

D.O.E.

D.O.C.

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with reference to para 21 last sentence, it was not for want of trying on the part of the Naval Staff that the ships had not been previously informed of the proposition that "Arunda" and "warromunga" were to remain in Malayan waters.

Ref. Dens' minute - 3 agree. Draw by Govt direction that they were not informed earlier. *12/8*

N.P. 12/8

4-15/8

16/8/55

Action being taken on file 428/103/45 *17/8*

*J. CNPR
J. N.I.
J. A.O.*

17/8

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June 1918

December

UNITED STATES DEPARTMENT OF THE INTERIOR

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H.M.A.S. ARUNTA.
At Singapore.
15th July, 1955.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - JUNE, 1955.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of June, 1955.

2. The beginning of the month found ARUNTA (Commander D.10) in company with H.M.N.Z.S. BLACK PRINCE, QUADRANT (F.1.), ANZAC, WARRAMUNGA, TOBRUK and H.M.N.Z.S. PUKAKI, steaming westward to effect a rendezvous with the R.F.A. GOLD RANGER and units of the Far East Fleet. Serial 1, Phase 1 of Anzex One having been completed and Serial 2 about to begin. The meeting at 0700H of these two surface components of the Anzex forces took the form of an encounter exercise. The aim of the Australian/New Zealand force was to attack and sink the GOLD RANGER (an important supply ship) which was escorted by the Royal Naval Units consisting of NEWCASTLE, COSSACK, CONCORD and H.M.N.Z.S. KANIERE (representing a guided missile ship). The aptly designated code name given this exercise by the New Zealanders was "BOGFOJ". This was later explained as the "Battle of the Glorious First of June".

3. The frigates QUADRANT and PUKAKI acting as radar pickets on either side of the "Anzac Force" located the enemy shortly after 0630 and BLACK PRINCE and the 10th Destroyer Squadron disposed in line abreast closed and attacked the enemy at high speed. KANIERE launched two guided missiles with great efficacy, disposing of ARUNTA and giving WARRAMUNGA a good Damage Control exercise. QUADRANT, PUKAKI and BLACK PRINCE were effectively stopped by the enemy. The exercise was terminated at 0840 by Commander Task Force 22 (Rear Admiral R.F. ELKINS, C.B., C.V.O.) in NEWCASTLE.

4. Immediately on completion of "BOGFOJ" ships were formed for replenishment. A circular screen was maintained on the Main Body comprising GOLD RANGER, NEWCASTLE and BLACK PRINCE. GOLD RANGER fuelled ships from her port beam and astern while two ships were stationed in the waiting positions. Replenishment was completed by 1715 when column formation was assumed.

5. At 1850 ships stopped and Commanding Officers proceeded to NEWCASTLE to dine with Flag Officer Second-in-Command, Far East Station. The fleet then proceeded on a north west course until 2110 when Commanding Officers rejoined their ships. This Nelsonian touch proved most advantageous enabling the C.F.F. to meet all his new Captains, especially on the first of June considering Rear Admiral ELKINS as an ex Gunnery Officer.

6. During the night the Force passed through the Lombok Strait into the Java Sea. During the following two days various units of the Force exercised independently and also carried out a night encounter exercise and a special anchoring formation for use in Singapore Roads at a later date. By 1900 all ships had taken station as a convoy screen on GOLD RANGER in readiness for the next part of Anzex One.

.....&...7..Serial 2.....

7. Serial 2, Part 1, commenced at 0001H Saturday 4th June and comprised a convoy transiting a submarine probability area. The convoy consisting of BLACK PRINCE, NEWCASTLE and GOLD RANGER and escort with aircraft support steamed through the exercise area without incident apart from several unconfirmed submarine contacts. It later transpired that neither submarine had been able to get into an attacking position. Part 1 ended at 1400H 4th June ships in company proceeding to position for Part II.

8. Serial 2, Part 2 began at 1600 Saturday 4th June with a convoy and screen with aircraft support being subjected to surface raider attack. BLACK PRINCE and NEWCASTLE acting as raiders had opened out from the convoy on completion of part 1. The escort force Commander was Captain D.8. in COSSACK with FOX 1 as screen Commander. The destroyers were split into two groups on either bow of the convoy and screening frigates. Both raiders feinted and attacked from different quarters but the escort force had little difficulty in keeping between the raiders and the convoy and although the destroyers groups may have been badly mauled the convoy emerged unscathed. At this stage ships in company had cleared the northern end of the Carimata Strait and were moving to the West of North West. This raider exercise proved rather tedious in the later stages until a concerted attack on both raiders by all destroyers brought part 2 to an end.

9. At 1800H Sunday 5th June ships formed up for part IV a further convoy exercise. ARUNTA as D.10. was Screen Commander and BLACK PRINCE Escort Force Commander. The only A/S incident was at 0330 when QUADRANT and PUKAKI successfully attacked a submarine (THOROUGH) which had menaced the convoy. By 1400H 6th June the A/S threat had decreased and ships formed into an A/A screen on the convoy and simulated air attacks were carried out by R.A.F. and R.A.A.F. aircraft. This final part of Serial 2 Phase 1 ended at 1600H and ships formed into columns for the final passage through Singapore and Johore Straits.

10. Anzex surface forces proceeded to the Singapore Naval Base early A.M. Tuesday 7th June. ARUNTA secured alongside the Naval Dockyard at 0830 and COSSACK (D.8.) secured outboard of ARUNTA as she had been assigned as out host ship during the visit to Singapore. After all ships had secured, a full replenishment programme began.

11. Ships remained at the Naval Dockyard until Thursday 9th June. During this period a most comprehensive sports tournament and numerous social activities were arranged for officers and ship's companies of visiting ships. Official calls were paid and returned as listed in appendix C.

12. After a busy day by the various staffs in preparing plots etc., the Washup of Phase 1 of Anzex One was held p.m. Tuesday 8th June at the R.A.F. Base, Seletar. The staff of A.J.A.S. had the onerous task of presenting this phase of the exercise to the rather large gathering and did the job very well. In a few instances it was rather apparent that ships and naval staffs had not had a chance of sorting out purely naval queries before the joint discussion. Consequently differences of opinion were aired rather unnecessarily. This was rather similar to some points raised during the Washup at Darwin. Although very difficult it is considered it would be most advantageous to have a short naval discussion before the joint Washup. Arrangements were made for Lieutenant Commander A. GOODHART, D.S.C.; R.N. of A.J.A.S.S. Staff to join before sailing from Singapore to witness Phase 2 of Anzex One as an observer.

.....13....At 0735.....

13. At 0735 Thursday 9th ARUNTA slipped and proceeded with ships in company to anchor in close formation in Singapore Roads. Additional ships which had joined the force since Phase I were CRANE, MODESTE, OPOSSUM and COMUS. Ships dressed overall on anchoring and at 1200 Royal Salutes were fired by NEWCASTLE and BLACK PRINCE on the occasion of the birthday of Her Majesty The Queen. Ships were opened to visitors during the afternoon but with so many other functions on in the city very few availed themselves of this opportunity. At 0915 the following morning ARUNTA weighed and proceeded in company with the Anzex surface force for Pulau Tioman.

14. On passage the force was subjected to air and submarine attacks with D.10., as screen Commander ARUNTA and COMUS co-operated with maritime Sunderland and gained a submarine contact, but were foiled in their attack due to poor sea conditions. The fleet anchored off Pulau Tioman at 1908GH Friday 10th June. Between 2000 and 2200 the force was attacked by "Frogmen" in order to exercise Operation "Awkward". Although several lookouts reported frogmen in the vicinity of ARUNTA in point of fact none approached. The effect of well prepared underwater lighting on some ships was most noticeable.

15. During Saturday 11th June destroyers, frigates and submarines carried out various gunnery and A/S practices in the exercise areas adjacent to Pulau Tioman returning to the Fleet anchorage on completion. A concert party from NEWCASTLE added a little colour for a few hours to the scene onboard.

16. At 2300 Saturday 11th June the destroyers of 8th and 10th destroyer squadrons weighed and formed a departure screen for the main body, NEWCASTLE and BLACK PRINCE, as it left the fleet anchorage, on a northerly course to carry out Phase II of Anzex One. The Tankers, R.F.A's and the Frigates remained at the anchorage as they had no part in serial one.

17. This serial exercised surface forces in the interdiction of coastal traffic where air attack might be expected. Motor launches, patrol craft and various other small craft of the Royal Malayan Navy, Customs and Police under operational control of Flag Officer Malaya formed the enemy proceeding southward along the east coast of Malaya to provide logistic support for land forces. C.T.F. 22 in NEWCASTLE divided the force into two task groups, and assumed control of the Southern group to which ARUNTA and the other Australian destroyers were allocated, BLACK PRINCE was C.T.G. in the northern area with R.N. destroyers. This serial commenced at 1730 on Sunday 12th June. Owing to inclement weather the small craft had a poor night of it and were under attack from the northern groups most of the time. During the forenoon they were again mopped up by the southern group. The air attacks did not appear very effective. Serial One ended at 1030 Monday 13th June. The interdiction force rather swamped the area with surface craft but it gave the Commander-in-Chief Far East Land Forces in BLACK PRINCE, an opportunity of assessing the difficulties of supplying land forces and the co-ordination required for inshore operations. During this serial it was learned of the promotion of Flag Officer Second-in-Command, Far East Station, Rear Admiral R.F. ELKINS, to Vice Admiral and signals of congratulations were sent to H.M.S. NEWCASTLE.

18. The force then steamed north eastward to rendezvous with an escorted convoy for Serial 3. Serial 2, an exercise for submarines and maritime aircraft only, had been taking place during the interdiction exercise. The convoy R.F.A's FORT CHARLOTTE, FORT SANDUSKY, WAVE VICTOR and GOLD RANGER escorted by the frigates

.....CRANE.....

CRANE (P.3), QUADRANT (P.1), MODESTE, OPOSSUM, KANIERE and FUKAKI was sighted early on the morning of Tuesday 14th June after ARUNTA and WARRAMUNGA were detached to fuel from WAVE VICTOR, if possible before the Serial began. However this was not possible and ARUNTA and WARRAMUNGA joined the screen whilst the remaining destroyers under the command of Captain D.8., formed a patrol group ahead of the convoy. Serial 3 began at 0730 14th June at which time the convoy entered the area and set course to the South East. NEWCASTLE joined the convoy and BLACK PRINCE had been detached to act as a raider. A large number of maritime aircraft available to co-operate with surface forces during this last convoy serial of Anzex One. This serial was scheduled to last 48 hours with 3 submarines forming the enemy force in addition to the raider.

19. During the first 24 hours the convoy was successfully attacked by two of the three submarines. The raider made various feints at attacks, which generally required ARUNTA and WARRAMUNGA to form up with the supporting destroyers and NEWCASTLE to ward her off. This meant the Screen Commander lead a fairly busy life adjusting his screen. CRANE returned to Singapore and Fox 1 assumed duties of Screen Commander. ARUNTA co-operated with QUADRANT in attacking a submarine and then fuelled from WAVE VICTOR followed by several transfers to other ships. The Frigates also carried out attacks on a submarine.

20. During the 2nd day the convoy steered to the North West and the raider again feinted and was driven off. This was considered his last chance and BLACK PRINCE joined the convoy. During the afternoon of 15th June the submarine again had some success despite evasion, and surface ships were often assisted in their initial contacts by green grenades. The Air support gave the general picture of the three known submarines fairly clearly but the position of their reports did not permit S.A.U's being detached. Serial 3 finished at 0700.

21. At 0710 Thursday 16th June serial 4 (Fleet replenishment) began. During the forenoon ARUNTA fuelled from WAVE VICTOR, embarked victualling stores from PORT CHARLOTTE and bread from NEWCASTLE. It was during the fuelling from WAVE VICTOR that WARRAMUNGA passed to me the information that an A.B.C. broadcast that morning had stated that the two Tribal Class Destroyers were to remain on the Far East Station as Strategic Reserve. Permission was immediately obtained to break W/T silence for the day and use the Radio Telephone and despatch Telegrams. Both of these lines were very busy until 2100 that night and the Telegraphists onboard and Radio Sydney both did an excellent job of work. Late in the afternoon A.C.N.B's 160256Z was received officially informing the ships of the official statement regarding the Strategic Reserve. Although this was not unexpected everyone onboard wondered why the ships had not been informed or even the Commanding Officers as to what day the radio announcement was likely to be made.

Tapp was informed by me of the reasons for this before this report was written.
[Signature]
 D.J.P.

22. On completion of the fleet replenishment at 1545 Patrol Group Commanders, OPOSSUM, QUADRANT and ARUNTA were ordered to proceed independently with their patrol groups for serial 5, to carry out Hunter/Killer operations in 3 separate areas. Unfortunately TACTICIAN had had to withdraw from this serial due to engine trouble leaving only two submarines for the 3 areas. COSSACK had also returned to Singapore. ARUNTA with the 10th Destroyer Squadron proceeded to the North West corner of the Eastern area, at the commencement of the serial at 2330 Thursday 16th June the destroyers swept towards the centre.

23. At approximately 0230 17th June the group reached the centre of the area and ANZAC and TOBRUK were then allocated the southern half and ARUNTA and WARRAMUNGA the northern half. During the forenoon ANZAC and TOBRUK located, sank and subsequently surfaced the THOROUGH in the South West corner of the area and ARUNTA and WARRAMUNGA proceeded to join them. THOROUGH had 2 hours in a submarine haven before the serial continued. The 10th Destroyer Squadron reformed and at 1345, the end of the 2 hours period, began a search. At 1550 TOBRUK and ANZAC again gained contact but lost it soon afterwards and a further search was begun. With the assistance of aircraft reports final contact was made at 1914 and on completion of attacks the submarine THOROUGH was surfaced and serial 5 completed at 1940. The 10th Destroyer Squadron then proceeded to the west to rendezvous with the remaining patrol groups and the Tankers.

24. At 0600 Saturday 18th June ANZAC was detached to join BLACK PRINCE, QUADRANT, and PUKAKI who fuelled from WAVE VICTOR and then proceeded to Manila. KANIERE joined ARUNTA, WARRAMUNGA and TOBRUK and all ships fuelled from GOLD RANGER. The replenishment was completed by 1250 when ships formed in column on ARUNTA (D.10) and course was set for Bangkok, GOLD RANGER being detached to proceed to Singapore. On Monday 20th June whilst on passage to Bangkok the Squadron T.A.S. Officer was transferred to KANIERE and the following exercises were carried out, R.I.X., Dummy Torpedo Firing at KANIERE and Radar Calibration. The Squadron T.A.S. Officer then rejoined.

25. Ships in company arrived off the pilot vessel at the entrance to the Bangkok river at 0530 Tuesday 21st June and embarked pilots. After a discussion to decide which of 3 berthing plans was to be used ARUNTA proceeded up river and berthed at Kleng Toi Docks at 0835. WARRAMUNGA berthed ahead, KANIERE on ARUNTA and TOBRUK on WARRAMUNGA. This berthing proved satisfactory for official functions and ships open to visitors.

26. The passage up the river Mae Nam Chao Phraya was most interesting once one had picked out the buoys from amongst the fishing stakes and searched thoroughly for wrecks which were no longer there. The Thai Reserve Fleet kept the First Lieutenants very busy charging from side to side piping almost continuously for about one mile. The Thai Naval Liaison Officers who met the ships on arrival were most courteous and proved to be excellent at their job. The Australian Services Attache Wing Commander J.R. KINNINMONT, R.A.A.F., and The British Naval Attache Commander J.S. KERRANS, D.S.O., R.N., called and official calls were paid and returned, and other official functions are listed in Appendix C.

27. The hospitality of the British citizens of Bangkok was overwhelming. Approximately 125 ratings went sightseeing in buses each forenoon seeing many Temples and the Royal Palace. Another 125 went to lunch each day at the British Club and many private invitations were extended for lunch, afternoon and evening entertainment. The Royal Bangkok Sports Club being well to the fore. In addition a party of approximately 80 went to visit the War Graves Cemetery at Kanchanaburi where a wreath was laid. At a Reception and Buffet Dinner given by the Commander-in-Chief, Thai Navy, and attended by most officers, was witnessed a most interesting display of Thai Folk Dancing, wrestling and fighting toned in with an excellent Naval orchestra which began with Classical music then ballet then after dividing into sections played all types of dance music. At this Reception all four Commanding Officers were presented with a plaque for their ship.

.....The plaques.....

The plaques about 10 inches high and 6 inches wide contained the Thai Naval Crest with an inscription commemorating the visit. Endeavours are being made to obtain suitable photographs and ship's badges to be available for special visits where so much hospitality is given to all onboard by Messes, Clubs etc. Another interesting hour was spent by many who watched an athletic display followed by a Rugby Match at the Stadium when ANZAC team defeated the unbeaten Thai Cadet team by 20 points to 9.

28. Unfortunately the short period of 3 days in port did not give very much time for returning hospitality but the ships were open to visitors on at least 2 days each. Ships were dressed overall on Thursday 23rd June and also with masthead flags on leaving on Friday 24th June, the National Day. It was unfortunate that the ships had to leave on this special day but the limited period for the goodwill visit inbetween operational requirements was mentioned to those in authority.

29. During this period His Excellency The Australian Minister and his staff, His Excellency The British Ambassador and staff were most helpful and hospitable and assisted greatly in making the visit a memorable one for all onboard. The visit of the R.A.A.F. Neptune the following week and also the visit to Bangkok by the Australian Chief of the Naval Staff, Vice Admiral R.R. DOWLING, C.B., C.B.E., D.S.O., followed by the S.E.A.T.O. conference made life for staffs ashore rather busy.

30. It was with regret that ships in company slipped and proceeded from Bangkok at 0700 Friday 24th June. Pilots were disembarked at the river entrance at 0945 and course was set for Singapore. On passage a Higher Rates Seamanship Board for Leading Seaman and Petty Officer was held during Saturday 25th June in WARRAMPUNGA, candidates for the Board being transferred by jackstay. Ships arrived off Singapore Dockyard at 0730 Monday 27th June after an uneventful passage and ANZAC secured alongside in Stores Basin. The following day ANZAC who had just returned from Manila after a rather rough trip secured alongside.

31. The Washup of Anzer One, Phase II was held at R.A.F. Base Seletar on Tuesday afternoon June 28th. It was again presented by A.J.A.S.S. and a most difficult task was well done except that rather rambling staff lectures on Air Force Communications in the summing up seemed out of place. Most of the Naval problems had been ironed out in the interval between the end of the exercise and the Washup, and the discussion remained on a joint level despite some conflicting views regarding the M.H.C. set up in Singapore. A final happy note was sounded when the A.J.A.S.S. staff at the Washup indicated that the appreciation and execution of the Hunter/Killer exercise in serial 5 by the 10th Destroyer Squadron was almost ideal.

32. The various serials in phase two flowed more smoothly as all ships generally combined together as a worked up team. The overall Anzer exercise was of great value to all onboard despite the many unrealistic settings due to the navigational restrictions necessary for the passage from Australia to Singapore and also suitable deep water areas in the South China Seas. The long period covered in tropical waters under semi operational conditions reminded everyone of what may be required in these uneasy South East Asian waters.

33. On Wednesday 29th June ARUNTA was honoured by a visit from The Chief of the Naval Staff, Vice Admiral DOWLING, who was received by a guard and addressed the Ship's Company. On Thursday 30th June all drafts connected with ARUNTA and WARRAMUNGA remaining on the Far East Station were effected. In addition many compassionate cases had been represented and passages arranged. The prompt action by Manning Department and the Port Chaplains concerned greatly facilitated the many changes necessary.
34. The majority of the Ship's Company have now settled down to life in the tropics. The announcement that the ship was remaining away from Australia caused some relaxation in precautions from the medical point of view and the visit to Bangkok produced 7 cases of venereal disease. These cases plus a certain number with boils, skin ulcers and rashes comprise the main health problems.
35. It has been found necessary to continue the practice of the last commission to run most ventilation fans at 2/3rd speed to enable maintenance to keep these important fans in running condition. A separate report on this work has been forwarded.
36. The machinery generally is in good condition and maintenance and minor repairs should be fully accounted for during the forthcoming self refit and docking period due to begin at Singapore on 4th July.
37. Both evaporators caused considerable concern during the early part of the month and ANZAC was very generous in supplying water for both boilers and ships use while repairs were being undertaken.
38. As in May sporting activity has been limited by exercise Anzex One, ARUNTA being at sea for three weeks of the month. On 7th and 8th June whilst ships participating in Anzex were at Singapore representatives from ARUNTA were in R.A.N. teams which played the Royal Navy and Royal Air Force at hockey, cricket, water polo and soccer. Games of cricket and rugby were played at Bangkok. A combined Australian/New Zealand team played and defeated cadets of the Royal Thai Navy at the Bangkok National Stadium after a very good game. At the end of the month, after the ships return to Singapore, ARUNTA defeated ANZAC at hockey. Full use has been made of the swimming pools in the Naval Base at Singapore.
39. The general conduct of the Ship's Company has been good and their behaviour ashore has been very good.

(Sgd.) W.K.TAPP

COMMANDER.

THE FLAG OFFICER MA LAYAN AREA,
SINGAPORE (3).
THE FLAG OFFICER SECOND IN COMMAND,
FAR EAST STATION (1).
THE SECRETARY DEPARTMENT OF THE NAVY,
NAVY OFFICE, MELBOURNE (2).
THE FLAG OFFICER COMMANDING,
H.M. AUSTRALIAN FLEET. (1).
THE CAPTAIN (D), 10TH DESTROYER SQUADRON,
H.M.A.S. TOBRUK (1).

Separate
also

428 9/10/45

APPENDIX "A".

Submitted in accordance with C.N.O. 107/48 paragraph 6.

- (a) 5673.6 miles steamed during the month.
- (b) 469 25/60 hours underway during the month.
- (c) 4.006 miles per ton.
- (d) 65,579.1 miles steamed since commissioning 12th November, 1952.
- (e) 6,174 53/60 hours underway since commissioning 12th November, 1952.

Submitted in accordance with C.N.O. 2/53.

Speed in Excess of Economical.

Wednesday 1st June.

- (a) 16 hours.
- (b) 15.93 knots.
- (c) 2.85 tons per hour.
- (d) 5.59 miles per ton.
- (e) As necessary for Anzex One. Authority CNO 2/53 para 5b.

Thursday 2nd June.

- (a) 16 hours.
- (b) 15.25 knots.
- (c) 2.66 tons per hour.
- (d) 5.73 miles per ton.
- (e) As necessary for Anzex One. Authority CNO 2/53 para 5b.

Friday 3rd June.

- (a) 6 hours.
- (b) 12.91 knots.
- (c) 2.08 tons per hour.
- (d) 6.20 miles per ton.
- (e) As necessary for Anzex One. Authority CNO 2/53 para 5b.

Saturday 4th June.

- (a) 10 hours.
- (b) 14.04 knots.
- (c) 2.31 tons per hour.
- (d) 6.07 miles per ton.
- (e) As necessary for Anzex One. Authority CNO 2/53 para 5b.

Sunday 5th June.

- (a) 11 hours.
- (b) 14.08 knots.
- (c) 2.34 tons per hour.
- (d) 6.01 miles per ton.
- (e) As necessary for Anzex One. Authority CNO 2/53 para 5b.

Monday 6th June.

- (a) 10 hours.
- (b) 12.78 knots.
- (c) 2.04 tons per hour.
- (d) 6.26 miles per ton.
- (e) As necessary for Anzex One. Authority CNO 2/53 para 5b.

Tuesday 7th June.

- (a) 4 hours.
- (b) 13.8 knots.
- (c) 2.29 tons per hour.
- (d) 6.02 miles per ton.
- (e) As necessary for Anzex One. Authority CNO 2/53 para 5b.

Thursday 9th June.

- (a) 2 hours.
- (b) 14.5 knots.
- (c) 2.44 tons per hour.
- (d) 5.94 miles per ton.
- (e) As necessary for Anzex One. Authority CNO 2/53 para 5b.

Friday 10th June.

- (a) 9 hours.
- (b) 15.3 knots.
- (c) 2.67 tons per hour.
- (d) 5.73 miles per ton.
- (e) As necessary for Anzex One. Authority CNO 2/53 para 5b.

Sunday 12th June.

- (a) 13 hours.
- (b) 14.47 knots.
- (c) 2.43 tons per hour.
- (d) 5.95 miles per ton.
- (e) As Necessary for Anzex One. Authority CNO 2/53 para 5b.

.....Monday 13th June.....

Monday 13th June.

- (a) 17 hours.
 - (b) 14.7 knots.
 - (c) 2.5 tons per hour.
 - (d) 5.88 miles per ton.
 - (e) As necessary for Anzex One.
- Authority CNO 2/53 para 5b.

Tuesday 14th June.

- (a) 15 hours.
 - (b) 16.68 knots.
 - (c) 3.1 tons per hour.
 - (d) 5.38 miles per ton.
 - (e) As necessary for Anzex One.
- Authority CNO 2/53 para 5b.

Wednesday 15th June.

- (a) 6 hours.
 - (b) 16.73 knots.
 - (c) 3.13 tons per hour.
 - (d) 5.34 miles per ton.
 - (e) As necessary for Anzex One.
- Authority CNO 2/53 para 5b.

Thursday 16th June.

- (a) 11 hours.
 - (b) 17.86 knots.
 - (c) 3.52 tons per hour.
 - (d) 5.07 miles per ton.
 - (e) As necessary for Anzex One.
- Authority CNO 2/53 para 5b.

Friday 17th June.

- (a) 20 hours.
 - (b) 15.05 knots.
 - (c) 2.6 tons per hour.
 - (d) 5.78 miles per ton.
 - (e) As necessary for Anzex One.
- Authority CNO 2/53 para 5b.

Saturday 18th June.

- (a) 6 hours.
 - (b) 13.48 knots.
 - (c) 2.21 tons per hour.
 - (d) 6.09 miles per ton.
 - (e) As necessary for Anzex One.
- Authority CNO 2/53 para 5b.

Monday 20th June.

- (a) 2 hours.
 - (b) 14.5 knots.
 - (c) 2.44 tons per hour.
 - (d) 5.94 miles per ton.
 - (e) As necessary for Anzex One.
- Authority CNO 2/53 para 5b.

Friday 24th June.

- (a) 6 hours.
 - (b) 13.5 knots.
 - (c) 2.2 tons per hour.
 - (d) 6.13 miles per ton.
 - (e) As necessary for Anzex One.
- Authority CNO 2/53 para 5b.

Saturday 25th June.

- (a) 24 hours.
 - (b) 13.15 knots.
 - (c) 2.12 tons per hour.
 - (d) 6.20 miles per ton.
 - (e) As necessary for Anzex One.
- Authority CNO 2/53 para 5b.

APPENDIX "B".

No whales were sighted during the month.

APPENDIX "C".

Singapore.

On 7th June on arrival in Singapore Naval Base I called on Captain L.W.L. ARGLES, D.S.C., R.N. Captain 8th Destroyer Squadron in GOSSACK and then received his return call.

Shortly afterwards The Commanding Officers of the Commonwealth ships visited BLACK PRINCE to be honoured by being presented with a specially struck local medal to commemorate the Battle of the Glorious First of June, 1955. (BOGFOJ) by Captain WHITFIELD. That evening I attended with some of my officers a cocktail party given for all ships by The Captain and officers, H.M.S. TERROR.

On 8th June I accompanied the Captain H.M.A.S. QUADRANT, Captain T.K. MORRISON, O.B.E., D.S.C., A.D.C., R.A.N., and called on The Commander in Chief, Far East Station, Vice Admiral A.K. SCOTT-MONCRIEFF, C.B., C.B.E., D.S.O., at Phoenix Park, Singapore. We both then called on The Flag Officer Malayan Area, Rear Admiral E.H. SHATTOCK, O.B.E.

The Commander in Chief then returned my call but The Flag Officer Malayan Area had to leave Singapore and his return call was considered paid. On this day I lunched with Captain D.8. whose ship was lying alongside as our host.

Later that afternoon I attended a small party for Australian Commanding Officers given by Captain QUADRANT to meet Sir Alan WATT, The Australian Commissioner and Lady WATT. That evening I, with some of my officers attended a dinner party given by Captain M.C. GILES, D.S.O., O.B.E., G.M., R.N.

On Thursday 9th June being Her Majesty The Queen's Birthday, I attended a ceremony onboard The Flag Officer Second in Command, Far East Station, Rear Admiral R.F. ELKINS, C.B., C.V.O., O.B.E., Flagship H.M.S. NEWCASTLE, when the Royal Salute was fired, and with the Commander in Chief, Far East Station also present the Royal Toast was proposed.

In the afternoon I attended a Garden Party at Government House and later accompanied by some of my officers attended a cocktail party given by Major General D.D.C. TULLOCK, D.S.O., M.C., A.D.C., General Officer Commanding Singapore. That evening I had the honour to be one of the Commanding Officers who dined with The Commander in Chief Sir Alan and Lady SCOTT MONCRIEFF who had received a Knighthood in the Birthday Honours List.

Palau Tioman.

On Saturday 11th June at Palau Tioman I attended with other Commanding Officers a small party given by The Flag Officer Second in Command, Far East Station for the observers who were taking passage in ships to witness the exercises. These included Malays, Burmese, Thais and some other Nationalities.

Bangkok.

On Tuesday 21st June after arrival at Bangkok. I received the Thai Officer of the Guard and Commander SATAP of the staff of Commander in Chief, Royal Thai Navy.

.....The British Naval.....

APPENDIX "C" PAGE 2.

The British Naval Attache, Commander J.S. KERANS, D.S.O., R.N., and the Australian Services Attache Wing Commander J.R. KININ-
MONT, R.A.A.F., then called and accompanied myself and the Captains of WARRAMUNGA, Commander I.K. PURVIS, R.A.N., KANIERE, Lieutenant Commander S. MERCER, R.N.Z.N., and TOBRUK, Lieutenant Commander G.J. WILLIS, R.A.N., in calling on the following:-

His Excellency The Australian Minister Mr. D.O. HAY, D.S.O., O.B.E.,
The British Charge D'Affaires, G.C. WHITTERIDGE, O.B.E., Esq.,
The Commander in Chief, Royal Thai Navy, Admiral Luang Yuthasastr Kosol,
His Excellency The Indian Ambassador, Mr. P. ACHUTHA MENON,
The Pakistan Charge D'Affaires, H.E.M. KAMALUDDIN AHMED.

I entertained His Excellency The Australian Minister, The British Naval Attache and the three Commanding Officers to lunch onboard.

Late that afternoon the return calls of the forenoon were paid in ARUNTA with all Commanding Officers present.

That evening I and my officers attended a cocktail and buffet dinner party given by the Commander in Chief, Royal Thai Navy.

On Wednesday 22nd June I attended a luncheon given by His Excellency The Australian Minister for the Commanding Officers of the Commonwealth Ships. Later that evening I attended with my officers a Reception given by His Excellency The Australian Minister.

On Thursday 23rd I had the honour to be one of the guests to lunch with His Excellency the British Ambassador, Sir Berkeley and Lady GAGE.

That afternoon I attended a well publicised Rugby match between the ships and the Royal Thai Naval Cadets. On completion I and my officers were joint hosts with the other Commonwealth ships at a cocktail party held in H.M.N.Z.S. KANIERE.

In the evening I was again joint host for dinner in H.M.A.S. TOBRUK to His Excellency The British Ambassador, His Excellency The Australian Ambassador, Rear Admiral DARNVI, Mr. MABBETT, President of the British Club and several other prominent British Citizens and some other senior Thai Naval Officers.

At Singapore.

On Monday 27th June at Singapore I attended a cocktail party given by the United States Naval Attache, Commander T.H. SUDDATH, U.S.N., at which were present The Commander in Chief, Far East Station, Diplomats, the Australian Chief of Naval Staff, Vice Admiral R.R. DOWLING, C.B., C.B.E., D.S.O., and the New Zealand Chief Of Naval Staff, Rear Admiral J.E.H. McBEATH, D.S.O., D.S.C.

On Tuesday 28th June I was one of the guests to lunch with The Flag Officer Malayan Area, the guests of honour being The Chiefs of Naval Staff of Australian and New Zealand.

....Later that afternoon.....

APPENDIX "C" PAGE 3.

Later that afternoon I and my officers were joint hosts with the Commonwealth Ships at a Cocktail Party held in BLACK PRINCE.

That evening I was one of the guests to dine with the Captain H.M.S. NEWCASTLE, Captain R.B. HONNYWILL, and later with some of my officers attended a Supper Dance given by the Commander in Chief at Admiralty House.

On Wednesday 28th I accompanied the Captain QUADRANT Captain V.A.T. SMITH, D.S.C., R.A.N., and the Commanding Officer, WARRAMUNGA to call on the Australian Commissioner Sir Alan WATT. Later that forenoon Vice Admiral DOWLING visited the ships. He was received onboard with a guard and then addressed the Ship's Company.

That evening I attended a cocktail party given in H.M.S. NEWCASTLE by The Flag Officer Second in Command, Far East Station, and The Captain and Officers, H.M.S. NEWCASTLE, and later a small dance for the visiting ships given by the Naval Base Sailing Club.

4/1.

H.M.A.S. ARUNTA.
At Sea.
26th June, 1955.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - MAY, 1955.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of May, 1955.

2. At the beginning of the month ARUNTA was alongside at Whyalla carrying out a cruise of Spencer Gulf Ports with Reserves from the South Australian Division embarked. At Whyalla arrangements were made for a conducted tour of the ship building yard, foundries, gear-cutting workshops and Iron Knob open cut by small groups of the Ship's Company proved most interesting. In addition organised sports fixtures were held. On Sunday May 1st the ship was open to public inspection between 1400 and 1700 during which time an estimated 2500 people walked around the ship, including a large number of children.

3. At 0630 On Monday 2nd May ARUNTA slipped and proceeded for Port Lincoln. On passage, between 1300 and 1500, close range A.A. firings were carried out at starshell bursts and various exercises for the benefit of the Reserves. At 1723 in rainy conditions ARUNTA anchored off the Town Pier Port Lincoln as no berth was available until the following day. Although arrangements were made to shift berth at approximately 1000 the berth at North East Pier was not cleared until 1400 on 3rd May. ARUNTA proceeded to her berth securing starboard side to at 1415.

4. The ship was opened for public inspection from 1430 to 1700 and the main contenders were 250 schoolchildren in small parties. The Ex Naval Mens Association arranged a most entertaining evening for a large group of the Ship's Company. (Official calls at Port Lincoln were paid as in Appendix C.)

5. Due to reberthing of Merchant ships it was found necessary to vacate the berth alongside at 0730 on Wednesday 4th May, and ARUNTA slipped and proceeded for Adelaide approximately 3 hours earlier than expected. This earlier move however allowed more time on passage during the day for the following exercises to be carried out mainly for the benefit of the Reserves.

- (1) Torpedo firing and recovery of torpedo by seaboat.
- (2) Squid firings using practice projectiles.
- (3) Landing Party disembarked to establish a beach head on Thistle Island.
- (4) Officer of the Watch shiphandling.

On completion of these exercises the ship proceeded at 1745 to Adelaide berthing at Musgrave Wharf, Port Adelaide Inner Harbour, at 0820 after a windy passage and a slight delay waiting for the Birkenhead Bridge to open. The fuelling berth previously arranged had not been vacated by a Merchant ship due to the weather. At 1015 on Friday 6th May, with a strong breeze blowing, ARUNTA slipped and proceeded to secure port side to at berth "George" Port Adelaide, Inner Harbour where she remained until sailing on Sunday 8th May.

6. On Saturday 7th May the ship was opened for public inspection between 1330 and 1700. Approximately 2000 people visited the ship. On Sunday 8th May, after disembarking the Reserves, ARUNTA slipped at 1054 and proceeded to Sydney and after an uneventful passage secured to No. 2 buoy Garden Island at 1823 on Wednesday 11th May.

.....The early arrival.....

18449/191
CAPTAIN (B)
03 2 JUL 1955
10TH DESTROYER SQUADRON

The early arrival in Sydney had been arranged to allow defects etc. to be made good before proceeding north for Anzex exercises.

7. The information that the ship was to take part in exercises in Northern waters and that the leave and refit period due in 4 weeks time was indefinitely deferred was officially released to the Ship's Company on Tuesday 10th May although no radio announcement was heard. This short notice left little time for many compassionate cases to be adequately dealt with.

8. ARUNTA remained at Garden Island until Tuesday 17th May. During this period the ship was fuelled, stored and ammunitioned in readiness for the forthcoming exercise ANZEX ONE.

9. At 1000K Monday 16th May with my Navigating Officer I attended a conference to discuss the future exercise. It was learnt with regret that Captain R. Rhoades, Captain D 10, due to private reasons would not be with the Destroyers until Darwin. At 1000 on Tuesday 17th May ARUNTA slipped and proceeded in company with H.M.N.Z.S. BLACK PRINCE, QUADRANT (Fox One), ANZAC, TOBRUK, WARRAMUNGA and H.M.N.Z.S. PUKAKI for exercise ANZEX ONE. Ships in company were formed up in column off the heads and steamed past COOTAMUNDRA to enable press photographers and movie cameramen to film the fleet. On completion, course was set to the northward. At 1410 ARUNTA and ANZAC were detailed to carry out close and long range A.A. firings at a sleeve target towed by a Naval Firefly aircraft from R.A.N.A.S. NOWRA. Due to a temporary defect in the long range H.A. system only close range 40 mm firings were carried out during five runs by the aircraft. On completion ARUNTA and ANZAC rejoined the main body at 1515. At 1600 a bent line screen was formed on BLACK PRINCE. Screen manoeuvres were carried out until 1800. Exercises scheduled for the following day Wednesday 18th May were cancelled owing to bad weather.

10. At 0900 Thursday 19th May the fleet were formed into two divisions, ARUNTA being in the 2nd division under Fox One, with BLACK PRINCE leading the 1st division. Officer of the Watch manoeuvres, a surface plotting exercise, the firing of a pattern of live "Squid" projectiles by the A/S ships were carried out during the day.

11. Friday 20th May found the fleet steaming through the more confined waters in the vicinity of the Whitsunday Passage and daily exercises, manoeuvres etc. had to be restricted. A jackstay transfer of one rating from ARUNTA to QUADRANT was carried out during the forenoon and during the afternoon a Damage Control exercise proved most beneficial. At 1900 ARUNTA, WARRAMUNGA and PUKAKI were detached to proceed independently to Cairns to refuel, the remainder of the force proceeding to Townsville.

12. At 1125 Saturday 21st May ARUNTA secured alongside at No. 10 berth Cairns, WARRAMUNGA then secured alongside and both ships fuelled. PUKAKI proceeded to No. 8 berth. At 0610 the following morning WARRAMUNGA followed by ARUNTA proceeded down the fairway to anchor off the entrance buoy. PUKAKI proceeded to No. 10 to fuel and then joined ARUNTA. A rendezvous with the main body was effected off Cairns at 0945, PUKAKI joining 1st division, ARUNTA and WARRAMUNGA joining 2nd division.

13. During the next two days ships in company steamed north through the Barrier Reef, clearing the Prince of Wales Channel at the northern entrance to the reef at 2200 on Monday 23rd May. During the passage through the channel TOBRUK experienced a temporary steering failure at a most awkward time for her new Commanding Officer. From 24th May until arrival in Darwin exercises including dummy torpedo attacks by the 10th Destroyer Squadron, "Surface Attack Units", drills and a Basic Sea Air exercise were carried out.

14. The Sea/Air exercise 'Prep' designed to exercise Maritime Headquarters procedure and communications consisted of raider attacks (made by Black Prince) on a fast convoy (the remainder of the fleet) approaching Darwin.

.....Maritime.....

Maritime Reconnaissance aircraft of the R.A.A.F. provided support for the convoy and escort.

15. The fleet arrived off Darwin at 1400 on Thursday 26th May, anchoring together at 1430 (ARUNTA and WARRAMUNGA anchored independently, awaiting the vacation of the fuelling berth at Timber Jetty by THOROUGH and TACTICIAN, the latter having been delayed by engine trouble. At 1800 ARUNTA proceeded to berth at the Timber Jetty to fuel and WARRAMUNGA then secured alongside. At 0845 the following morning after WARRAMUNGA had slipped ARUNTA proceeded to the Quarantine Anchorage anchoring at 0915. At 0945 I landed to attend the "washup" of the Basic Sea/Air exercise at Naval Base Headquarters. The discussions ironed out certain points and proved that the M.H.Q. arrangements were generally satisfactory. During this period it was learnt that Captain D would not rejoin the Squadron until Singapore. This was most unfortunate in view of the very rare occasion when the 10th Destroyer Squadron has opportunities of working with other destroyers. To allow ARUNTA to control some of the Destroyer commitments the Squadron Communications Officer, T.A.S. Officer and some ratings on the Squadron staff were transferred from TOBRUK.

16. ARUNTA weighed and proceeded in company with the fleet at 1700 Friday 27th May to carry out Serial One, Phase One, of Exercise Anzex One. Leaving Melville Island to the eastward the fleet set course towards Timor, the area for the first two parts of Serial One. Shortly after departure WARRAMUNGA returned to Darwin to land a hospital case and then rejoined.

17. Part One of Serial One commenced at 0830 Saturday 28th May and comprised a Naval convoy transitting a submarine probability area. Owing to engine trouble H.M. Submarine TACTICIAN could not participate in Part One, leaving only THOROUGH in the "area". A possible submarine detection was made by ANZAC and TOBRUK during the afternoon and the fleet continued to the westward during the night with Maritime aircraft support until Part One finished at 0800I 28th.

18. Part II commenced at 1230 May 29th. The force was split into two patrol groups, one consisted of the ARUNTA, TOBRUK and ANZAC the other QUADRANT (F 1) WARRAMUNGA and PUKAKI. The Destroyers were allotted the southern half of a focal area, the frigates patrolled the northern half. TACTICIAN had come good by this time and was taking part. The area was searched by the Destroyers and aircraft and possible contacts were investigated but TACTICIAN was not located until sighted at 1145 Monday 30th at the end of the 24 hours exercise. She stated that the destroyers had at one stage passed over her. In the northern area THOROUGH was not so fortunate being found and sunk before she attained her objective. BLACK PRINCE remained neutral during this part and acted as an S.A.R. ship. It was further learnt that Captain D would not be able to rejoin the Squadron in Singapore and ARUNTA became temporary Commander (D) for the exercise period.

19. All ships had proceeded to the west during the night and Serial 1 Part III a hunter/killer exercise commenced at 1200 31st May. BLACK PRINCE acted independently, keeping clear of the submarine area. The ships taking part were split into two patrol groups as in the previous serial. Maritime aircraft of the R.A.A.F. and R.N.Z.A.F. provided generous support. During this exercise (8 hours) the frigates patrolled the western half of a probability area and the destroyers the eastern half. Just before the close of this part at dusk ARUNTA with her group acted as an S.A.U. in cooperation with an Neptune which had gained contact with a possible submarine. The resultant search by the ships proved fruitless in poor A/S conditions and at 2000 Tuesday 31st May THOROUGH surfaced in close proximity to ARUNTA's search area. Little was heard of the activities of the other patrol group during this part.

.....The completion.....

20. The completion of Part 3 brought serial one of Phase One to an end and ARUNTA in the ANZAC force was, at the end of the month, proceeding westward to effect a rendezvous (to the south of Lombok strait) with the R.F.A. GOLD RANGER and units of the F.R. Fleet.

21. The Anzex exercise so far had proved of much value despite the loss of sleep to a small percentage of the officers and ship's company. The conditions of operating in the tropics have been forcefully brought home to all personnel. One important factor which needed constant attention was the provision of charts descriptions etc. of the exercise as it progressed from day to day. The second Serial of Phase 1 with the additional ships participating should provide added interest to all onboard.

22. The general conditions onboard have been rather trying because of high temperature between decks especially when closed down at night with ships darkened. However the lack of rain has allowed many to sleep on deck. An environmental test has been carried out during this period and a separate report is being forwarded. By the end of the month most of the men onboard had adapted themselves to the life onboard in the tropics.

23. During the cruise of South Australian Ports, sports including rugby, soccer, hockey and rifle matches were organised. The rugby team participated in a knockout competition whilst in Adelaide coming out undefeated and second on percentage. During the passage north towards Singapore sport was also played at Cairns and Darwin. At Darwin the R.A.N. defeated the R.N.Z.N. in a sports tournament, the games played being cricket, tennis, softball, basketball and water polo. ARUNTA had representatives in all R.A.N. teams but the water polo team. As so much time has been spent at sea during May sport has naturally been curtailed to some extent.

24. The conduct of the ship's company has been very good with only isolated cases of leave breaking and other offences.

(Sgd.) W.K.TAPP

COMMANDER.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

APPENDIX "A".

Submitted in accordance with C.N.O. 107/48 paragraph 6.

- (a) 5257.5 miles steamed during the month.
- (b) 416 58/60 hours underway during the month.
- (c) 3.9 miles per ton.
- (d) 59905.5 miles steamed since commissioning 12th November, 1952.
- (e) 5705 28/60 hours underway since commissioning 12 November, 1952.

Submitted in accordance with C.N.O. 2/53.

Speed in excess of economical.

Monday 2nd May.

- (a) 4 hours.
- (b) 12.92 Knots.
- (c) 2.2 tons per hour.
- (d) 5.87 miles per ton.
- (e) As necessary for A.A. firings and exercises for the benefit of South Australian Reserve personnel. Authority C.N.O. 2/53 para 5b.

Tuesday 17th May.

- (a) 14 hours.
- (b) 13.96 Knots.
- (c) 2.3 tons per hour.
- (d) 6.07 miles per ton.
- (e) As necessary for Anzex One. Authority C.N.O. 2/53 para 5b.

Wednesday 18th May.

- (a) 24 hours.
- (b) 12.70 Knots.
- (c) 2.1 tons per hour.
- (d) 6.04 miles per ton.
- (e) As necessary for Anzex One. Authority C.N.O. 2/53 para 5b.

Thursday 19th May.

- (a) 23 hours.
- (b) 14.56 knots.
- (c) 2.48 tons per hour.
- (d) 5.87 miles per ton.
- (e) As necessary for Anzex One. Authority C.N.O. 2/53 para 5b.

Friday 20th May.

- (a) 22 hours.
- (b) 15.16 knots.
- (c) 2.68 tons per hour.
- (d) 5.65 miles per ton.
- (e) As necessary for Anzex One. Authority C.N.O. 2/53 para 5b.

Sunday 22nd May.

- (a) 13 hours.
- (b) 12.36 knots.
- (c) 1.97 tons per hour.
- (d) 6.27 miles per ton.
- (e) As necessary for Anzex One. Authority C.N.O. 2/53 para 5b.

.....Monday 23rd May.....

Monday 23rd May.

- (a) 24 hours.
- (b) 14.20 Knots.
- (c) 2.35 tons per hour.
- (d) 6.0 miles per ton.
- (e) As necessary for Anzex One. Authority C.N.O. 2/53 para 5b.

Tuesday 24th May.

- (a) 12 hours.
- (b) 15.38 Knots.
- (c) 2.7 tons per hour.
- (d) 5.7 miles per ton.
- (e) As necessary for Anzex One. Authority C.N.O. 2/53 para 5b.

Wednesday 25th May.

- (a) 14 hours.
- (b) 18.23 Knots.
- (c) 3.7 tons per hour.
- (d) 4.93 miles per ton.
- (e) As necessary for Anzex One. Authority C.N.O. 2/53 para 5b.

Thursday 26th May.

- (a) 12 hours.
- (b) 14.35 Knots.
- (c) 2.4 tons per hour.
- (d) 5.97 miles per ton.
- (e) As necessary for Anzex One. Authority C.N.O. 2/53 para 5b.

Friday 27th May.

- (a) 1 hour.
- (b) 13.7 knots.
- (c) 2.25 tons per hour.
- (d) 6.09 miles per ton.
- (e) As necessary for Anzex One. Authority C.N.O. 2/53 para 5b.

Saturday 28th May.

- (a) 8 hours.
- (b) 14.37 knots.
- (c) 2.4 tons per hour.
- (d) 5.98 miles per ton.
- (e) As necessary for Anzex One. Authority C.N.O. 2/53 para 5b.

Sunday 29th May.

- (a) 17 hours.
- (b) 14.20 knots.
- (c) 2.36 tons per hour.
- (d) 6.01 miles per ton.
- (e) As necessary for Anzex One. Authority C.N.O. 2/53 para 5b.

Monday 30th May.

- (a) 12 hours.
- (b) 14.75 knots.
- (c) 2.5 tons per hour.
- (d) 5.9 miles per ton.
- (e) As necessary for Anzex One. Authority C.N.O. 2/53 para 5b.

Tuesday 31st May.

- (a) 12 hours.
- (b) 15.77 Knots.
- (c) 2.8 tons per hour.
- (d) 5.63 miles per ton.
- (e) As necessary for Anzex One. Authority C.N.O. 2/53 para 5b.

APPENDIX "B".

No whales were sighted during the month.

APPENDIX "C".

At Port Lincoln on Tuesday 3rd May a call was paid on the Mayor Mr. P. Puckeridge and some of his councillors and they were entertained onboard before luncheon. In the evening I was accompanied by some of my officers when attending and official dinner given by the Mayor. Later I attended a Ball where the Debutantes were presented to the Mayor in his full regalia.

At Adelaide on Thursday 5th May Commodore D.M. RUSSEL 4th Naval Member accompanied by The Resident Naval Officer, South Australia, Commander H. GUNN, R.A.N. paid a short visit to the ship and I then entertained Commander and Mrs. GUNN to lunch.

On Friday 6th May after the ship shifted berth, the Lord Mayor of Adelaide Mr. J.S. PHILIPS returned my call of the previous visit. Later I entertained Group Captain J. ALEXANDER, O.B.E., A.F.C., R.A.A.F. Air Officer Commanding the Area, and the Resident Naval Officer to lunch.

On Saturday I attended the Kings Cup Rowing Race as a guest of the committee. This race being held on the Port River.

On Sunday forenoon the 8th May His Excellency The Lieutenant Governor, Sir Miles Napier, K.C.M.G., L.L.B. paid an informal visit to the ship and walked round.

On arrival at Cairns on Saturday 21st May Mr. WYER the Naval Agent called and during the afternoon took the Commanding Officers of H.M.A.S. WARRAKUNGA, H.M.N.Z.S. PUKAKI and myself for a drive round the district.

At Darwin on Friday 27th May I accompanied the Commanding Officers of all ships present to pay an official call on the Administrator of the Northern Territory, Mr. WISE. Later all Commanding Officers were the guests of the Naval Officer-in-Charge, North West Australian Area, Captain S.H.K. SPURGEON, D.S.O., O.B.E., R.A.N., at lunch.

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

(The Commanding Officer, H.M.A.S. ARUNTA's letter number
11/1/4 dated 6th May, 1954.)

II

15287 /191.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

Forwarded.

Office of Captain (D)
10th Destroyer Squadron,
H.M.A.S. ANZAC.
at Jervis Bay.

27th May, 1954.


CAPTAIN.



4/1.

H.M.A.S. ARUNTA.
At Adelaide.
7th May, 1955.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - APRIL, 1955.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of April, 1955.

2. The beginning of the month found ARUNTA in Captain Cook Dock undergoing repairs to the A/S equipment. At 1045 on Monday 4th April, these defects having been made good (My letter 87/014 dated 26th April refers), ARUNTA was undocked and shifted by tugs to No. 5 buoy. At 1715, after final tests on the A/S equipment, ARUNTA slipped and proceeded for Jervis Bay where she anchored at 2359.

3. At 0800 on Tuesday 5th April ARUNTA weighed and proceeded in company with SYDNEY (F.O.C.A.F.), TOBRUK (D.10), VENGEANCE, ANZAC and WARRAMUNGA for exercise "BROKEN HACK". During the forenoon fleet manoeuvres were carried out concluding with a Surface Plotting Exercise. In the afternoon exercises were continued including:-

- (i) 1300. Manoeuvres.
- (ii) 1400. ARUNTA towed by WARRAMUNGA, a speed of 5 knots being attained.
- (iii) 1600. Officer of the Watch Manoeuvres.
- (iv) 1645. Gunfire Co-ordination exercise.

On completion of the exercises the fleet returned to Jervis Bay anchoring together at 1835.

4. At 0720 on Wednesday 6th April, ARUNTA weighed and proceeded in company with the fleet for the continuance of exercise "BROKEN HACK". During the forenoon fleet manoeuvres were carried out, but due to poor visibility and rising seas further exercises were cancelled and at 1340 ARUNTA and WARRAMUNGA were detached and followed the remainder of the fleet into Jervis Bay where they anchored at 1521. At 2300 ARUNTA weighed with the fleet and proceeded in company with the 10th Destroyer Squadron towards Sydney. The fleet formed up early A.M. for entering Sydney harbour, and at 0820 on Thursday 7th April, ARUNTA secured to No. 7 buoy. Later in the forenoon I attended a conference onboard the Flagship to discuss past and future exercises.

5. ARUNTA remained in Sydney throughout the Easter long weekend and replenished during this period.

6. At 1130 on Tuesday 12th April, the Flag Officer Commanding, Her Majesty's Australian Fleet, Acting Rear-Admiral H.M. BURRELL, C.B.E., visited the ship informally and addressed the Ship's company. At 1400 I attended a conference in TOBRUK at which Sir, you discussed the forthcoming exercises. At 1636 ARUNTA slipped and proceeded in company with TOBRUK (D.10), QUADRANT (F.1), ANZAC and WARRAMUNGA for the second phase of exercise "CHANGE HORSES".

7. On clearing Sydney Heads the ships commenced opening out to their allotted stations to form a departure screen. At 1845 SYDNEY passed through the heads and ships took up screening stations on her. At 1850 ARUNTA with the other destroyers commenced opening out from SYDNEY for a night shadowing exercise. This exercise commenced at 2000 and was completed at 0400 on Wednesday 13th April.



.....8.....

8. Wednesday 13th April was spent carrying out Fleet manoeuvres and the fleet anchored in Jervis Bay on completion. I attended a conference of all Captains in the Flagship at 1830 to discuss the exercises. At 2200 ARUNTA in company with TOBRUK, ANZAC, WARRAMUNGA and QUADRANT weighed and proceeded for Sydney, ARUNTA securing to No. 2 buoy at 0733 Thursday 14th April, WARRAMUNGA then securing alongside. Fuel water etc. was supplied as an evolution and the 10th Destroyer Squadron was ready to proceed shortly after midday.
9. On Thursday 14th and Friday 15th April, ARUNTA in company with the fleet, carried out a convoy exercise with the S.S. WANGANELLA. A departure screen was formed on WANGANELLA as she left Sydney and she was escorted on the first 300 miles of her voyage to New Zealand. Unfortunately no submarines were available for this exercise. During this period there was a Night Encounter exercise including dummy torpedo firing at SYDNEY acting as a raider. During the forenoon of Friday 15th April, SYDNEY carried out Flying operations and ARUNTA and also TOBRUK fired a full pattern of live squid for the benefit of the escorted ship.
10. After leaving WANGANELLA further fleet exercises were carried out and during the night station keeping both with and without radar was exercised. At 1128 on Saturday 16th April in company with the fleet ARUNTA anchored in Jervis Bay. VENGEANCE was already at anchor. A further conference of all Captains was held onboard the Flagship and this was followed by General Drill. ARUNTA remained at Jervis Bay until P.M. Sunday 17th April, and during this period initial preparations were made for a pending Court Martial of one of ARUNTA's senior ratings. ARUNTA sailed with the 10th Destroyer Squadron and QUADRANT (F:1) at 2100 for Sydney, and secured to No. 2 buoy at 0730 on Monday 18th April, WARRAMUNGA then securing alongside.
11. After replenishing, the escorts sailed P.M. Monday 18th and the remainder of that day and Tuesday 19th April were spent escorting S.S. MONOWAI for part of her voyage to New Zealand. Night Encounter exercises were carried out at both VENGEANCE and SYDNEY acting as raiders attacking the convoy, and the destroyers carried out dummy torpedo attacks. During the forenoon of Tuesday 19th April, ARUNTA and also WARRAMUNGA carried out a squid firing for the benefit of the MONOWAI.
12. After farewelling S.S. MONOWAI, SYDNEY continued flying and at 1209 one Sea Fury aircraft was reported in trouble and ARUNTA as Standby destroyer proceeded in its direction. Shortly afterwards the aircraft was sighted ditching and ARUNTA rescued the pilot. The pilot, Sub Lieutenant WILLIAMS who appeared unscathed was winched off by helicopter and returned to SYDNEY. Between 1655 and 1730 ARUNTA transferred mail to SYDNEY, QUADRANT and VENGEANCE and during the early evening fleet manoeuvres were carried out followed by station keeping without radar.
13. At 0545 on Wednesday 20th April, ARUNTA transferred mail to QUADRANT and on completion proceeded alongside VENGEANCE and exercised replenishment at sea. A total of 50 tons of fuel was transferred. On completion ARUNTA was detached and proceeded to Sydney to replenish and complete preparation for the court martial to be held on Friday 22nd April. A quarterly full power trial approved by your 192051Z April was carried out en route, and an average speed of 31.2 knots was attained. ARUNTA secured to the Fitting Out Wharf, bows south, at 1215.
14. The overall exercise period has been of great value to all onboard in particular the officers and ratings connected with Fleet Work. The engine room branch and the maintenance personnel have also been kept busy and this period has made up to some extent for the lack of a work up earlier in the year.

15. At 2230 on Thursday 21st April ARUNTA slipped and proceeded for Jervis Bay anchoring at 0721 on Friday 22nd April.
16. At 1000 on Friday 22nd I acted as Prosecutor at a Court Martial held onboard H.M.A.S. SYDNEY the President being Captain T.K. MORRISON, O.B.E, D.S.C, R.A.N. The accused Petty Officer Engineering Mechanic S.J. KITSON, O.N. 26732 with Lieutenant R.H. PERCY, R.A.N. of H.M.A.S. ARUNTA as Prisoner's friend had obtained civil defence. The court sat until approximately 1845 the accused being found not guilty wide. F.O.C.A.F's 221219 April. The short time available during the past fortnight for preparing the case was alleviated by the fact that I had witnessed one days procedure at a Court Martial earlier in the year. My Supply Officer Lieutenant (S) R.E. HINCH very ably carried out his duty as my assistant.
17. At 0600 on Saturday 23rd April ARUNTA weighed and proceeded for Port Adelaide. After an uneventful passage ARUNTA berthed at the Shell wharf, Port Adelaide (Inner harbour) at 0940 on Tuesday 26th April, to embark fuel. During this short visit to Adelaide I paid and received official calls as in Appendix C. ARUNTA on completion of fuelling slipped at 1328 and proceeded to Port Adelaide (Outer harbour) securing alongside No. 4 berth at 1443.
18. During the forenoon of Wednesday 27th 2 officers and 7 ratings of the South Australian Naval Reserve as well as 3 N.S.T. ratings joined for their training period. At 1504 that day ARUNTA slipped and proceeded with a party of 30 Sea Cadets embarked for a short training cruise in the vicinity of Outer Harbour. These Sea Cadets who appeared very keen had been formed at King's College, Adelaide and had applied to the Secretary, Department of the Navy, to take the name ARUNTA as their ship's name. Navy Office Letter 12718 dated 22nd April refers. The Sea Cadets were disembarked via the Harbour Master's launch off the Fairway Buoy at 1550 and ARUNTA then set course for Wallaroo.
19. At 0840 on Thursday 28th April, ARUNTA stopped off Moonta Shoal Buoy to embark the Harbour Master of Wallaroo, Captain RIDLEY and obtain berthing instructions. ARUNTA then proceeded into Wallaroo berthing at the inner north end of the pier, bows west at 1910. During the period at Wallaroo I paid and received official calls as in Appendix C.
20. During Thursday afternoon and the forenoon and early afternoon of Friday 29th April parties of schoolchildren from Moonta and Kadina and Wallaroo, totalling approximately 700 were shown over the ship. The ship was opened to visitors between 1330 and 1700 on Friday 29th.
21. At 0630 on Saturday 30th April ARUNTA slipped and proceeded for Whyalla. At 1110 ARUNTA stopped at the fairway buoy to obtain berthing instructions and embarked the Harbour Master of Whyalla Captain K. HOBBS. ARUNTA berthed at the northeast corner of the main wharf at 1130. Official calls were paid as in Appendix C. H.M.A.S. ARUNTA was alongside at Whyalla at the end of the month.
22. Unfortunately the South Australian Reserves available for training were greatly reduced in numbers but the period was made as interesting as possible for them. The visit to Wallaroo was largely taken up by officialdom with three towns to compete with and although there is little to do at this port, Kadina and Moonta both provided reasonable facilities for recreation and sightseeing.

23. Few opportunities for organised sport offered during early April, only games of Australian Rules football and rugby being played at Jervis Bay. Later in the month during ARUNTA's cruise in South Australian waters hockey, soccer and rugby as well as two rifle shoots were arranged. The rifle shoots provided an ideal opportunity for a permanent ship's team to be formed.

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

(Sgd.) W.K.TAPP

COMMANDER.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

APPENDIX A.

Submitted in accordance with C.N.O. 107/L8 paragraph 6.

- (a) 3572.3 miles steamed during the month.
- (b) 280 34/60 hours underway during the month.
- (c) 3.78 miles per ton.
- (d) 54,647.8 miles steamed since commissioning 12th November, 1952.
- (e) 5288 30/60 hours underway since commissioning 12th November, 1952.

Submitted in accordance with C.N.O. 2/53.

Speed in excess of economical.

Tuesday 5th April.

- (a) 9 hours.
- (b) 16.2 knots.
- (c) 2.9 tons per hour.
- (d) 5.58 miles per ton.
- (e) As necessary for Fleet Exercises. Authority C.N.O. 2/53 para 5(b).

Wednesday 6th April.

- (a) 5 hours.
- (b) 17.02 knots.
- (c) 3.15 tons per hour.
- (d) 5.415 miles per ton.
- (e) As necessary for Fleet Exercises. Authority C.N.O. 2/53 para 5(b).

Tuesday 12th April.

- (a) 6 hours.
- (b) 17.08 knots.
- (c) 3.16 tons per hour.
- (d) 5.40 miles per ton.
- (e) As necessary for Fleet Exercises. Authority C.N.O. 2/53 para 5(b).

Wednesday 13th April.

- (a) 13 hours.
- (b) 17.23 knots.
- (c) 3.25 tons per hour.
- (d) 5.31 miles per ton.
- (e) As necessary for Fleet Exercises. Authority C.N.O. 2/53 para 5(b).

Thursday 14th April.

- (a) 10 hours.
- (b) 14.46 knots.
- (c) 2.45 tons per hour.
- (d) 5.91 miles per ton.
- (e) As necessary for Fleet Exercises. Authority C.N.O. 2/53 para 5(b).

Friday 15th April.

- (a) 18 hours.
- (b) 15.76 knots.
- (c) 2.85 tons per hour.
- (d) 5.53 miles per ton.
- (e) As necessary for Fleet Exercises. Authority C.N.O. 2/53 para 5(b).

Saturday 16th April.

- (a) 3 hours.
- (b) 15.9 knots.
- (c) 2.86 tons per hour.
- (d) 5.57 miles per ton.
- (e) As necessary for Fleet Exercises. Authority C.N.O. 2/53 para 5(b).

.....Monday 18th.....

APPENDIX A.

Page 2.

Monday 18th April.

- (a) 9 hours.
- (b) 15.61 knots.
- (c) 2.77 tons per hour.
- (d) 5.645 miles per ton.
- (e) As necessary for Fleet Exercises. Authority C.N.O. 2/53 para 5(b).

Tuesday 19th April.

- (a) 16 hours.
- (b) 18.41 knots.
- (c) 3.74 tons per hour.
- (d) 4.94 miles per ton.
- (e) As necessary for Fleet Exercises. Authority C.N.O. 2/53 para 5(b).

Wednesday 20th April.

- (a) 5 hours.
- (b) 20.26 knots.
- (c) 4.5 tons per hour.
- (d) 4.51 miles per ton.
- (e) As necessary for Replenishment and Quarterly Full Power Trial.
Authority C.N.O. 2/53 para 5(b).

Saturday 30th April.

- (a) 2 hours.
- (b) 15.1 knots.
- (c) 2.6 tons per hour.
- (d) 5.81 miles per ton.
- (e) As necessary for Reserve and National Service Training.
Authority C.N.O. 2/53 para 5(b).

APPENDIX B.

No whales were sighted during the month.

APPENDIX C.

Adelaide.

At Adelaide on Tuesday 26th April I received the Officer of the Guard provided by H.M.A.S. TORRENS and then A/Commander H. GUNN, D.S.C, R.A.N. Resident Naval Officer, South Australia called. I later returned the call of the Resident Naval Officer.

Commander GUNN later accompanied me to pay official calls on The Lord Mayor of Adelaide, Mr. J.S. PHILPS and the Premier of South Australia Mr. T. PLAYFORD. Later I was received by His Excellency the Lieutenant Governor Sir Mellis NAPIER, K.C.M.G, L.L.B. I then called on The Mayor of Port Adelaide Mr. H.J. MOORE.

I also paid my respects to the Acting Harbour Master Captain J.M. THOMPSON. His Excellencies Secretary Major C. DUNCAN returned my call on Wednesday 27th April. Other calls were considered paid and returned.

During my second visit to Adelaide I received the return call of the Lord Mayor of Adelaide. I entertained to lunch Commander and Mrs. GUNN and on another occasion Commander GUNN and Group Captain J. ALEXANDER, O.B.E, A.F.C. Resident R.A.A.F. Officer of South Australia. The General Officer Commanding Central Command Major General A.G. WILSON, C.B.E, D.S.O. was unable to attend.

Wallaroo.

At Wallaroo on Thursday 28th April I received the calls of the Mayor of Wallaroo Mr. A. CLARKE who was accompanied by his wife and Town Clerk. Shortly afterwards the Mayor of Kadina Mr. A.D. CROSBY and the Mayor of Moonta Mr. H.H. DOWLING and their Town Clerks arrived. I entertained the Harbour Master Captain C. RIDLEY and his wife to lunch.

I returned the call of the Mayor of Wallaroo, and accompanied by some of my officers and senior ratings attended a small civic reception by the Mayor and Councillors of Kadina. In the evening I was accompanied by some of my officers to a cocktail party given by the Harbour Master, and later I attended a small dance for the ship given by the Mayor of Wallaroo at the Town Hall.

On Friday 28th I was accompanied by some of my officers and senior ratings to a small civic reception by the Mayor and Councillors of Moonta. I then entertained the 3 Mayors and their wives to lunch onboard.

In the evening I was accompanied by eight of my officers and attended a civic dinner at the Globe Hotel, Wallaroo given by the Mayor and Councillors of Wallaroo. The Mayors of Kadina and Moonta were also present as well as the Chairman of the Kadina District (Shire).

On completion of the dinner I was accompanied by some of my officers and ratings at a Ball at Moonta.

Whyalla.

On arrival at Whyalla on Saturday 30th April I called on the Town Commissioner (Mayor) Mr. C.L. RYAN and on return entertained he and his family to lunch onboard.

4/1.

H.M.A.S. ARUNTA.
At Jervis Bay.
22nd April, 1955.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - MARCH, 1955.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of March, 1955.

2. At the beginning of the month ARUNTA was in the Jervis Bay area for J.U.C. (AIR) exercises in co-operation with A.J.A.S.S. From 0630 until 1600 on Tuesday 1st March ARUNTA carried out H/F B/F calibrations in Jervis Bay with an S.A.R. craft co-operating. At 1740 on 1st March, ARUNTA proceeded to carry out night Sea/Air exercises and at 1900 CASEX 72 was initiated in co-operation with TACTICIAN and Neptuns and shore based fireflies. On completion of this exercise at 2300 ARUNTA returned to Jervis Bay and anchored at 0150 on Wednesday 2nd March.
3. It had been intended to remain at sea and commence a further CASEX 72 at 1000 on Wednesday 2nd March, but due to blockages of the circulator inlets by a fluorescent type of jelly fish ARUNTA returned to harbour. Difficulty was experienced in clearing the inlets and ARUNTA did not sail for the exercise until 1315. On clearing Jervis Bay at 1330 CASEX 72 was commenced, co-operating with Neptuns and Shore Based Fireflies. On completion of the exercises at 1600 ARUNTA proceeded to recover Sono-Buoys dropped by the Fireflies. Four out of five Sono-Buoys were recovered by 1852 and ARUNTA then returned to Jervis Bay, anchoring at 0040 on Thursday 3rd March.
4. During the forenoon of Thursday 3rd March together with one of my officers, I attended a washup of the J.U.C. (AIR) exercises at H.A.S. Nowra. At 1555 ARUNTA weighed and proceeded in company with you sir in TOBEUK, for further exercises outside Jervis Bay. At 1505 a CASEX 6 was begun finishing at 2100, and this proved a most interesting elementary exercise. On completion of the exercises both ships proceeded to the Sydney area and at 2200 WARRAMUNGA joined the formation.
5. At 0600 on Friday 4th March the three ships together with TACTICIAN commenced CASEX 43 completing at 0856. ARUNTA and WARRAMUNGA were then detached to return to harbour and fuel. ARUNTA secured alongside Fitting Out wharf bows south at 1106.
6. From Monday 7th March ARUNTA began T.A.S. school training carrying out daily running from Sydney. Training classes from H.M.A.S. RUSECUTTER joined each morning before sailing. On Monday and Tuesday ARUNTA proceeded at 0815 and returned to Fitting Out wharf at 1600. Defects were experienced with the A/S gear during the first two days running, but ship's staff were able to locate the troubles and eliminate them. On returning to harbour on Tuesday 8th March a Range and Inclination exercise was carried out with WARRAMUNGA.
7. On Wednesday 9th March ARUNTA and WARRAMUNGA proceeded to sea at 0815 for T.A.S. school training. On completion of the A/S exercises ARUNTA and WARRAMUNGA rendezvoused the tug LINDFIELD towing a Battle Practice Target. Full Calibre Day Firings were carried out from 1545 until 1710. On completion of the day firings ARUNTA proceeded to the measured distance off South Head and made two runs each at 12 knots, 18 knots and 24 knots, to gain an accurate reading of revolutions per knot to assist in the forthcoming fleet work.

17965/191

CAPTAIN (D)

Q.3

29 APR 1955

10TH DESTROYER SQUADRON

.....8.....

8. These trials completed at 1820 and ARUNTA proceeded to rendezvous with the Battle Practice Target again. At 2000 Full Calibre Night Firings were carried out completing at 2015. These Full Calibre Firings although elementary provided a good work up for the Gunnery department. ARUNTA returned to harbour and secured alongside WARRAMUNGA at Fitting Out wharf at 2145.
9. On Thursday 19th March ARUNTA proceeded at 0815 for the submarine exercise area. ARUNTA rendezvoused with TACTICIAN at 0910 in very poor visibility. The weather continued to deteriorate and at 1000 the day's exercises were cancelled and TACTICIAN returned to harbour. ARUNTA proceeded to search for a small boat which had been reported in difficulties 5 miles east of Earl Gull Head, vide F.O.I.C.E.A.'s 092344Z. The search was continued until 1130 when ARUNTA was ordered by F.O.I.C.E.A. to abandon the search and return to harbour. ARUNTA secured alongside Fitting Out wharf at 1355.
10. At 0815 on Friday 11th March ARUNTA left harbour with TOBRUK and carried out A/S exercises in area N.T. At 1200 TOBRUK detached and sailed for Jervis Bay. The A/S exercise was completed at 1445 and ARUNTA returned to harbour securing to No. 2 buoy at 1635. An A/S defect developed during the morning and dockyard assistance was requested on return to harbour. After this inspection it was decided that ARUNTA should dock for A/S repairs and this was approved by F.O.C.A.F. A separate report has been forwarded regarding these defects.
11. ARUNTA had been scheduled to carry out T.A.S. school training from Monday 14th March to Thursday 17th March, but due to the unavailability of the Submarines these were cancelled. A.A. firings for Tuesday 15th and Wednesday 16th March were also cancelled because of the weather.
12. Wednesday 16th, Thursday 17th and Friday 18th March were spent at No. 2 buoy disembarking ammunition over 2 years old and embarking new ammunition. This was completed at 1640 on Friday 18th.
13. At 2315 on Friday 16th March, 14 Sea Cadets and 1 Chief Petty Officer Instructor joined for a week-end camp, leaving on completion at 1650 on Sunday 20th March.
14. At 0825 on Monday 21st March ARUNTA left harbour with TOBRUK and WARRAMUNGA for Fleet Exercises in the Gabe Island area. Manoeuvres were carried out during the forenoon. At 1445 the Destroyers rendezvoused with VENGEANCE off Jervis Bay and at 1605 Screen was formed on the Carrier and the unit proceeded to the exercise area.
15. At 0550 on Tuesday 22nd March communication orders for the exercises were transferred by heaving line from WARRAMUNGA. SYDNEY (F.O.C.A.F.) and ANZAC were joined at 0720. During the day Fleet manoeuvres were carried out. At 0900 Action Stations were closed up, and a Gunfire Co-ordination Exercise was carried out. At 1445 VENGEANCE was detached and proceeded to Melbourne. At 1530 WARRAMUNGA took ARUNTA in tow, and a speed of 5½ knots was reached before disengaging at 1605. On completion of O.O.W. manoeuvres and competitive drills at 1730 the 10th Destroyer Squadron commenced opening out for a night encounter exercise. Action stations were exercised until the N.E.X. was completed at 2005. The screen was again formed around SYDNEY.
16. At 0002 on Wednesday 23rd March the 10th Destroyer Squadron commenced opening out from the SYDNEY for a further N.E.X. At 0415 hands went to Action Stations and the N.E.X. finished at 0512. TOBRUK and ANZAC were detached from the fleet to carry out a bombardment. During the forenoon ARUNTA and WARRAMUNGA carried out Fleet Manoeuvre with the SYDNEY. At 1225 ARUNTA and WARRAMUNGA detached to exercise towing. At 1332 ARUNTA took WARRAMUNGA in tow, the tow was disengaged at 1420 and both ships rejoined the SYDNEY. At 1515 ships took station on SYDNEY and entered Jervis Bay anchoring together at 1549. ARUNTA

.....ARUNTA anchored....

ARUNTA anchored half a cable out of position and weighed and anchored in her assigned berth at 1631. After anchoring I with one of my officers attended a conference in the Flagship to discuss the fleet exercises. These exercises were of great value as the larger percentage of time of most ships is generally spent in individual exercises and cruises.

17. At 0753 on Thursday 24th March ARUNTA proceeded to the middle of Jervis Bay in preparation for M.F.D.F. calibration and completion of the H.F.D.F. calibration. The H.F.D.F. calibration was completed by 1200 with the assistance of a G.P.V. M.F.D.F. calibrations had to be postponed due to a defect.

18. At 1215 on Thursday 24th March ARUNTA weighed and proceeded to area N.Z. for A.A. Tracking and A.A. Drill Firings. The A.A. Firings were cancelled when the target towing aircraft lost its drogue and another was not readily available. At 1525 A.A. Tracking was completed and ARUNTA proceeded for Jervis Bay. A Torpedo was fired into Jervis Bay this being a maintenance firing and ARUNTA recovered the torpedo which ran very satisfactorily. On recovery of the torpedo ARUNTA proceeded to Sydney.

19. At 0700 on Friday 25th March ARUNTA entered Sydney and embarked the UH/F Trials Party off Garden Island at 0745. ARUNTA proceeded out of harbour and commenced U.H.F. Trials at 0830 completing at 1415. On completion ARUNTA returned to harbour and secured to No. 5 buoy at 1600.

20. ARUNTA remained at No. 5 buoy until 1100 on Tuesday 29th March when she was shifted by tugs to Captain Cook Dock for repairs to the defective A/S equipment. ARUNTA was still in the dock at the end of the month and it is hoped that the A/S defects can be made good during this period.

21. It is considered that the lack of an initial work up after a long refit period is now being overcome and that the forthcoming fleet exercises with the added incentive of competitive exercise should enable the large percentage of new complement in the ship to settle in.

22. The health and conduct of the ship's company has been satisfactory.

I have the honour to be,

Sir,

your obedient servant,



(Sgd.) W.K.TAPP

COMMANDER.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

APPENDIX "A".

Submitted in accordance with C.N.O. 107/48 para. 6.

- (a) 1971.1 miles steamed during the month.
- (b) 168 5/60 hours underway during the month.
- (c) 3.33 miles per ton.
- (d) 51,075.5 miles steamed since commissioning 12th November, 1952.
- (e) 5,007 57/60 hours underway since commissioning 12th November, 1952.

Submitted in accordance with C.N.O. 2/53.

Speed in Excess of Economical.

Tuesday 1st March.

- (a) 3 hours.
- (b) 13.8 knots.
- (c) 2.27 tons per hour.
- (d) 6.17 miles per ton.
- (e) As necessary to carry out CASEX 72. Authority C.N.O. 2/53 para. 5 (b).

Wednesday 2nd March.

- (a) 4 hours.
- (b) 18 knots.
- (c) 3.75 tons per hour.
- (d) 4.8 miles per ton.
- (e) As necessary to carry out CASEX 72. Authority C.N.O. 2/53 para. 5 (b).

Tuesday 8th March.

- (a) 1 hour.
- (b) 12.8 knots.
- (c) 2.32 tons per hour.
- (d) 5.52 miles per ton.
- (e) As necessary to carry out Range and Inclination exercise. Authority C.N.O. 2/53 para. 5 (b).

Wednesday 9th March.

- (a) 5 hours.
- (b) 14.14 knots.
- (c) 2.5 tons per hour.
- (d) 5.656 miles per ton.
- (e) As necessary to carry out full calibre firings and speed trials over measured distance. Authority C.N.O. 2/53 para. 5 (b).

Monday 21st to Wednesday 23rd March.

- (a) 41 hours.
- (b) 14.8 knots.
- (c) 2.68 tons per hour.
- (d) 5.53 miles per ton.
- (e) As necessary to carry out Fleet Exercises. Authority C.N.O. 2/53 para. 5 (b).

.....Thursday 24th March.....

Thursday 24th March.

- (a) 4 hours.
- (b) 13.2 knots.
- (c) 2.53 tons per hour.
- (d) 5.2 miles per ton.
- (e) As necessary to carry out A.A. Tracking and firing and for firing a torpedo. Authority C.N.O. 2/53 para. 5 (b).

APPENDIX "B".

No whales were sighted during the month.

APPENDIX "C".

On Wednesday 23rd March I had the honour to be one of the guests at a dinner given by A/Rear Admiral H.M. BURRELL, C.B.E. onboard H.M.A.S. SYDNEY.

On Monday 28th March I paid an official call on A/Rear Admiral H.M. BURRELL, C.B.E. Flag Officer Commanding, Her Majesty's Australian Fleet.

On Wednesday 30th March I paid an official call on A/Rear Admiral H.J. BUCHANAN, D.S.O, A.D.C. The Flag Officer-in-Charge, East Australian Area. He returned my call the same day.

In the evening my wife and I had the honour of attending a dinner given by Rear Admiral BURRELL and his wife in H.M.A.S. SYDNEY.

H/336-12-319

4/1.

CAPTAIN (D)
4 APR 1955
10TH DESTROYER SQUADRON

G.V. 17733/191

H.M.A.S. ARUNTA.
At Sydney.
15th March, 1955.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - FEBRUARY, 1955.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of February, 1955.

2. The refit was completed by the end of January and at 0830 on Tuesday 1st February the ship was shifted by tugs from South Cruiser Wharf to Number 5 buoy. It had been intended to carry out a Director test this day but due to the weather and a fault in the control system at the guns this was cancelled. Radar Type 974 was successfully calibrated. The A/S set was finally wired up and and tested on Tuesday 1st February, and although defects were found it was considered these could be overcome by further checking.

3. At 0900 on Wednesday 2nd, ARUNTA slipped from Number 5 buoy and proceeded out of harbour astern of H.M.A.S. VENGEANCE en route for Hobart. On leaving harbour Type 691 was tested successfully with H.M.A.S. WATSON.

4. On clearing Sydney Heads ARUNTA opened out to 8 miles from H.M.A.S. VENGEANCE and carried out a Range and Inclination Exercise and a Surface Plotting Exercise. At 1930 Night Action Stations and Darken Ship were exercised.

5. On Thursday 3rd, a Range and Inclination Exercise and a Surface Plotting Exercise were carried out during the Forenoon. At 1300 VENGEANCE reduced speed and ARUNTA manoeuvred about her and carried out a R/F, D/F calibration check. At 1600 ARUNTA exercised jackstay transfers with VENGEANCE. On completion of this Gun Functioning and Radar Splash Trials were carried out. A Night Encounter Exercise took place at 2000.

6. At 0800 on Friday 4th, ARUNTA entered Hobart and anchored in the stream in the Regatta Flagship Berth. During the forenoon I paid Official Calls in company with the Captain, H.M.A.S. VENGEANCE. (Appendix "C" refers). ARUNTA illuminated ship that night.

7. On Saturday 5th, the ship was dressed overall and carried out the duties of Regatta Flagship. H.M.N.Z.S. HAWEA entered harbour and secured at North Side of Ocean Pier at 1000. On completion of the days events at 1730, ARUNTA weighed and proceeded alongside Elizabeth Street Pier South.

8. On Sunday 6th, the ship was dressed overall in honour of the accession of Her Majesty The Queen. The ship was opened to visitors during the afternoon and a large number of the public availed themselves of this opportunity to see the ship.

9. At 0630 on Tuesday 8th, ARUNTA slipped from Elizabeth Street Pier and anchored in the stream. H.M.N.Z.S. BLACK PRINCE entered harbour and secured at the Oil Wharf at 0730. During the day ARUNTA carried out the duties of Flag ship of the Regatta. A small number of Regatta officials and their Ladies attended onboard for afternoon tea. The ship also was open to ship's company guests. A contingent of the local Sea Scouts visited the ship during the afternoon. On completion of the Regatta at 1745 the ship weighed and proceeded alongside Elizabeth Street Pier south side. The R.A.A.F. provided an interesting days flying with fly pasts by 77 Wing Meteors and one Sabre Jet which also broke the sound barrier.

10. On Wednesday 9th, a contingent of R.A.N.V.R. officers and ratings from H.M.A.S. HUON visited the ship.
11. At 0600 on Thursday 10th, berth was shifted to Kings Pier north to clear Elizabeth Street Pier for a Merchant ship. ARUNTA remained at this berth until 0730 on Monday 14th, when she proceeded to Ocean Pier to Fuel.
12. H.M.A.S. VENGEANCE and H.M.N.Z.S. HAWEA left harbour en route for Jervis Bay at 0900 on Saturday 12th February.
13. The ship was open to the general public on Sunday 13th and in addition conducted tours for school and spastic children and Sea Cadets were arranged.
14. The stay in Hobart was much enjoyed by all hands. The hospitality of the populace and the large programme of entertainment provided for both officers and ratings was exceptional and much appreciated by all onboard. A very popular event was a tour of the Cascade Brewery by two parties of the Ship's company.
15. ARUNTA participated with varied success in the following events of the Regatta period in competition with VENGEANCE, BLACK PRINCE and HAWEA.
- Sailing - 1st (skiff).
 - Pulling (whalers) - 3rd.
 - Cross Country Race - 4th.
 - Trans Derwent Swimming Race.
 - Comicalities.
 - Officer's Royal Tennis Championship.
 - Officer's Golf Championship.
- H.M.N.Z. Ships BLACK PRINCE and HAWEA proved too strong in the main regatta events.
16. At 0930 on Monday 14th, on completion of fuelling ARUNTA proceeded in company with H.M.N.Z.S. BLACK PRINCE for Jervis Bay Area. On passage the following exercises were carried out:-
- Monday 14th.
- Transfer by jackstay.
 - Seaboats and Officer of the Watch Manoeuvres.
- Tuesday 15th.
- Range and Inclination Exercise.
 - Surface Plotting Exercise.
 - Tow Aft. (BLACK PRINCE's gear).
 - Close Range A.A. Firings at Starshell.
 - Seaboats and Officer of the Watch Manoeuvres.
 - Firing of a pattern of Light Squid.
 - Night Encounter Exercise.
17. At 0700 on Wednesday 16th, ARUNTA was detached from BLACK PRINCE and proceeded to rendezvous with H.M.S/M. TACTICIAN off Sydney Heads. It had been intended to carry out an elementary C.A.S.E.X. exercise but after rendezvousing with the Submarine a sudden deterioration of the weather caused this to be cancelled. In a wind of force 9-10 ARUNTA escorted TACTICIAN to Sydney Heads and then proceeded for Jervis Bay at reduced speed, where she anchored at 0225 on Thursday 17th. The following ships were at Jervis Bay:- H.M.A.S. SYDNEY, H.M.N.Z.S. BLACK PRINCE, H.M.C.S. ONTARIO, H.M.A.S. ANZAC, H.M.N.Z.S. HAWEA, H.M.S. THOROUGH.

18. Owing to the weather ARUNTA's exercises with SYDNEY for the 17th were cancelled and on further checking the A/S equipment it was discovered that further defects had developed and after consultation with the Fleet T.A.S. Officer it was decided that ARUNTA would have to return to Sydney for Docking and repair of the Asdic equipment. ARUNTA weighed and proceeded for Sydney at 2300. My letter No. 87/14 dated 3rd March, 1955, refers.

19. At 0800 on Friday 18th, ARUNTA secured alongside Fitting Out Wharf. At 1200 ARUNTA was shifted by tugs and berthed alongside H.M.A.S. QUALITY at Cruiser Wharf. Docking of ARUNTA was delayed due to repairs being carried out on QUADRANT and ARUNTA remained at Cruiser Wharf until 1200 on Tuesday 22nd, when she was shifted by tugs to Captain Cook Dock.

20. At 1330 on Friday 25th, after repairs to the Asdic Equipment had been effected, ARUNTA undocked and was shifted by tugs to Number 1 buoy. It was intended to carry out trials on Type 691 on Saturday 26th February, but these were cancelled by FOICEA due to the weather and ARUNTA remained in harbour.

21. At 2200 on Sunday 27th, ARUNTA proceeded to the Jervis Bay area to carry out J.U.C. (Air) Exercises. C.A.S.E.X. 72 commenced at 1000 on Monday 28th with TACTICIAN and two R.A.A.F. Neptunes participating, this being the ships first exercise with submarines since the end of year refit. On completion ARUNTA proceeded to Jervis Bay and anchored at 1930.

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

I have the honour to be,

Sir,

Your obedient servant,

W. K. APP.

COMMANDER.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

APPENDIX "A".

Submitted in accordance with C.N.O. 107/48 para. 6.

- (a) 1,877.7 miles steamed during the month.
- (b) 142 7/60 hours underway during the month.
- (c) 3.3 miles per ton of fuel.
- (d) 49,104.4 miles steamed since commissioning 12th November, 1952.
- (e) 4,839 52/60 hours underway since commissioning 12th November, 1952.

Submitted in accordance with C.N.O. 2/53.

Speed in Excess of Economical.

Wednesday 2nd February.

- (a) 2 hours in excess.
- (b) 16.1 knots.
- (c) 2.9 tons per hour.
- (d) 5.6 miles per ton.
- (e) As required for exercising with H.M.A.S. VENGEANCE. Authority C.N.O. 2/53 para. 5 (b).

Thursday 3rd February.

- (a) 9 hours.
- (b) 17.7 knots.
- (c) 3.4 tons per hour.
- (d) 5.2 miles per ton.
- (e) As required for exercising with H.M.A.S. VENGEANCE. Authority C.N.O. 2/53 para. 5 (b).

Monday 14th to Wednesday 16th February.

- (a) 44 hours.
- (b) 14.85 knots.
- (c) 3.66 tons per hour.
- (d) 4.06 miles per ton.
- (e) As required for exercising with H.M.N.Z.S. BLACK PRINCE on passage from Hobart to Jervis Bay. Authority C.N.O. 2/53 para. 5 (b).

Monday 28th February.

- (a) 2 hours.
- (b) 17.4 knots.
- (c) 3.3 tons per hour.
- (d) 5.3 miles per ton.
- (e) As necessary to carry out C.A.S.E.X. 72. Authority C.N.O. 2/53 para. 5 (b).

APPENDIX "B".

No whales were sighted during the month.

APPENDIX "C".

I was present onboard H.M.A.S. VENGEANCE when the Resident Naval Officer, Tasmania, Commander A.H. GREEN, D.S.C., paid his official call.

2. I accompanied the Captain H.M.A.S. VENGEANCE, Captain O.H. BECHER, D.S.O., D.S.C., when he paid the following official calls and received the return calls during the forenoon of Friday 4th February.

His Excellency, the Governor, The Right Honourable Sir Ronald Cross, Bt., K.C.M.G., K.C.V.O.
The Chief Justice, Sir John Morris Kt.
The Lord Mayor, Alderman A.R. Park.
Commander, Tasmanian Command, Brigadier I.T. Murdoch, O.B.E.
The Master Warden, Colonel J. Turner.

3. On Tuesday 8th February, I called officially on Captain J.F. Whitfield, D.S.C., R.N. H.M.N.Z.S. BLACK PRINCE, and later attended the official Regatta Luncheon at the Drill Hall H.M.A.S. HUON, at which His Excellency, Field-Marshal Sir William Joseph Slim, G.C.B., G.B.E., D.S.O., M.C., and His Excellency Sir Ronald Cross, Bt., K.C.M.G., K.C.V.O. were present. In the evening I and my wife attended a Reception for their Excellencies the Governor General and Lady Slim given by the United Empire Societies.

4. On Wednesday 9th February I accompanied Captain Becher when he called on the Premier The Honourable Robert Cosgrove, the return call being considered paid. Commander J.P. Tullock, R.N.Z.N. called on us during the forenoon and later I attended the State Luncheon at Parliament House in honour of His Excellency The Governor General. On Wednesday evening accompanied by my wife had the privilege to be a guest of the Captain H.M.A.S. VENGEANCE when he dined their Excellencies the Governor General and Lady Slim, and His Excellency The Governor and Lady Cross, and then had the honour of attending the evening reception at Government House for their Excellencies the Governor General and Lady Slim.

5. I returned the call of the Captain H.M.N.Z.S. HAWEA and the Captain H.M.N.Z.S. BLACK PRINCE returned my call during the forenoon of Thursday 15th February. That evening I and my officers combined with the Captain and officers H.M.A.S. VENGEANCE in entertaining His Excellency the Governor and Hobart Civic authorities at an "At Home" in H.M.A.S. VENGEANCE.

6. On Friday 11th February, I and my wife had the honour of being among the guests of His Excellency and Lady Cross to dinner at Government House. Previously I had attended an "At Home" given onboard H.M.N.Z.S. BLACK PRINCE by the Captain and officers of the New Zealand ships.

7. Other official functions attended included, A Committee "At Home" at the Naval Drill Hall, The Victoria League Annual Ball, Victoria League, Overseas League, N.M. & A Club and Army Mess "At Homes".

8. On Thursday 17th February, I had the honour of being present when the Flag Officer Commanding, H.M. Australian Fleet, Rear-Admiral R.R. Dowling, C.B.E., D.S.O., entertained to dinner the Commanding Officers of H.M.A.S. SYDNEY, H.M.A.S. ALBATROSS, H.M.A.S. ANZAC, H.M.C.S. ONTARIO, H.M.N.Z.S. BLACK PRINCE, H.M.N.Z.S. HAWEA and H.M.S. THOROUGH.

45

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 4/1.

H.M.A.S. ARUNTA.
At Sydney.
21st February, 1955.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - JANUARY, 1955.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of January, 1955.

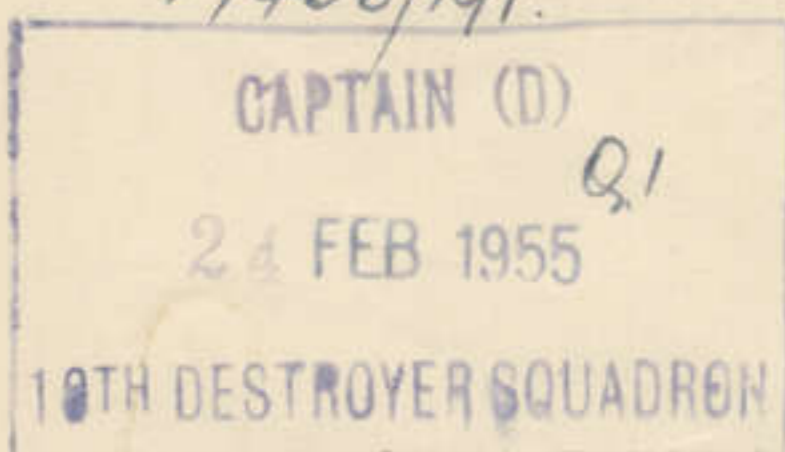
2. Throughout the month the ship lay alongside South Cruiser Wharf and the refit programme was progressed.
3. All major defects were completed and the ship was able to carry out successfully, basin trials on Thursday 27th January. The ship reverted to 8 hours Notice for Steam on completion of the trials at 1600.
4. The alterations and additions enumerated in my report of proceedings for December, 1954, were completed with the exception of the installation of two Cool Rooms. This alteration and addition is approximately 85% complete.
5. At 1000 on Friday 28th January, Rear-Admiral R.R. DOWLING, C.B.E., D.S.O. The Flag Officer Commanding H.M. AUSTRALIAN FLEET, officially returned my call and was received with a guard. After meeting the ship's officers and the ship's company at Divisions, Admiral DOWLING inspected the ship's company. Unfortunately Dockyard work had not been completed and final preparations for this official visit were considerably hampered.
6. The following official calls were paid and returned during the month:-
A/Rear-Admiral H.A. SHOWERS, C.B.E. Flag Officer-in-Charge, East Australian Area - Friday 7th January.
Captain O.H. BECHER, D.S.O., D.S.C., A.D.C. The Commanding Officer, H.M.A.S. VENGEANCE - Thursday 13th and Friday 14th January.
Captain F.N. COOK, D.S.C. Captain of the Port, Sydney - Tuesday 25th and Wednesday 26th January.
Captain (E) K. McK. URQUHART, General Manager, Garden Island - Wednesday 26th January.
Captain G.C. OLDHAM, D.S.C. The Commanding Officer, H.M.A.S. SYDNEY - Thursday 27th January.
7. With the leave period completed the ship's company have been able to field sports teams and several cricket and softball matches have been played.
8. The health and conduct of the ship's company has been satisfactory.

I have the honour to be,

Sir,

Your obedient servant.

M. Lapp
COMMANDER.



The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

APPENDIX "A".

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

- (a) Nil
- (b) Nil
- (c) Nil
- (d) 47,226.7 miles steamed since commissioning
12th November, 1952.
- (e) 4,697 45/60 hours underway since commissioning
12th November, 1952.

Submitted in accordance with C.N.O. 2/53.

No speeds in excess of economical.

APPENDIX "B".

No whales were sighted during the month.

H.M.A.S. ARUNTA,
at Sydney.
6th. December, 1954.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - NOVEMBER 1954.

Sir,

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

2. On Monday 1st. November, berth was shifted from No.2 Buoy to South Cruiser Wharf and the annual 56 day refit was commenced. The ship was docked in Captain Cook Graving Dock on Wednesday 3rd. November and remained in dock for the major part of the month. On Tuesday 30th. November, berth was shifted to South Cruiser Wharf.

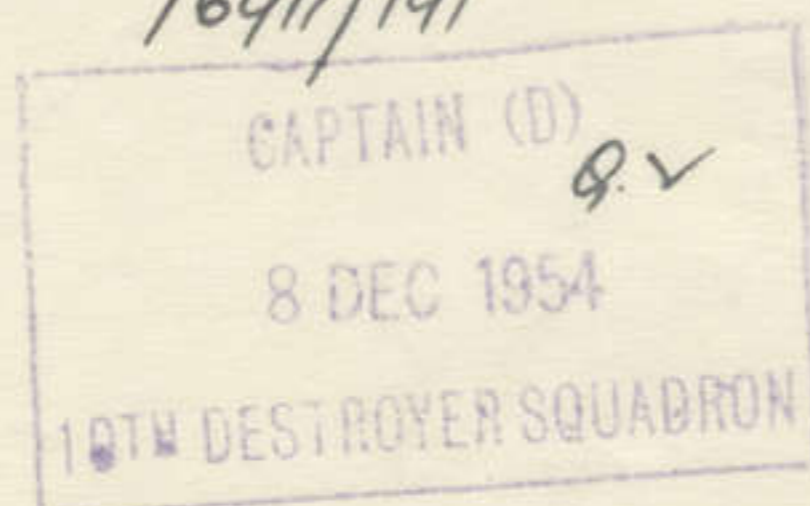
3. On Saturday 20th. November, the ship was cleared for fumigation, the ship's Company being accomodated in H.M.A.S. SYDNEY during this operation, which was completed by noon the following day.

4. The refit has progressed satisfactorily to date and and the majority of defects are well in hand. "A" and "X" mountings, G1, G2 and M1 Bofor Mountings and the Torpedo Tubes have been lifted for inspection and replaced. The after funnel was found to be extensively corroded on survey and the funnel is being rebuilt.

5. As a result of the fitting of new wireless equipment the re-arrangement of yard and aerials on the foremast is being undertaken. Two cool rooms are being installed but there is some doubt whether this work will be completed during the present availability.

6. The Port L.P. Turbine has been lifted for examination and its internal condition has been reported on other papers.

7. The health and conduct of the Ships Company has been satisfactory during the month.



I have the honour to be,

Sir,

Your obedient servant.

Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

(SGD.) W. J. DOVERS

COMMANDER

REPORT OF PROCEEDINGS
NOVEMBER.

APPENDIX "A"

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

- (a) Nil
- (b) Nil
- (c) Nil
- (d) 47,226.7 miles steamed since commissioning
12th. November, 1952.
- (e) 4,697 45/60 hours underway since commissioning
12th. November, 1952.

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

Speed in excess of economical was not exceeded.

REPORT OF PROCEEDINGS
NOVEMBER.

APPENDIX "B"

No whales were sighted during the month.

12/1/4

H.M.A.S. ARUNTA,
at Sydney,
5th November, 1954.

16660/191.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

CAPTAIN (D)

94

10 NOV 1954

10TH DESTROYER SQUADRON

(Copy to:- The Flag Officer Second-in-Command,
Far East Station, Hong Kong).

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

Sir,

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

2. Friday 1st October, 1954 found H.M.A.S. ARUNTA at Hong Kong having completed preparations for passage to Australia and the four weeks exercise period due to take place en route. Opportunity was taken at this time to thank the Naval Staff and Dockyard Officers at Hong Kong for their constant attention to our many requirements during our service on the Far East Station; the ship had been well served by all authorities in Hong Kong.
3. In company with H.M. Ships BIRMINGHAM, wearing the flag of Rear Admiral G.V. Gladstone, C.B., CONCORD, COCKADE and CONUS, H.M.A.S. ARUNTA sailed from Hong Kong on Saturday 2nd October for Manus Island. H.M. Ships DEFENDER and CONSORT remained in Hong Kong due to last minute defects. It had been intended to carry out sea-air anti-submarine exercises with H.M. Ships WARRIOR and TELEMACHUS during daylight on Saturday but the submarine was not available. H.M.S. WARRIOR accompanied the force to sea and air exercises were carried out including detaching of dummy Surface Attack Units (SAU) to co-operate with search aircraft. On completion H.M.S. WARRIOR was detached and the remainder set course for Manus and exercise SATEX.
4. Landfall was made on the northern tip of Luzon late on Sunday afternoon, after an uneventful day, and H.M.S. DEFENDER joined up during the night.
5. Monday 4th October saw the beginning of an intensive four day exercise period which we in ARUNTA found exhilarating after long periods of operating as a single ship unit. During Monday, Tuesday and Wednesday the following exercises were carried out:- Day Starshell firings, a Range and Inclination exercise, Dummy torpedo firing exercises to work up the new destroyer spread attack method, a surface plotting exercise, a night encounter exercise again using the spread attack, full calibre throw-off firings and screen fan exercises during which both light and live Squid firings were carried out. Officer of the Watch manoeuvres and evolutions were carried out each day and one evening was devoted to OOW manoeuvres with all ships darkened. UH/F coverage trials were carried out and H.M.A.S. ARUNTA also carried out a check H/F D/F calibration with H.M.S. BIRMINGHAM on the six frequencies likely to be required during SATEX. On Wednesday 6th October H.M.A.S. ARUNTA fuelled from H.M.S. BIRMINGHAM.

...../ 2 On the evening

6. On the evening of Wednesday 6th. October destroyers formed a scouting line ahead of the flagship in order to facilitate a rendezvous with R.F.A. WAVE PREMIER who was met early the following morning. During Thursday all ships refuelled from the tanker and in the dog watches a torpedo firing exercise was carried out, all ships except H.M.S. DEFENDER firing torpedoes in a spread attack. H.M.A.S. ARUNTA's torpedo surfaced on firing and failed to run.
7. During the night of Thursday 7th. October destroyers were again formed on a scouting line ahead of the main body and a rendezvous was made with R.F.A. PORT CHARLOTTE early the following morning.
8. Exercise SATEX commenced at 0400 on Friday 8th. October and after meeting R.F.A. PORT CHARLOTTE a convoy represented by WAVE PREMIER and PORT CHARLOTTE was formed and destroyers took up stations on the screen. Apart from shadowing aircraft the first day of SATEX was quite uneventful. During Saturday 9th. October the force and convoy were shadowed by both land and carrier borne aircraft and two strikes were made on the convoy by aircraft from H.M.A.S. SYDNEY. The first of these during the early afternoon achieved surprise and the attack was concentrated on the tanker. The second strike took place at 1545 and was engaged at a good range.
9. At about 2000 on Saturday 9th. October a surface attack developed on the convoy and H.M.A.S. ARUNTA formed part of the counter attack force led by H.M.S. BIRMINGHAM with H.M.S. DEFENDER and CONCORD. The attacking ships split, and attacked from three sectors, south, south south east, and south east. The counter attack force was able to deal with each attacking ship in turn by holding the inner ring. The night encounter lasted for two hours and starshell was fired as opportunity offered.
10. On completion of the night attack both the Far East and H.M.A. ships formed a convoy screen for Serial 3, the protection of the convoy to Manus. During the afternoon of Sunday 10th. October Fleet Manoeuvres were carried out and H.M.A.S. ARUNTA manoeuvred with the 10th. Destroyer Squadron as one division. This was the first time in eighteen months that the ship had manoeuvred under the command of Captain (D)10. H.M.A.S. ARUNTA did not participate in any of the incidents during Serial 3 and no submarine contacts were gained. The combined fleets arrived in Manus early on Tuesday 12th October.
11. Two days were spent in Manus and were occupied for the most part by personnel from both fleets getting together to discuss the exercise period, renewing old acquaintances and making many new ones. A post exercise discussion of Serials 2 and 3 were held in the cinema of H.M.A.S. TARANGAU on Wednesday 13th October and provided an interesting overall picture of both exercises.
12. The combined Fleets sailed on Thursday 14th October as necessary for the final phases of Exercise SATEX.
13. Serial 4 found H.M.A.S. ARUNTA as part of the convoy screen supporting five convoys in turn with part of the force acting as a carrier patrol group in support. The convoys were threatened by a surface raider represented by H.M.S. BIRMINGHAM and by submarines. After an uneventful day H.M.A.S. ARUNTA formed part of the counter attack force at 2140 on the first evening, and in company with four destroyers spread as necessary to meet the first attack by the surface raider. A night spread torpedo attack was carried out, followed by a running gun action with the destroyers maintaining position between the raider and the convoy. As the raider approached the convoy the line of fire was cleared and remaining destroyers on the convoy screen carried out a counter attack. Shortly after midnight the convoy screen reformed and H.M.S. BIRMINGHAM retired preparatory to further attacks.

.....3 Ships on the screen

14. Ships of the screen were refuelled from the tanker during the forenoon of Friday 15th October but this operation was interrupted by the raider which commenced a daylight attack on the convoy at 1042. H.M.A.S. TOBRUK and ARUNTA with H.M.S. COCKADE formed the counter attack unit and carried out a day spread torpedo attack as the raider closed the convoy. After disengaging from the first attack ships manoeuvred in loose formation to carry out a further two torpedo attacks and to protect the convoy with gunfire and by making smoke.

15. At 1420 on Friday 15th October H.M.A.S. ARUNTA was detached with H.M.S. CONSORT as SAU Commander to search for a submarine previously reported by search aircraft. This proved an abortive sortie and both ships rejoined the screen at 1730. There were no further incidents during the night.

16. At 0800 on Saturday 16th October H.M.A.S. ARUNTA assumed the duty of Screen Commander and O.T.C. Escort and organised the refuelling of escorts. There were no incidents during the forenoon and at 1215 these duties were turned over to H.M.A.S. HAWKESBURY as H.M.A.S. ARUNTA had been ordered to take charge of a patrol group consisting of H.M.A.S. ARUNTA, H.M.S. COCKADE and CONSORT and proceed to a general area west and north of the convoy route. At 1400 as a result of an aircraft report of a possible submarine the patrol group searched an area by square search method between 1420 and 1600 with negative results. At 1630 the co-operating aircraft reported a submarine forty miles to the south west and as the submarine was in a position to threaten the convoy the patrol group proceeded to place itself between the convoy and the submarine. Command of the patrol group was handed over to H.M.S. CONSORT in accordance with previous orders at 1800.

17. The patrol group searched between the position of the submarine and convoy and made contact with the convoy at 2025. Due to the suspected presence of a submarine astern of the convoy the remainder of the night was spent in searching this probability area.

18. At 0356 on Sunday 17th October co-operating aircraft reported a submarine 26 miles to the north east and the patrol group proceeded to this position homed by the aircraft and after a short search gained contact and attacked the submarine which was surfaced at 0615. Unfortunately H.M.A.S. ARUNTA had only a brief part in the latter stages of the attack. The unit then proceeded to rejoin and serial 4 completed.

19. Serial 5 commenced at 2200 on Sunday 17th October and once again found the ship forming part of the convoy screen. During the night, air, and finally radar reports from the picket destroyers confirmed the presence of a surface raider. The attack developed at 0455 and was met by four destroyers of the screen acting as a counter attack unit. The raider retired at 0600 but reappeared again at 0920 and destroyers once again manoeuvred to meet the threat which however did not develop. Ships reformed on the screen and replenished from the tanker during the afternoon. There were no further incidents during serial 5 and the convoy proceeded to Manus arriving there at 0800 on Tuesday 19th October.

20. The next two days were spent in Manus and included a post exercise discussion and other conferences and the combined fleets proceeded for their various destinations during the afternoon of Wednesday 20th October. H.M.A.S. ARUNTA remained in Manus to embark the pre-refit trials party which arrived by air that evening at 1830. Opportunity was taken whilst rejoining the Australian Fleet to carry out fuel consumption trials. H.M.A.S. ARUNTA rejoined at 1300 on Thursday 21st October.

21. At 1000 on Friday 22nd October, Rear Admiral R.R. Dowling, C.B.E, DSC, visited the ship by helicopter and after witnessing an air defence exercise from the bridge addressed the ship's company and welcomed them back to Australian Waters. The Admiral departed by helicopter at 1100.

...../4 H.M.A.S. ARUNTA fuelled

22. H.M.A.S. ARUNTA fuelled from H.M.A.S. SYDNEY during the afternoon of Friday 22nd. October and on completion of fuelling transferred stores and one officer for passage, by highline. During the night H.M.A.S. ARUNTA was detached to investigate a surface contact which proved to be a Japanese fishing trawler, under sail and power, with a registered number S 02-50.

23. On Sunday 24th October ships in company closed H.M.A.S. SYDNEY whilst a burial service for the late Mr. Brisbane, Senior Commissioned Gunner, Royal Navy, was conducted. On completion of the service the screen was reformed and during the afternoon shore based and carrier based aircraft carried out air attacks on the fleet.

24. A surface plotting exercise on Monday 25th. October was followed in H.M.A.S. ARUNTA by Radar Spotting Trials and live squid firings. During the afternoon the fleet was formed in an air defence formation to repel air attacks by shore based and carrier based aircraft. Ships were formed in column for the night and at 2330 H.M.A.S. ARUNTA suffered a complete power failure due to two oil fuel pumps failing at the same time. The ship regained station some three hours later.

25. The remainder of the passage to Sydney was uneventful and the fleet entered harbour at 0845. H.M.A.S. ARUNTA berthed alongside the East Wall in Captain Cook Dock at 1000. Arrangements had been made by the Flag Officer in Charge East Australian Area for relatives and friends to be present on the dockside and the proceedings were enlivened by the presence of the band from H.M.A.S. ALBATROSS.

26. All hands were pleased to be home after what I consider to have been a successful tour of duty with the United Nations Command in Japan and Korea. The ship was kept busy throughout the tour and steam was required on the main engines for 220 days out of a total of 285, including 143 days at sea and 77 in the patrol area. In all the ship steamed 32,000 miles. The majority of long leave libertymen were discharged on arrival and the remainder of the ships company settled down to await their turn for leave. A pleasing feature of the ships time in foreign waters was the standard of conduct of the whole ship's company onshore. During the entire nine and a half months abroad only three incidents of a minor nature were reported ashore.

27. The ship was moved by tugs to No. 2 buoy on Thursday 28th. October and remained there until Monday 1st. November. Free freight ammunition from Hong Kong was disembarked on Friday 29th. October.

28. The health and conduct of the ship's company have been satisfactory during the month.

I have the honour to be,

Sir,

Your obedient Servant,

(SGD.) W. J. DOVERS

COMMANDER.

APPENDIX "A"

Submitted in accordance with Commonwealth Navy Order 107/48.

- (a) 7036 miles steamed during the month.
- (b) 522 45/60 hours underway during the month.
- (c) 4.38 miles per ton of fuel.
- (d) 47,226.7 miles steamed since commissioning 12th November, 1952.
- (e) 4697 45/60 hours underway since commissioning 12th November, 1952.

Submitted in accordance with Commonwealth Navy Order 7/53
paragraph 7.

SPEED IN EXCESS OF ECONOMICAL

<u>Date.</u>	<u>Period in excess.</u>	<u>Average speed.</u>	<u>Miles/ton.</u>	<u>Tons/hr.</u>	<u>Authority.</u>
2nd to 12th.	37	16.3	5.2	3.1	As required for SATEX, and Flag Officer 2nd in Command P.E.S.
14th to 19th	33	17.3	5.1	3.37	As required for SATEX.
20th to 27th	42	16.4	5.0	3.23	As required by FOCAF for exercise with H.M.A. Fleet

16/2

DEPARTMENT OF THE NAVY.

DEPT. OF NAVY
4386-112-92

MINUTE PAPER.

SUBJECT: H.M.A.S. *Arunta* REPORT OF PROCEEDINGS.

September 1954

~~1st N.M.~~

~~D.A.W.O.T.~~

19/12

~~D. of P.~~

16/12

~~H.P.B.~~

20/12

~~D.G.S.~~

19/12

~~N.A. 2nd N.M.(X)~~

19/12

~~H.N.B. (N.5.)~~

~~D. of M.~~

21/12

~~D.D.M.~~

~~D.N.L.~~

30/12

~~D.E. (N.)~~

5/1/55

~~D.O.U.W.~~

9/1/55

~~D.N.M.S.~~

14/1/55
26/1/55

~~H.N.B. (N.5.)~~

20/1
20/1

~~D.N.I. (N.H.R.O.)~~

~~D.A.O.~~

21/1
20/1

DEPARTMENT OF THE NAVY

A386-112-02

MINUTE BOOK

REPORT OF PROCEEDINGS

Presented

Supplement No. 1

~~D.A. 1001~~

~~D.A. 1002~~

~~D.A. 1003~~

~~D.A. 1004~~ ✓ *Final*

~~D.A. 1005~~

~~D.A. 1006~~

~~D.A. 1007~~

~~D.A. 1008~~

~~D.A. 1009~~

~~D.A. 1010~~

~~D.A. 1011~~

~~D.A. 1012~~

~~D.A. 1013~~



2/1/55

DEPT. OF NAVY
4336-112-92

MINUTE PAPER.

SUBJECT: H.M.A.S. Arunta REPORT OF PROCEEDINGS.

September 1954

C.N.P.R.

D.O.D. 27/10

D.C.N.S. 29/9

Ist. N.M.

D.C.N.P.

2nd N.M.

4th N.M.

H.N.B. (N.5.)

D.N.I.

D/D.P.S.

D.T.S.R.

DDM

D.N.C.

3rd N.M.

H.N.B. (N.5.)

Extract para 10 for separate consideration.
DDM to advise position after consultation
with NA 3NM
408 5/11

Para 10 extracted
& registered on
file 4018/4/75
for action forwarded to DDM on 26/11
26/11

7/10

2/2

Commodore

CHPR

14336-118-232
1/19

September 1904

Extract from 10 for separate consideration
D.M. C. review position after consideration
with NA 2M

4th NW

Approved for
1/19

1/19

Copy prepared 1/19

1/19
14336-118-232

CONFIDENTIAL
13301 S V 23 28 W

DEPT. OF THE
NAVY
4336 112 92

3/10/54

CHECKED FOR
INDEXING
INFT
DATE 19/11/54

H.M.A.S. ARUNTA,
at Sea.
7th October, 1954.

The Commander-in-Chief,
Far East Station.

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

N5
H.M.

H.M.A.S. ARUNTA - RREPORT OF PROCEEDINGS FOR THE
MONTH OF SEPTEMBER, 1954.

Sir,

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

2. H.M.A.S. ARUNTA lay in Kure from Wednesday 1st September until Sunday 5th September, and during this time lay apart stores were embarked, and other preparations for the passage to Australia were made. The ship sailed for the West Coast Operational Zone on Sunday 5th September and relieved H.M.C.S HAIDA as C.T.U. 95.1.2 and C.T.U. 95.1.5 on Tuesday 7th September; the turnover taking place at sea south of Taechong Do.

3. After the turnover H.M.A.S. ARUNTA proceeded alongside R.F.A. WAVE PREMIER for fuel, and after fuelling proceeded to Paengyong Do. H.M.A.S. SHOALHAVEN arrived the same day to act as C.T.U. 95.1.6, and although the two ships were sixty miles apart it was pleasant to feel that two of Her Majesty's Australian ships were on duty together. This was the only occasion during our operational tour that two of Her Majesty's Australian ships carried out a complete patrol period together. Unfortunately, as the tanker was withdrawn from the area for this period, it was not possible to make the most of this opportunity due to H.M.A.S. ARUNTA's critical fuel position.

4. Our last patrol period began on Tuesday 7th September and ended on Saturday 18th September, when we were relieved by H.M.S. MODESTE. This period was marred by poor weather caused by the passage of no less than three typhoons over the mainland of Japan. A great deal of weed and long grass was washed down into the yellow sea by the heavy rains and necessitated clearing sea suction daily and quite often twice daily. During the clearing of the port Main Condenser Inlet valve on Sunday 12th September, No.3 Boiler Room was partially flooded due to a jammed valve. This incident has been reported separately.

...../ There were no operational

CONFIDENTIAL

CONFIDENTIAL

2.

5. There were no operational activities during the patrol and all hands were pleased to see the last of paengyong Do when we proceeded to join H.M.A.S. SHOALHAVEN for the return passage to Kure on Saturday 18th September. That afternoon both ships carried out Throw-off Firings and Officer of the Watch manoeuvres whilst on passage through Area QUEEN. A check H/F D/F calibration was carried out the following day by H.M.A.S. ARUNTA and both ships arrived in Kure at about 1300 on Monday 20th September.

6. After a very busy final two days in Kure, H.M.A.S. ARUNTA sailed at 1600 on Wednesday 22nd September on the first leg of her passage home.

7. The passage to Hong Kong was enlivened by Typhoon Marjorie which was forecast to arrive in the Formosa Strait at the same time as the ship. After approaching on a steady bearing for 36 hours the typhoon struck the southern tip of Formosa, recurved, and only the edge of the depression was encountered in the Strait. H.M.A.S. ARUNTA arrived in Hong Kong at 1300 on Sunday 26th September.

8. The last four days of the month were spent in Hong Kong and this period was fully occupied preparing to leave the Far East Station, embarking stores, free freight ammunition, and preparing for the four weeks exercise period due to take place on passage to Australia. On Wednesday 29th September a mass radiography of the Ship's Company took place, as previously reported separately to the Australian Commonwealth Naval Board in my Confidential Signal D.T.G. 240225z September. On the evening of Thursday 30th September I had the honour to dine with Rear Admiral G.V. GLADSTONE, C.B. R.N, in his Flagship, H.M.S. BIRMINGHAM.

9. Other ships present in Hong Kong were Her Majesty's Ships WARRIOR, DEFENDER, CONCORD, CONSORT, COCKADE, COMUS, MORECAMBE BAY, CARDIGAN BAY, CRANE and H.M.N.Z.S. KANIERE.

10. The conduct and health of the Ship's Company have, on the whole, been satisfactory during the month. However I have become concerned with the health of my Engine Room ratings. They have had a large number of minor ailments and there have been several sick ashore over the last three months, and I attribute their general condition to the fact that they have, during the past seven months, spent long periods watchkeeping with little respite. However I feel sure that the long leave period which lies at the end of one more month's steaming will effect the necessary recuperations. Thirteen cases of Venereal Disease were reported during the month.

omit from extract of para. 10.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) W. J. DOVERS

COMMANDER.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX "A".

Submitted in accordance with Commonwealth Navy Order 107/48.

- A. 2612.8 miles steamed during the month.
- B. 192 hours underway during the month.
- C. 3.36 miles per ton of fuel during the month. (776 tons expended).
- D. 40,190.7 miles steamed since commissioning. 12th November, 1952.
- E. 4175 hours underway since commissioning. 12th November, 1952.

Submitted in accordance with Commonwealth Navy Order 7/53
Paragraph 7.

SPEED IN EXCESS OF ECONOMICAL.

Nil.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX "B".

No whales were sighted during the month.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX "C".

STATE OF THE UNITS AT 18TH SEPTEMBER, 1954.

T.U. 95.1.2

H.M.A.S. ARUNTA C.T.U. O.T.C. West Coast.

T.U. 95.1.5

H.M.A.S. ARUNTA C.T.U.
P.C.S. 203
L.S.S.L 107
L.S.S.L 109 (relieved by 107 on
 10 September, 1954.)

T.U. 95.1.6

H.M.A.S. SHOALHAVEN C.T.U.
U.S.S. PTARMIGAN
U.S.S. KITE
U.S.S. CHATTERER (relieved by U.S.S.
 PTARMIGAN 11 September, 1954.)
U.S.S. FIRECREST (relieved by U.S.S.
 KITE 11 September, 1954.)
A.M.S. 501 (relieved by A.M.S. 506
 10 September, 1954.)
A.M.S. 518
A.M.S. 512 (relieved by A.M.S 518
 9 September, 1954.)
A.M.S. 506.

CONFIDENTIAL

70

DEPARTMENT OF THE NAVY.

DEPT. OF NAVY
4336-112-90.

MINUTE PAPER.

SUBJECT: H.M.A.S. Arunta . REPORT OF PROCEEDINGS.

August 1954

4th N.M. *25/10*

D.A.W.O.T. *26/10*

D. of P. *27/10*

H.P.B. *28/10*

D.G.S. *29/10*

N.A. 2nd N.M.(X) *29/10*

H.N.B. (N.5.)

D. of M. *31/10*

D.D.M. *10/11*

D.N.L. *11/11*

D.E.(N). *17/11*

D.O.U.W. *12/12*

D.N.M.S. *14/12*

H.N.B. (N.5.) *15/12*

D.N.I. (N.H.R.O.)

D.A.O. *16/12*

124/19

H332-112-00

DEPARTMENT OF THE NAVY

MINUTE MASTER

Greener

REPORT OF PROCEEDINGS

SUBJECT: H.M.A.S.

Report 1954

~~H.P.M.~~

~~D.A.P.O.T.~~

~~D.P.R.~~

~~H.P.B.~~

~~D.G.S.~~

~~E.S.A. (X)~~

~~D.O.R.~~

~~D.D.M.~~

~~D.A.D.~~

~~D.O.D.~~

~~D.N.S.~~

~~H.M.S.~~

~~(S.P.O.)~~

D.N.M.S. BRANCH
09 DEC 1954
NAVY OFFICE

23/142
M10

CONFIDENTIAL

DEPARTMENT OF THE NAVY.

29/9

4336-112-90

MINUTE PAPER.

SUBJECT: H.M.A.S. *Arunta* REPORT OF PROCEEDINGS.

August 1954

~~C.N.P.R.~~ 28/9
~~D.O.D.~~ 29/9

~~D.C.N.S.~~ 29/9

~~1st N.M.~~
~~D.C.N.P.~~ 6/10

~~2nd N.M.~~
~~H.N.B. (N.5.)~~

~~D.N.1~~ 8/9
~~D/D.P.S.~~ 11/10

~~D.T.S.R.~~ 12/10

~~D.N.C.~~ 13/10

~~S.N.B.~~ 14/10

~~3rd N.M.~~ 19/10

~~H.N.B. (N.5.)~~

7/10

CONFIDENTIAL

4331-11-20

DEPARTMENT OF THE NAVY

MINUTE PAPER

REPORT OF PROCEEDINGS

H.M.A.S.

Boat

Boat

1/10
D.O.D.
D.O.R.
1st N.M.
D.C.N.
2nd N.M.
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2/7/54

21 SEP A.M

INIT. *[Signature]*H.M.A.S. ARUNTA,
at Kure, JAPAN.
3rd. September, 1954. ✓The Commander-in-Chief,
Far East Station.

(Copies to:- Commander Task Group 95.1.
Secretary, Naval Board, Navy Office, Melbourne.
The Flag Officer Second in Command,
Far East Station.
The Flag Officer Commanding,
H.M. Australian Fleet.
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 AUGUST, 1954.

Sir,

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

2. On Sunday 1st. August, H.M.A.S. ARUNTA lay off Paengyong Do, acting as C.T.U. 95.1.2 and C.T.U. 95.1.5, having relieved H.M.C.S. CAYUGA on Saturday 31st. July, 1954. The ship remained at Paengyong Do on Monday 2nd. August.

3. On Tuesday 3rd. August, H.M.A.S. ARUNTA proceeded to sea and rendezvoused with H.M.C.S. CRUSADER for a days exercises in Area QUEEN. The Canadian ship had been relieved as C.T.U. 95.1.6 by H.M.N.S. DUBOIS that morning and was on passage from Yongpyong Do to Sasebo. Officer of the Watch and Signalling exercises were carried out whilst moving out to the Exercise Area. It had been intended that both ships should carry out throw off firings during the afternoon, but poor visibility curtailed the programme. H.M.A.S. ARUNTA's shoot had to be cancelled after only four rounds had been fired. After waiting three hours in the hope that the visibility would improve, the firings were abandoned. On the return passage to Taechong Do rapid open fire exercises were carried out by H.M.A.S. ARUNTA whilst passing through clear patches of visibility. A thick fog shut down at 1800 and the ship anchored in her night station off Taechong Do, in poor visibility, at 2200.

* made
RV

4. The ship refuelled from R.F.A. WAVE PREMIER on Wednesday 4th. August, and on completion proceeded to the patrol anchorage off Paengyong Do, remaining in that vicinity until Thursday 12th. August, except for a further refuelling on Monday 9th. August, before the tanker left the coast. During this period normal patrol duties were carried out. No incidents occurred and generally there was little activity. The beach at Paengyong Do provided the venue for a series of softball games and swimming, about seventy ratings landing each day.

5. On Friday 13th. August, H.M.S. CARDIGAN BAY, Captain(F), 4th. Frigate Squadron, relieved H.M.A.S. ARUNTA as C.T.U. 95.1.2, C.T.U. 95.1.5 and O.T.C. West Coast.

...../2 On completion of

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2.

On completion of the turnover, H.M.A.S. ARUNTA proceeded for Kure, arriving there at 0730 Sunday, 15th. August.

6. After replenishing in two hours, H.M.A.S. ARUNTA proceeded for Yokosuka, arriving there at 1600 on Monday 16th. August. On arrival the ship chopped to the Operational Control of C.T.G. 96.7, to take part in the monthly Hunter Killer Group Exercises, due to take place during the following fourteen days between Yokosuka and Hong Kong. Presail conferences for Commanding Officers, Operations Room's Officers and Communication Officers took place on Tuesday 17th. August.

7. Ships scheduled to take part in the HUK were:-

U.S.S. Point Cruz (CVE) wearing the flag of Rear Admiral
A/C J.S. RUSSELL as C.T.G. 96.7 and
COM CAR DIV 17.

Destroyer Division 321 comprising:-

U.S.S. Fechteler wearing the pennant of Captain
E.W. HERRON as Commodore,
U.S.S. Rowe
U.S.S. Ross
U.S.S. Bearss.

Destroyer Division 242 comprising:-

U.S.S. Abbot wearing the Pennant of Captain
J.N. SHAFFER as Commodore,
U.S.S. Hale
U.S.S. Hunt
U.S.S. Benham.

Submarines were U.S.S. CAIMAN and U.S.S. CARP. H.M.A.S. ARUNTA was attached to Destroyer Division ~~321~~.

8. The arrival of Destroyer Division 242 in Yokosuka had been delayed by Typhoon HELEN, and this upset the initial arrangements for taking the fleet to sea.

9. At 0700 Wednesday 18th. August, H.M.A.S. ARUNTA in company with Destroyer Division 321, proceeded to sea with both submarines to carry out preliminary A/S Exercises south of Tokyo Bay during the afternoon. By this time Typhoon GRACE, which had made leisurely progress north, passing over the Ryukus, commenced to move over Southern Japan, where it speeded up and began to weaken. Weather in the Exercise Area deteriorated rapidly, and course was set southward to clear the path of the storms. All exercises were cancelled and ships spent Thursday 19th August virtually hove to in a very rough sea.

10. H.M.A.S. ARUNTA was detached at midnight on Thursday 19th. August to rendezvous with U.S.S. POINT CRUZ south of Tokyo Bay, as plane guard Destroyer. The weather improved rapidly during the forenoon of Friday 20th. August and opportunity was taken to dry out. At 1100 the signal ordering the rendezvous was cancelled as the departure of the carrier had been delayed by the typhoon. Later in the afternoon orders were received to rejoin Destroyer Division 321 to the south and continue with primary ASW. A rendezvous with Destroyer Division 321 was made at 0800, Saturday 21st. August, and the primary ASW continued.

11. U.S.S. POINT CRUZ joined company at noon and Destroyers were refuelled during the afternoon. From this point the HUK commenced with all destroyers busy on the screen, and the first exercise, radar bomb scoring. This exercise was designed to test the accuracy of high level bombing by USAF heavy bombers.

CONFIDENTIAL

...../3 Throughout the entire

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12. Throughout the entire HUK great attention was paid to the radio warfare side of anti-submarine operations and passive ECM exercises were carried out daily, progressing to an advanced passive ECM exercise later in the HUK. Visual flashing exercises with all round flashers or with Nancy Gear were conducted nightly, and at least two hours during each middle watch were given over to radio maintainance.

13. Destroyer Division 242 joined company on Sunday 22nd, August and a vectoring and attack exercise was commenced. This lasted all day and consisted of searches over known submarine positions. Once the submarines were located, helicopters and ships were vectored to the datums.

14. On Monday 23rd. August, Destroyer Division 242 was detached with the submarines to continue with primary ASW, which they had missed due to their delay in sailing, while U.S.S. POINT CRUZ, Destroyer Division 321 and H.M.A.S. ARUNTA proceeded to Tori Shima Island to gather Hydrographic Information. H.M.A.S. ARUNTA was sent to do an inshore survey, and in the hour and a half available ran a line of soundings along the 5 fathom line on the western shore of the island with the motor cutter, while a thorough Asdic sweep was made of the water between the ship and the sounding boat. The relevant hydrographic information collected will be forwarded to the appropriate authority.

15. In view of the threat of Typhoon IDA, some 700 miles to the East, Destroyer Division 321 and H.M.A.S. ARUNTA were topped up with fuel during the operations off Tori Shima. The Task Group reformed at 2200 that night and proceeded down the western shores of Okinawa and then to the south east.

16. Tuesday 24th. August was a very busy day and included a screen penetrating exercise, a second vectoring and attack exercise and an advanced ECM exercise. A series of violent thunderstorms with the attending low visibility caused the cancellation of the portion of these exercises which was to be carried out during the dark hours.

17. Wednesday 25th. August found the Task Group carrying out operations against the two submarines, who were endeavouring to make a transit of a known area. Both submarines were located and attacked and during this exercise the screening destroyers were again topped up with fuel.

18. On the evening of Wednesday 25th. August at 2000 the longest exercise of the programme was commenced. The carrier representing a convoy, screened by the light forces, was to pass over a predetermined route and be attacked by the submarines until the conclusion of the exercise at 1800 the following day. During the forenoon of Thursday 26th. August this exercise was terminated after several abortive attacks by the submarines. A second screen penetration exercise was then carried out but neither submarine succeeded in penetrating the screen.

19. In view of the approach of Typhoon IDA it was decided to detache H.M.A.S. ARUNTA three hours early to permit distance to be made to the northward ahead of the typhoon track. H.M.A.S. ARUNTA accordingly set course for Kure and proceeded at eighteen knots for the first twelve hours. Destroyer Division 321 was detached for Sasebo at the same time and the remainder of the Task Group proceeded for Hong Kong.

20. During the early hours of Friday 27th. August it became apparant that Typhoon IDA would not recurve and the remainder of the passage to Kure was made at economical speed arriving at 0700 on Sunday 29th. August.

CONFIDENTIAL...../4 The remainder of

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21. The remainder of the month was spent alongside at Kure.

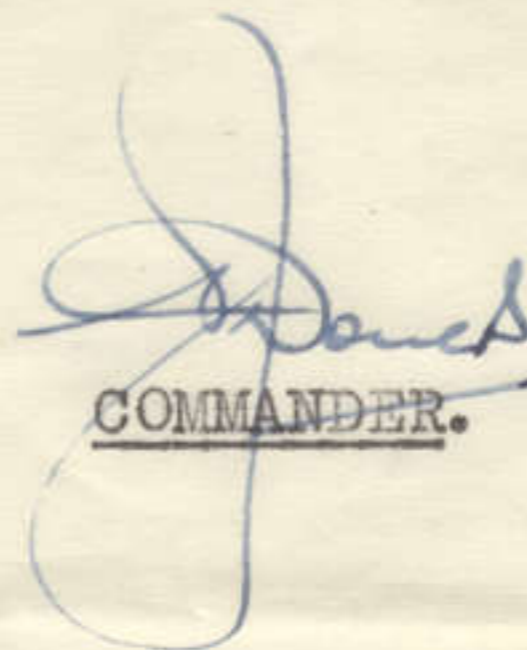
22. The conduct, morale and health of the ship's Company remain satisfactory. Seventeen cases of Venereal disease were reported during the month.

I have the honour to be,

Sir,

Your obedient servant,




COMMANDER.

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APPENDIX "A".

Submitted in accordance with Commonwealth Navy Order 107/48.

1. 4875.3 miles steamed during month.
2. 359 hours underway during month.
3. 3.49 miles per ton of fuel steamed during month.
4. 37,577.9 miles steamed since commissioning, 12th. November, 1952.
5. 3983 hours underway since commissioning, 12th. November, 1952.

Submitted in accordance with Commonwealth Navy Order 7/53 para 7.

SPEED IN EXCESS OF ECONOMICAL.

<u>DATE.</u>	<u>PERIOD IN EXCESS.</u>	<u>AVERAGE SPEED.</u>	<u>TONS/HOUR.</u>	<u>MILES/TON.</u>	<u>REASON AND AUTHORITY.</u>
15th.	13 hours	18	3.02	5.96	{ To make good E.T.A. Yokosuka. C.T.G. 95.1 120247Z Aug. refers.
16th.	15 hours	18	3.02	5.96	
22nd. to 28th.	48 hours	17.5	2.94	5.95	As required for Hunter Killer Group Exercises.
28th. to 29th.	12 hours	18	3.02	5.95	Typhoon evasion.

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APPENDIX "B".

No whales were sighted during the month.

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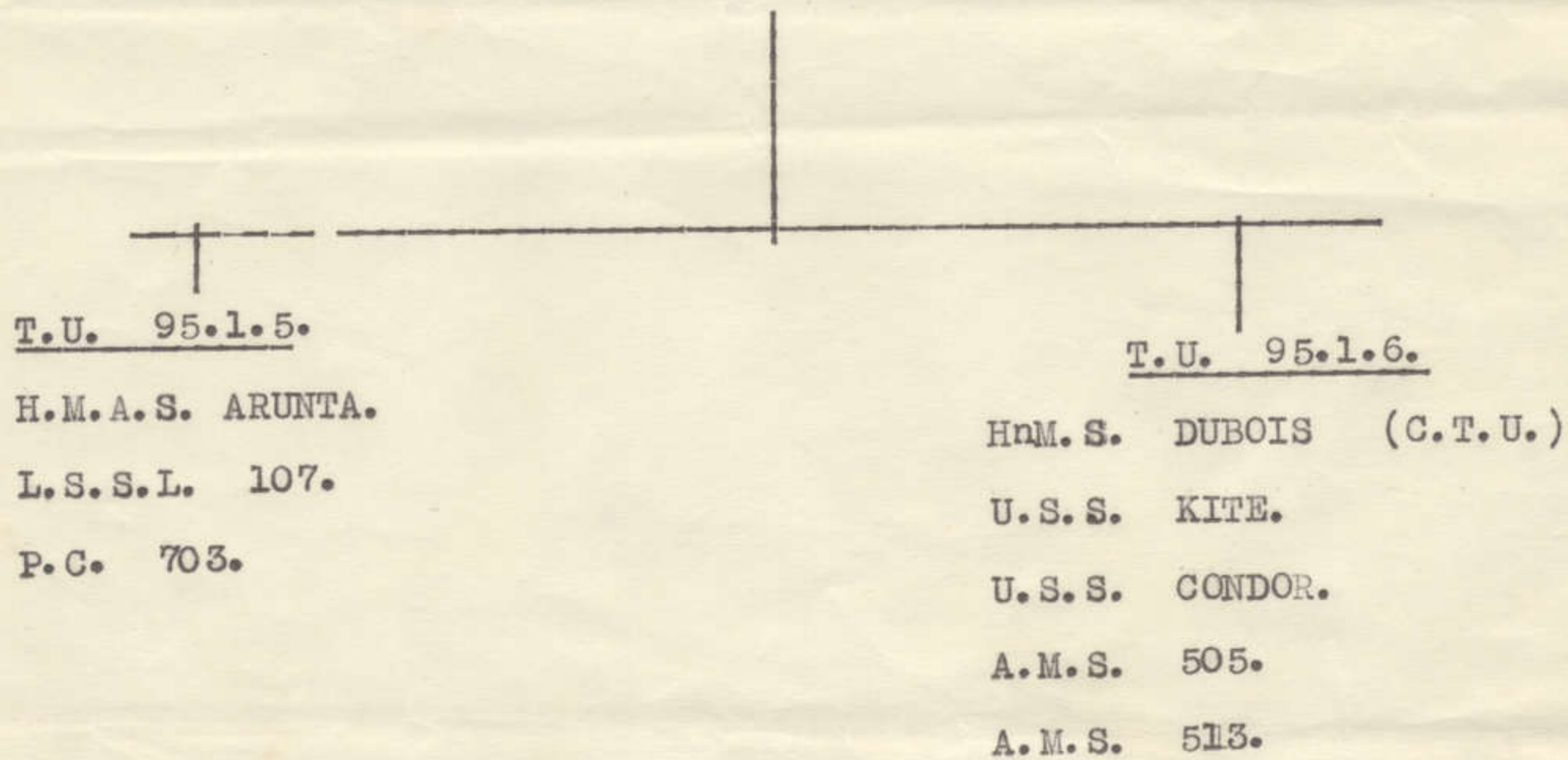
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APPENDIX "C".

STATE OF THE UNIT AT 13TH. AUGUST, 1954.

T.U. 95.1.2.

H.M.A.S. ARUNTA. C.T.U. 95.1.2 and O.T.C. West Coast.
C.T.U. 95.1.5.



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Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 3/4/54

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H.M.A.S. ARUNTA,
at Paengyong Do.
3rd. August, 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.
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 JULY, 1954.

Sir,

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

2. From the beginning of the month until relieved by H.M.C.S. HAIDA at 1830 on Tuesday 6th July, 1954, H.M.A.S. ARUNTA remained in the vicinity of Paengyong Do carrying out the duties of C.T.U. 95.1.2 and C.T.U. 95.1.5. During this latter portion of a sixteen day patrol there were no incidents of an operational nature and no violations of the Armistice Agreement were observed. On Saturday 3rd. July, H.M.A.S. ARUNTA proceeded to Taechong Do to replenish with fuel and water from R.F.A. WAVE PREMIER, returning to Paengyong Do on completion.
3. On Friday 2nd. July, the R.O.K.N. Supply Ship L.S.T. 801 arrived at Paengyong Do in thick fog and came to anchor a bare $1\frac{1}{2}$ cables from the shore. Difficulty was experienced in warning this ship of her danger whilst approaching the anchorage and after she had anchored, as no one appeared to understand our warnings on the R/T voice channel. An officer was sent over in a Motor Cutter conned from the ship by Radar Type 974 and the L.S.T. was finally moved to a safe anchorage conned from H.M.A.S. ARUNTA'S bridge. On return to the ship the officer concerned reported that the L.S.T'S Gyro Compass had been out of action for some months and the errors in the magnetic compass were extremely large.
4. On Sunday 4th. July, the ship was dressed overall on the occasion of American Independence Day and the Officer in Charge of the West Coast Island Defence Unit and his officers were entertained onboard in honour of the occasion.
5. On Tuesday 6th. July, H.M.A.S. ARUNTA proceeded to Taechong Do to replenish from R.F.A. WAVE PREMIER, and at 1830 on that day proceeded for Tokyo having been relieved by H.M.C.S. HAIDA.

...../2 During the passage

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2.

6. During the passage to Tokyo H.M.A.S. ARUNTA rendezvoused with R.F.A. GOLD RANGER off the South coast of Korea to transfer mail and whilst this operation was in progress two jet fighter aircraft were reported missing off the West coast in the vicinity of Kunsan. Accordingly H.M.A.S. ARUNTA turned to the westward and increased speed to close the search area. Two hours later the aircraft had been found, having crashed inland, and the ship continued the passage to Tokyo. As there had been no opportunity to post outgoing mail for nearly three weeks, arrangements were made to transfer mail whilst crossing the Inland Sea. The R.A.A.F at Iwakuni Air Base kindly despatched an S.A.R. craft to collect our mail and also made sure that it was taken aboard the mail aircraft that same evening. Although no registered mail could be accepted this gesture by the R.A.A.F was much appreciated.

7. H.M.A.S. ARUNTA secured alongside Shibaura Warf in Tokyo Harbour at 0900 on Saturday 10th July to commence a five day informal visit to the city. The ship was met by the British Naval Attache, Captain F.P. BAKER, D.S.C., R.N, and representatives of the Australian Embassy, the American port Commander, and the Japanese Civil Authorities. Although the visit was informal a moderately full programme had been arranged. On Saturday forenoon, I was received by His Excellency The Australian Ambassador Dr. R.T. WALKER and called on Mr. P.S. OKAYASU, Vice Governor of Tokyo, and Mr. EGUCHI, the Chief of Police. A most interesting forenoon which was enlivened by being escorted through one of the largest cities in the world with a full motor cycle escort clearing the traffic ahead. On Saturday evening Captain BAKER and his wife invited myself and my officers to an evening party at his home at which we met members of the British Community.

8. Strenuous efforts were made by the Japanese Civil Authorities to make our visit enjoyable and many facilities were afforded. At the Vice Governor's office I was presented with a free travel authority marked "Welcome H.M.A.S. ARUNTA", a coloured brochure on Tokyo city and a set of picture postcards for each member of the ship's company. Signs and posters in English were erected in the approaches to the ship and the port Authorities, represented by the Harbourmaster, afforded every facility.

9. The American Officers and staff of the Tokyo Quartermaster's Depot and American port Authorities also went out of their way to make our stay enjoyable and the facilities of Ebisy Camp were placed at our disposal. The British Woman's Volunteer Service organised bus trips for the ship's company on four out of the five days and also organised a dance at Ebisu Camp. All these facilities were very much appreciated and helped to make the visit to Tokyo popular with all hands.

10. On Monday 12th July I called on the Commander British Sub Area, Tokyo, Lieutenant Colonel L. KING, O.B.E., A.M.F, and the Commanding Officer, Tokyo Quartermaster's Depot, Colonel K.T. BRUNSVOLD and I had the honour to entertain His Excellency The Australian Ambassador and Mrs. WALKER to lunch onboard. In the evening I and my officers attended a reception at the Australian Embassy. During the forenoon of Tuesday 13th July I called on the British Charge de'Affaires, Mr. H.N. BRAIN, and later in the afternoon the Vice Governor of Tokyo Mr. P.S. AKAYASU returned my call. On Tuesday evening a reception was held onboard H.M.A.S. ARUNTA and we had the pleasure of entertaining seventy guests whom had been invited by the Australian Embassy on our behalf. After this reception I entertained the British Naval Attache and members of the Australian Embassy Staff and their wives at dinner onboard. On Wednesday evening I had the honour to dine at the British Embassy.

...../3 On the Monday

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11. On the Monday and Tuesday afternoons small parties of officers and men of the Japanese Maritime Safety Force were shown round the ship and on Wednesday afternoon the ship was open to visitors. Throughout these visits a keen interest was taken in the ship by all the Japanese visitors.

12. Tokyo made a strong impression on the ship's company and those who had been there before were amazed at the recovery and the improvements made over the last few years. As a small token of our appreciation of the facilities afforded to us I presented to the Vice Governor of the city with a coloured photograph of the ship and a cap tally.

13. H.M.A.S. ARUNTA proceeded from Tokyo at 0900 on Thursday 15th July and after an uneventful passage secured alongside Harima pontoon in Kure harbour at 0030 on Saturday 17th July. That evening I had the honour to attend a reception at the residence of the Commander-in-Chief, British Commonwealth Forces, Kure, Lieutenant General H. WELLS, K.B., C.N.E., D.S.O.

14. The ship remained in Kure until Thursday 29th July, shifting berth to number K7 Buoy on Sunday 25th July. Ships in company during this period were H.M.S. NEWFOUNDLAND wearing the flag of Rear Admiral G.V. GLADSTONE, C.B., R.N, H.M.S. WARRIER, and H.M.S. ST. BRIDES BAY. I called on the Admiral on his arrival and had the honour to be one of his guests at dinner on Sunday 25th July.

15. A ship's company dance and "Smoko" was held on Friday 23rd July, the Fleet Canteen being loaned to H.M.A.S. ARUNTA for the evening.

16. H.M.A.S. ARUNTA sailed for the West Coast Operational Zone at 0700 on Thursday 29th July relieving H.M.C.S. CAYUGA as C.T.U. 95.1.2 and C.T.U. 95.1.5 on Saturday 31st July. On passage the annual full power trial was undertaken, and after one hour, turning trials were commenced. Whilst turning under 20° of helm water was lost in all three boilers when the angle of heel reached 16° and the ship had to be shut down. After a short discussion, the ship worked up again and repeated the turn. Again as a heel of 17° was reached under rudder, two boilers primed and the third lost water. This matter has been reported separately to Captain (D) 10 and is at present under investigation.

17. The conduct and morale of the ship's company remains satisfactory.

18. Following miniature mass radiography performed in Hong Kong in June, six "pick ups" were re-Xrayed on large films and clinically investigated in Britcom General Hospital, Kure, on arrival. Four were found to have early active Pulmonary Tuberculosis and were immediately admitted to hospital. Of the remaining two, one had Pulmonary Tuberculosis in a quiescent stage and was recommended to be medically downgraded. He was interim medically surveyed and was discharged to H.M.A.S. COMMONWEALTH to await passage to Australia. The remaining case had a healed Pulmonary Tuberculosis and was recommended fit for duty. All members of the messes in which these four affected ratings lived and all possible contacts had large radiographs taken. All of these were negative. Action in accordance with Q.R. & A.I. (1943) 1993, Clause 8, was undertaken immediately notification of the four active cases was received. This matter was reported separately to Australian Administrative Authorities when it occurred.

...../4 Apart from the

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CONFIDENTIAL

4.

19. Apart from the cases reported in the previous paragraph the health of the ship's company remains satisfactory. Sixteen cases of Venereal disease were reported during the month.

I have the honour to be,

sir,

Your obedient servant,



COMMANDER.

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CONFIDENTIAL

CONFIDENTIAL

APPENDIX "A".

Submitted in accordance with Commonwealth Navy Order 107/48.

- A. 2494.5 miles steamed during month.
- B. 177 hours underway during month.
- C. 3.7 miles per ton of fuel.
- D. 32,702.6 miles steamed since commissioning, 12th November 1952.
- E. 2624 hours underway since commissioning, 12th November 1952.

Submitted in accordance with Commonwealth Navy Order 7/53, para 7.

<u>date.</u>	<u>period in excess.</u>	<u>Average speed.</u>	<u>Tons/hour.</u>	<u>Miles/ton.</u>	<u>Reasons and authority.</u>
7th July	3 hours	23knots	18	3.8	S.A.R. Duties.
30th July	3 hours	25knots	21	3.5	Annual full power trial.

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APPENDIX "B".

No whales were dighted during the month.

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APPENDIX "C".

STATE OF UNITS - TUESDAY 6th JULY 1954.

T.U. 95.1.1
H.M.S. WARRIOR C.T.U. 95.1.1

↑
↑
↑
↑
↑
↑
↑

T.U. 95.1.2
H.M.A.S. ARUNTA C.T.U. 95.1.2 and C.T.U. 95.1.5
R.F.A. WAVE PREMIER

T.U. 95.1.5
LSSL 109

T.U. 95.1.6
C.T.U. 95.1.6 H.M.N.S. DUBOIS
U.S.S. SURFBIRD
U.S.S. SWALLOW
R.O.K.N. A.M.S. 502
R.O.K.N. A.M.S. 503.

STATE OF UNITS - SATURDAY 31st JULY 1954.

T.U. 95.1.1
H.M.S. WARRIOR C.T.U. 95.1.1
U.S.S. MONSSEN

↑
↑
↑
↑
↑
↑
↑

T.U. 95.1.2
H.M.A.S. ARUNTA C.T.U. 95.1.2 and C.T.U. 95.1.5
R.F.A. WAVE PREMIER

T.U. 95.1.5
LSSL 107
YMS 514

T.U. 95.1.6
C.T.U. 95.1.6 H.M.C.S. CRUSADER
U.S.S. KITE
U.S.S. CONDOR
R.O.K.N. A.M.S. 512
R.O.K.N. A.M.S. 505

CONFIDENTIAL

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336-112-86

SUBJECT: H.M.A.S. Arunta REPORT OF PROCEEDINGS.

June 1954

~~4th N.M.~~ *see as 2 N.M.*

~~D.A.W.O.T.~~

~~D. of P.~~

~~H.P.B.~~

~~D.G.S.~~

~~N.A. 2nd N.M. (X)~~

~~H.N.B. (N.5.)~~

~~D. of M.~~

~~D.D.M.~~

~~D.N.L.~~

~~D.E. (N.)~~

~~D.O.U.W.~~

~~D.N.M.S.~~

~~H.N.B. (N.5.)~~

~~D.N.I. (N.H.R.O.)~~

2 copies

Registrar 14/8/59

BRANCH
22 OCT 1954
OFFICE

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CONFIDENTIAL

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336-112-86

SUBJECT:

H.M.A.S.

Arunta

REPORT OF PROCEEDINGS.

JUNE

1954

Full Sunway or Sporting programme 5/8

~~D.O.D.~~

~~D.C.N.S.~~

~~Ist. N.M.~~

~~D.C.N.P.~~

~~2nd N.M.~~

~~H.N.B. (N.5.)~~

~~D.N.I.~~

~~D/D.P.S.~~

~~D.T.S.R.~~

~~D.N.C.~~

~~S.N.B.~~

~~3rd N.M.~~

~~H.N.B. (N.5.)~~

11/5/8

13/6/8

10/9/8

10/8

10/8

10/8

10/8

11

25/8

10/8

15/8

20/8

22/8

CONFIDENTIAL

DEPARTMENT OF THE ARMY

MINUTE PAPER

REPORT OF PROCEEDINGS

H.M.A.S. *Cherwell*

Full description of the performance of the

D.O.S.

D.C.M.S.

1st Lt.

D.C.M.S.

2nd Lt.

3rd Lt.

4th Lt.

5th Lt.

6th Lt.

7th Lt.

8th Lt.

9th Lt.

10th Lt.

~~11/10/54~~
~~11/10/54~~

11-8-54

~~CONFIDENTIAL~~
Royal Australian Navy.

DEPT. OF THE
NAVY

H336 | 112 | 86

IN REPLY PLEASE QUOTE

No. 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 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.

COMMANDER-IN-CHIEF

19 JUL 1954

FAR EAST ~~CONFIDENTIAL~~

...../2 During our stay

Conf. Report

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 wharf at 0815 on Tuesday 22nd June. h

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 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,

II
COMMANDER-IN-CHIEF

22 JUL 1954

FAR EAST STATION

FES.481/7/54

AUSTRALIAN COMMONWEALTH NAVAL BOARD.

CONFIDENTIAL


COMMANDER.

*Check by Form
8/78*

CONFIDENTIAL

APPENDIX "A".

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

SPEED IN EXCESS OF ECONOMICAL.

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 53/60 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

|

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. 95.1.1

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

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DEPARTMENT OF THE NAVY.

4336-112-83

MINUTE PAPER.

SUBJECT: H.M.A.S. Arunta REPORT OF PROCEEDINGS.

May 1954

~~H.N.W.~~

D.A.W.O.T.

D. of P.

H.P.B.

D.G.S.

N.A. 2nd N.M.(X)

~~H.N.B. (N.5.)~~

D. of M.

D.D.M.

D.N.L.

D.E.(N).

D.O.U.W.

D.N.M.S.

H.N.B. (N.5.)

D.N.I. (N.H.R.O.)

5/13/5

16/8

5/18/8

19/8

9/15/8

2/18

2/19

26/8

27/8

3/9

14/9/54

22/9

6/22

48/9

A336-112-83

DEPARTMENT OF THE NAVY

MINUTE PAPER

REPORT OF PROCEEDINGS

Board

H.M.A.S.

REPORT

May 1952

~~D.A. 10.1~~
~~D. 10.1~~
~~H.P. 10.1~~
~~D. 10.1~~
~~H.A. 10.1 (X)~~

~~D. 10.1~~
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10/1

17/11/52

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SUBJECT: H.M.A.S. *Arunta*

REPORT OF PROCEEDINGS.

May
1954

D.O.D. *20/1*

D.C.N.S. *un*

Ist. N.M.

D.C.N.P. *21/7*

2nd N.M. *23/7*

H.N.B. (N.5.) *27/7*

D.N.I. *29/7*

D/D.P.S. *30/7* *2/8*

D.T.S.R. *3/8*

D.N.C. *4/8*

S.N.B. *6/8*

3rd N.M. *10/8*

H.N.B. (N.5.) *11/8*

4336-114-83

DEPARTMENT OF THE NAVY

CONFIDENTIAL

MINUTE PAPER

REPORT OF PROCEEDINGS

H.M.A.S. *Resolute*

May
1954

D.O.D. 10/1

D.O.N.A. 10/1

1st N.M.

D.O.N.R. 10/1

2nd N.M.

3rd N.M.

4th N.M.

D.P.R. 10/1

D.P.R. 10/1

D.T.S. 10/1

D.N.C. 10/1

S.A.S. 10/1

1st N.M. 10/1

H.M.A.S. (H.S.) 10/1

25/10/54

45-1-54

4336 | 112 | 83

RECEIVED

C 14 JUL 1954 **CONFIDENTIAL**

H.M.A.S. ARUNTA - ~~REPORT~~ ^{INDEX REGISTER} OF PROCEEDINGS FOR THE MONTH
OF MAY, 1954.

(The Commanding Officer, H.M.A.S. ARUNTA's letter No.
3/1/43 dated 1st June, 1954).

Att on Reg

II

FES.481/7/54.

AUSTRALIAN COMMONWEALTH NAVAL BOARD.

(Copy to:-

- Flag Officer Commanding,
H.M. Australian Fleet.
- Flag Officer, Second-in-Command,
Far East Station.
- Captain (D), Eighth
Destroyer Squadron.
- Captain (D), Tenth
Destroyer Squadron.
(ARUNTA).

Forwarded.

L.G. Durlacher

(L.G. DURLACHER)
for Admiral
Commander-in-Chief.

Far East Station,
26th June, 1954. ✓

D.F.

CONFIDENTIAL

*N5
FES
2/16/7*

*sent by [unclear]
2/19/7*

by [unclear]

CONFIDENTIAL

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 311/54H.M.A.S. ARUNTA,
at Paengyong Do.
1st. June, 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.
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 MAY 1954.

Sir,

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

2. Saturday 1st. May found H.M.A.S. ARUNTA on passage to Yokosuka to take part in the monthly Anti-Submarine Hunter Killer Exercise (short title H.U.K) run by Task Group 96.7. The ship berthed alongside U.S.S. HANNA in Dog Two berth in the inner harbour at Yokosuka at 0800 on Sunday 2nd. May and chopped to the operational control of C.T.G. 96.7 on arrival.

3. I attended a presail conference on Sunday afternoon in U.S.S. BARTON, flagship of Captain W.E. FERRALL, U.S.N., Commodore Second Destroyer Squadron, who was to be the Senior Officer of the light craft during the exercise. The conference discussed the A.S.W. Primary Phase of the H.U.K. and I had the opportunity of meeting other Captains and the officers in charge of the various air units taking part. The H.U.K. exercises are controlled by C.T.G. 96.7 and are normally conducted in two phases, the A.S.W. Primary followed by Hunter Killer Group Operations.

4. H.M.A.S. ARUNTA proceeded in company with U.S. Destroyers BARTON, STRONG and SOLEY at 0800 on Monday 3rd. May to Sagami Wan the scene of the first phase. Exercises were commenced at 0800 and completed by about 2200 daily, ships anchoring or remaining underway independently in Sagami Wan, for the remainder of the dark hours. The object of this period was to familiarise ships taking part in all forms of Anti-Submarine Search and Attack, to provide an opportunity for them to work together, and to co-operate with the Anti-submarine Search and Attack aircraft. Ships were rotated for each exercise and we worked with the following U.S. ships in the various events: - Destroyers, BARTON, STRONG and SOLEY, Destroyer Escorts, GEORGE, MARSH, VAMMEN and NAIFEH, Submarines, POMODON and BRASHAW. Two American officers, one from U.S.S. STRONG and one from U.S.S. STICKLE joined H.M.A.S. ARUNTA for some of the period and my Lieutenant MacGREGOR spent one day in U.S.S. STRONG.

...../5 The Primary

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2.

5. The Primary exercises ranged from elementary visual and radar recognition of snorts and periscopes, through single and dual ship attacks, to search and attack exercises with aircraft co-operation. Two search exercises were carried out with a combined ship and helicopter search line. This indoctrination period was most interesting and instructive and a necessary pipe opener for the H.U.K. itself. Units taking part returned to Yokosuka at 1600 on Thursday 6th. May.

6. Friday 7th. May was spent replenishing and H.M.A.S. ARUNTA proceeded at 0900 Saturday 8th. May as a unit of Task Group 96.7 for the second phase of the exercise. Ships comprising the Task Group were:- U.S.S. RENDOVA wearing the flag of Rear Admiral R. GOLDFHWAITTE, U.S.N., U.S. Ships BARTON, STRONG, SOLEY, GEORGE, MARSH, VAMMEN, NAIFEH, H.M.A.S. ARUNTA, and the two U.S. Submarines POMODON and BRASHAW.

7. During the following six days the Task Group acted as a Hunter Killer Group over a predetermined route to the South West of Tokyo Bay en route to Kobe. The two submarines were deployed separately for each event. Elementary screening and aircraft tracking and identification exercises occupied the first day. This was followed by submarine attacks on the main body, and a series of exercises designed to represent the operation of a Hunter Killer Group against submarines in a general area or a transit area. The exercise was suspended for about twelve hours at one stage whilst three ships were detached to search for an unidentified submarine which had been sighted by shore based aircraft. U.S.S. STICKLE joined the group on Tuesday 11th. May and was a very welcome sight to H.M.A.S. ARUNTA as she had our mail onboard.

8. The H.U.K. phase proved very interesting and all units were kept hard at it. Frequent changes of the screen in the face of a submarine threat, the almost constant detaching of three-ship Surface Attack Units, combined with E.C.M. exercises and replenishment at sea kept up a smart tempo that was maintained throughout. The final event occurred at 2000 on Thursday 13th. May when H.M.A.S. ARUNTA was detached as S.A.U. Commander, with U.S.S. STRONG and SOLEY in company, to investigate an aircraft contact thirty four miles to the North East of the main body. The submarine was found and attacked. The Task Group entered Kobe on the morning of Friday 14th. May and the exercise terminated after a post exercise discussion in U.S.S. RENDOVA.

9. The whole exercise proved extremely interesting and was of great benefit to H.M.A.S. ARUNTA. A detailed technical report on the performance of the ships equipment and other aspects will be forwarded to Australian Administrative Authorities on other papers.

10. Throughout this period the friendliness and willing assistance afforded to us, the only stranger, by all the U.S. ships and their companies has been greatly appreciated. We had the pleasure of entertaining the captains and many of the other officers of the Task Group, and it was pleasant to note that the ships companies also intermingled freely.

...../11 On Saturday

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3.

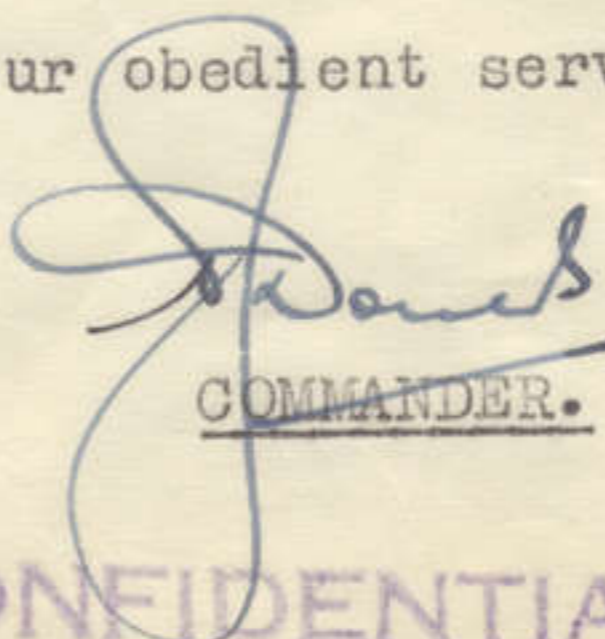
11. On Saturday 15th. May whilst in Kobe Rear Admiral R. GOLDTHWAITE, U.S.N., and the British Consul Mr. A.W.R. TAYLOR returned calls which I had made on the previous day.
12. On departure from Kobe at 0630 on Sunday 16th. May H.M.A.S. ARUNTA reverted to the operational control of C.T.G. 95.1 and after an Inland Sea passage arrived at Kure at 1730 on the same day. Monday 17th. May was spent in Kure and the ship proceeded for Sasebo at 0800 on Tuesday 18th. May.
13. As the ship approached Kudako Suido in intermittent fog and poor visibility, a thick fog suddenly descended which reduced visibility to about fifty feet. The passage through this narrow strait with a three to four Knot tide was made with the ship alternatively stopped or slow ahead. For thirty minutes there were six ships close aboard and others in the near vicinity. At one stage full ahead both was necessary to lift the ship clear of a Japanese collier which was blundering about at ten knots and the next moment the ship had to be stopped as we were face to face with another large ship 100 feet ten degrees on port bow. Under these rather hair raising conditions the value of the Blind Navigation party was very evident. Run by the First Lieutenant and the Navigating Officer from the Operations Room, it had been exercised frequently in fair weather and was quite able to cope with this slow passage with the tide through a narrow strait leaving the bridge personnel free to concentrate on the other aspects. This incident is related as it confirms the necessity for a trained Blind pilotage party if best use is to be made of the H.D.W. radar under similar conditions.
14. H.M.A.S. ARUNTA arrived in Sasebo at 0630 on Wednesday 19th. May and departed two and a half hours later, having embarked stores and mail, for the West Coast Islands. On passage to the West Coast Operational Zone fuel consumption trials were carried out. On completion of these trials the ship worked up to full power on two boilers attaining 290 revolutions (29Knots) for ten minutes, a most satisfactory result. Twelve hours thick fog marred an otherwise pleasant passage in good weather.
15. On arrival at Yongpyong Do at 1245 on Thursday 20th. May H.M.A.S. ARUNTA relieved H.M.S. CRANE as C.T.U 95.1.2, C.T.U 95.1.5 and O.T.C West Coast and after these formalities were completed continued the passage to Paengyong Do which was reached at 2030 the same day.
16. For the remainder of the month H.M.A.S. ARUNTA lay at anchor off Paengyong Do. There have been no incidents of an operational nature and no violations of the Armistice Agreement have been reported. A large fishing fleet is working off Yongpyong Do and has settled down to the seasons fishing without apparant incident.
17. The conduct, morale and health of the Ship's company remains satisfactory. Twenty Five cases of Venereal Disease were reported during the month.

I have the honour to be,

Sir,

Your obedient servant,




COMMANDER.

CONFIDENTIAL

CONFIDENTIAL

APPENDIX "A".

Submitted in accordance with C.N.O. 2/53 Para 7.

<u>A.</u> <u>Date.</u>	<u>B.</u> <u>periods</u> <u>in excess.</u>	<u>C.</u> <u>Average</u> <u>Speed.</u> <u>Knots.</u>	<u>D.</u> <u>Tons/</u> <u>hour.</u>	<u>E.</u> <u>Miles/</u> <u>ton.</u>	<u>F.</u> <u>Authority and Reason.</u>	
4th.	1 hour.	18.7	4.0	4.67	C.N.O 2/53 Para 5(b) -- Exercising with Task Group 96.7 for A/S Training and Hunter Killer Exercises.	
5th.	4 hours.	14.8	12.0	4.93		
6th.	2 hours.	18.3	7.5	4.88		
8th.	2 hours.	18.3	7.5	4.88		
9th.	4 hours.	16	12.5	5.12		" " " "
10th.	3 hours.	17	10.5	4.85		" " " "
11th.	4 hours.	18	15.0	4.80		" " " "
12th.	2 hours.	16	6.5	4.92		" " " "
13th.	14 hours.	19	56.2	4.73		" " " "
14th.	8 hours.	17	26.0	5.23		" " " "
16th.	3 hours.	18	11.25	4.80		" " " "
19th.	8 hours.	23	46.5	3.95		As required for Fuel Consumption Trials. Authority A.F 452/65 dated 19 April, 1954.
20th.	2 hours.	18	7.5	4.88		

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

- A. 3611.1 miles steamed during the month.
- B. 298 40/60 hours underway during the month.
- C. 2.9 miles per ton of fuel.
- D. 30,208.1 miles steamed since commissioning.
- E. 2, 447 5/60 hours underway since commissioning.

APPENDIX "B".

No whales were sighted during the month.

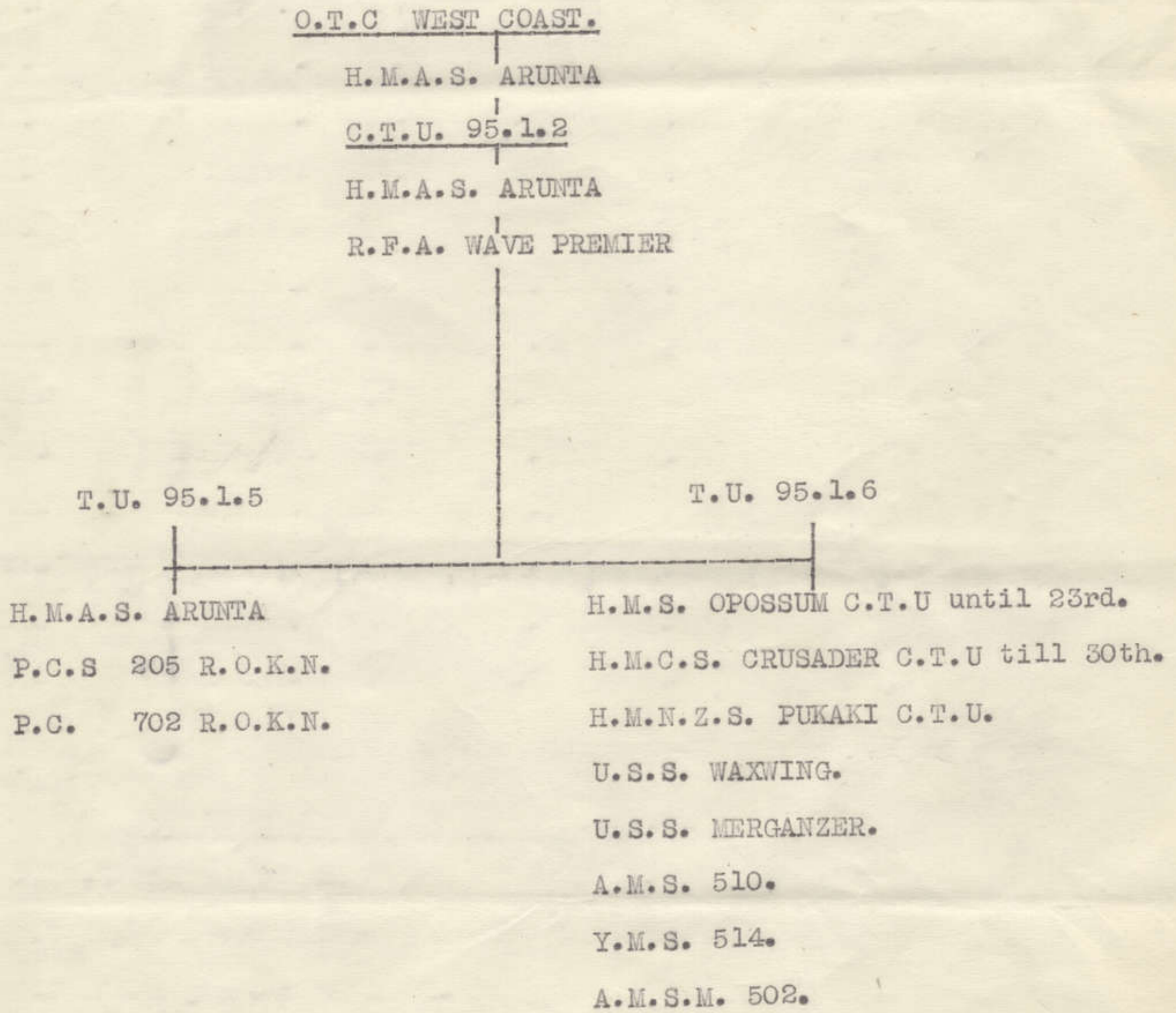
CONFIDENTIAL

CONFIDENTIAL

APPENDIX "C".

APPENDIX TO REPORT OF PROCEEDINGS MAY, 1954.

STATE OF UNIT DURING PATROL.



CONFIDENTIAL

93v

DEPARTMENT OF THE NAVY.

DEPT. OF NAVY
4336-112-79
12/8

MINUTE PAPER.

SUBJECT: H.M.A.S. Arunta REPORT OF PROCEEDINGS.

April 1951

~~4th N.M.~~

~~D.A.W.O.T. 5/12/7~~

~~D. of P. 14/7~~

~~H.P.B. 16/7~~

~~D.G.S. 19/7~~

~~N.A. 2nd N.M.(X) 19/7~~

~~H.N.B. (N.5.) 19/7~~

~~Jad. of M. 20/7~~

~~D.D.M. 23/7~~

~~D.N.L. 24/7~~

~~D.E.(N) 29/7 30/7~~

~~D.O.U.W. 10/8~~

~~D.N.M.S. 13/8/54~~

~~H.N.B. (N.5.) 24/8~~

D.N.I. (N.H.R.O.) ← 24/8.

16/8
24/8

16 1/2

4386-11-29

DEPARTMENT OF THE NAVY

WHITE PAPER

REPORT OF PROCEEDINGS

Beards

Open 1954

SUBJECT:

19/1
~~D.A.F.O.T.~~

~~D.O.F.~~

~~H.E.B.~~

~~D.O.S.~~

19/1
~~H.A.S.~~

~~H.H.R.~~

~~D.O.F.~~

~~D.D.R.~~

~~D.H.L.~~

~~D.R.L.~~

~~D.O.D.~~

~~D.H.L.~~

~~H.H.R.~~

~~(H.H.R.O.)~~

19/1

19/1

19/1 →

17 AUG 1954
WILLIAMS HILL

23/97

DEPARTMENT OF THE NAVY
MINUTE PAPER

4336-112-79

SUBJECT: HMAS Arunta - Report of Proceedings - April 1954

~~DCNS~~ 15/6

6 V.D. cases only during the month.
This must be an all time low for
ships in this area 15/6

~~1 NAM~~

~~DCNS~~ 15/6

15/6

Suttony 15/6

~~2 NAM~~

~~4 NAM~~

~~HNB~~ (for further circulation) 22/6

~~DNT~~ 17

~~D/DPS~~ 1/7 2/7

~~DTSR~~ 5/7

~~DDTC~~ 6/7

~~4 NAM~~ 8/7

~~DNC~~ 9/7

~~HNB~~ (ns)

9/7
1 Copy only received

5/7

AA36-12-79

DEPARTMENT OF THE NAVY
MINUTE PAPER

Amas Grants - Report of Proceedings - April 1914

The meeting was held on the 11th of April 1914 at 10.15 am in the room 1111.

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11/12/14

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D - 7 JUN AM
NAVY REGISTRY

DEPT. OF NAVY
4336/112/79

H.P.
3/2/54

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS FOR THE
MONTH OF APRIL, 1954.
(The Commanding Officer, H.M.A.S. ARUNTA's letter No.
11/1/4 dated 6th May, 1954.)

Act on Reg

II

H.N.
7/8/54

FES.481/7/54

AUSTRALIAN COMMONWEALTH NAVAL BOARD.

COMMANDER-IN-CHIEF
[Signature]
24 MAY 1954
FAR EAST STATION

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 11/1/54

H.M.A.S. ARUNTA,
at Yokosuka.
6 May, 1954.

The Commander-in-Chief,
Far East Station.

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

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

Sir,

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

2. Until Monday 5th. April H.M.A.S. ARUNTA lay at Number X3 buoy in Sasebo and from 2nd. April Armada Republic of Columbia Ship ALDMIRANTE BRION was secured alongside. I was most impressed with this ship and her Company, and a firm liaison was established whilst we were together. An ex-U.S.N. Frigate, the ship was beautifully kept, and shipshape, and her Ship's Company happy and smart.
3. H.M.A.S. SYDNEY entered Sasebo harbour at 0900 on Friday 2nd. April and departed on Saturday 3rd. April. Whilst in Sasebo I entertained members of the staff of C.T.G. 95.1 and the Captains of several U.S.N. Ships, and had the pleasure of dining in U.S.S. PRAIRIE as a guest of her Captain and staff.
4. At 0800 on Monday 5th. April H.M.A.S. ARUNTA slipped and proceeded for the West Coast Operational Area. A/A Drone and Sleeve target firings arranged whilst on passage were unfortunately cancelled due to bad weather.
5. H.M.A.S. ARUNTA relieved H.M.N.S. DUBGIS as C.T.U. 95.1.6 at Yongpyong Do at 1800 on Tuesday 6th, April. Ships comprising the Task Unit were U.S.S. Minesweepers CHIEF and REDHEAD and two R.O.K.N. Minesweepers AMS 505 and 514. The two American Minesweepers were relieved on Thursday 8th. April by U.S.S. DEFENSE and CHATTERER.
6. On Tuesday 13th. April H.M.A.S. ARUNTA proceeded to Paengyong Do to relieve H.M.S. COCKADE as C.T.U. 95.1.2 whilst the latter was absent from the Operational Area visiting CHINHAE on the occasion of the Fifth Anniversary of the R.O.K. Marine Corps and the Graduation Ceremony at the R.O.K. Naval Academy. Opportunity was taken to fuel from R.F.A. WAVE PREMIER at Taechong Do en route. Ships in company at Paengyong Do were P.C. 701 and AMS 503.

...../2

7. H.M.S. COCKADE returned from CHINHAE on Saturday 17th. April and H.M.A.S. ARUNTA returned to Yongpyong Do to resume duty as C.T.U. 95.1.6.

8. There were no incidents of an operational nature and no violations of the Armistice Agreement during the period H.M.A.S. ARUNTA was acting as C.T.U. 95.1.2 and C.T.U. 95.1.6. Ships were disposed at night stations each night and the minesweepers carried out a planned minesweeping programme to check sweep the searched channels.

9. At 0900 on Tuesday 20th. April H.M.A.S. MURCHISON relieved H.M.A.S. ARUNTA as C.T.U. 95.1.6, the turnover taking place whilst the former was fuelling at Taechong Do. On relief H.M.A.S. ARUNTA proceeded for Kure in company with H.M.S. COCKADE. During the passage to Kure, Range and Inclination, Plotting, Towing and OOW Manoeuvring exercises were carried out. Whilst passing through Exercise Area GEORGE, close and long range Sleeve target firings were carried out by both ships.

10. At 1330 on Thursday 22nd. April H.M.A.S. ARUNTA was docked in No. 1 Dry Dock at Kure for periodical docking and investigation of defects to A/S hull equipment. The latter has been reported separately. Urgent defects were taken in hand by Harima Dockyard and Phase "B" of the UH/F conversion was completed during this period.

11. On Anzac Day, Sunday 25th. April, a large church party was landed to attend an inter-service Commemoration Service held in H.M.A.S. COMMONWEALTH.

12. The ship was undocked at 1045 on Monday 26th. April and secured alongside H.M.S. COCKADE at the pontoon warf. H.M.A.S. SYDNEY berthed alongside the pontoon warf on Thursday 29th. April and 35 ratings surplus to peace complement were discharged to her for passage to Australia. H.M.A.S. SYDNEY departed on the first leg of her voyage home at 1000 on Friday 30th. April.

13. On completion of fuelling at Tug Control Pontoon at 1345 on Friday 30th. April H.M.A.S. ARUNTA proceeded to Yokosuka.


14. The health of the ship's company during the month has been good and their conduct and morale satisfactory. Six cases of Veneral Disease were reported during the month.



I have the honour to be

Sir,

Your obedient servant,


COMMANDER.

APPENDIX "A"

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

A.	1471.0	Miles steamed during the month.
B.	113 5/60	Hours underway during month.
C.	2.20	Miles per ton of fuel.
D.	26597	Miles steamed since commissioning.
E.	2148 45/60	Hours steamed since commissioning.

Submitted in accordance with C.N.O. 2/53.

No steaming in excess of economical.

No whales sighted.

DEPT. OF NAVY
H336-112-79
14/6

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. *Arunta* REPORT OF PROCEEDINGS.

March 1954

~~S.N.B.~~ *3/5*

~~3rd N.M.~~ *3/5*

~~4th N.M.~~

~~D.A.W.O.T.~~ *3/5*

~~D. of P.~~ *3/5*

~~N.S.~~ *3/5*

~~D.N.L.~~ *3/6*

~~H.P.B.~~ *3/6*

~~A.A. 2nd N.M.~~ *3/6*

~~N.A. 2nd N.M. (X)~~ *3/6*

~~D. of M.~~

~~D.D.M.~~ *3/6*

~~D.E. (N)~~ *3/6*

~~D.O.U.W.~~ *3/6*

~~D.N.M.S.~~ *3/7*

~~N.S.~~ *HN 127*

~~D.N.I. (N.H.R.O.)~~ *13/7*

21/5/9

14336-118-11

DEPARTMENT OF THE NAVY

NAVY

REPORT: U.S.A.S. (Cruiser) RETIRE OF PROCEEDINGS
March 1954

~~1-10-54~~
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06 JUL 1954

21/5/9

21/5/9

284

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336-112-79

C.411/45.

SUBJECT

HMAS Curunta - Report of Proceedings - March 1954

DCNS 11/2/54

~~INM~~ 30/4

~~DCNP~~ 3/5 R 4/5

~~WOM~~ R 4/5

~~HMNS~~ 4/5

HMNS (for further circulation) 7/5

~~DMT~~ 11/5

~~D/DAS~~ 13/5

~~DTSR~~ 17/5

~~DDDS~~ 18/5

~~DWCS~~ 19/5

HMNS (NS)

Note - 1 Copy only received

17/5

4332 - 112-79

DEPARTMENT OF THE NAVY
MINUTE PAPER

Amos Brewster - Report of Proceedings - March 1954

Dogs

1954

Dogs

1954

Amos Brewster (Continued)

Dogs

1954

Dogs

1954

Dogs

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Dogs

1/10/54

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NAVY REGISTER

DEPT. OF THE
NAVY
4336 | 112 | 79

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS
FOR THE MONTH OF MARCH 1954.
(The Commanding Officer, H.M.A.S. ARUNTA's letter
No. 10/1/4 dated 1st April, 1954.)

att on Reg.

II

*H.N.
NS*

FES.481/7/54

AUSTRALIAN COMMONWEALTH NAVAL BOARD.
FLAG OFFICER, COMMANDING AUSTRALIAN FLEET.

(Copy to:-

- Flag Officer, Second-in-Command,
Far East Station.
- Captain (D), Eighth Destroyer Squadron.
- Captain (D), Tenth Destroyer Squadron.)

Forwarded.

(L.G. DURLACHER)
for Admiral
Commander-in-Chief.

Far East Station,
15th April, 1954.

L.K.

C O P Y

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 10/1/4H.M.A.S. ARUNTA,
at Sasebo,
1 April, 1954.The Commander-in-Chief,
Far East Station.

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

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

Sir,

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

2. From Monday 1st. March to Thursday 4th. March whilst alongside at Kure Phase Able of the UH/F conversion was progressed and urgent defects taken in hand by the Harima Dockyard.
3. At 0900 on Thursday 4th. March H.M.A.S. ARUNTA slipped to carry out manouvering exercises off Kure Harbour securing alongside R.F.A. WAVE PREMIER for fuel at 1115. On completion of fuelling at 1300 the ship slipped and proceeded to Yokosuka.
4. After an unpleasant passage due to high winds and rough seas, H.M.A.S. ARUNTA arrived off Yokosuka for D/G Ranging at 0800 on Saturday 6th. March. From 0800 to 1300 continuous runs were made over the shallow D/G Range, the ship securing alongside U.S.N. L.S.T. 806 in the inner harbour on completion. A United States Harbour Pilot was embarked for this period.
5. At 1400 on Monday 8th. March H.M.A.S. ARUNTA slipped and proceeded for Sasebo. On clearing the inner Harbour several check runs were carried out over the D/G Range, which resulted in minor adjustments to the original settings and necessitated a new set of D/G Charts. These were made out and supplied within half an hour. The stay at Yokosuka was marked by the friendly assistance afforded by COMFLEACT and his staff.
6. The passage to Sasebo via Shiminoseki Strait was uneventful and the ship secured alongside JOSCO TWO fuelling berth at 0830 on Thursday 11th. March.

...../2

C O P Y

11.

At 1000 I called on C.T.G. 95.1, Rear Admiral T.E. RAGAN, U.S.N., and the Admiral returned my call at 1400. During the day I had my Officers briefed on current operations in Korea by the Staff Officer Operations, Commander BELLARS, M.B.E., R.N. The ship slipped and proceeded for the West Coast Operational Area at 1400.

7. Frm 0930 on Saturday 13th. March until 0930 on Sunday 21st. March H.M.A.S. ARUNTA lay in the vicinity of Paengyong Do, carrying out the duties of C.T.U. 95.1.2 and C.T.U. 95.1.5 in the West Coast Blockade Group and O.T.C. West Coast when the carrier was not on the Station. The chain of Command and the ships assigned to T.U. 95.1.2 during this period are shown diagrammatically in Appendix "C".

8. As C.T.U. 95.1.5 H.M.A.S. ARUNTA was charged with the defence of the Taechong Group of Islands and to assist in the patrol task, two Republic of Korea Naval patrol craft were attached, whilst an R.F.A. Tanker was stationed in the Taechong Do Anchorage. Patrol activities were generally confined to the stationing of the force at strategic positions around the island group during dark hours to provide surface radar coverage. During the day the ship lay at anchor off Paengyong Do. The Republic of Korea Naval Craft assigned were very keen and carried out their duties in a satisfactory manner. They were particular in following the activities of the Senior Officer even to the extent of airing bedding on the same day as H.M.A.S. ARUNTA. I had each Captain visit me and discuss their duties with me. H.M.A.S. ARUNTA fuelled twice during the patrol from the tanker at Taechong Do.

9. No incidents took place during the patrol and there were no known violations of the Armistice Agreement. Small parties were landed for recreation daily, and a soccer match against the Republic of Korea Marine Corp Detachment at Paengyong Do resulted in a 2-all draw. I entertained Lieutenant Colonel W.H. HITT U.S.M.C., Commander West Coast Island Defence Unit, and the Officers in Charge of the Paengyong Do and Yongpyong Do U.S. Marine Detachments to luncheon on board and I and my Officers attended a luncheon ashore during the patrol period.

10. On relief by H.M.C.S. HAIDA at 0930 on Sunday 21st. March the ship proceeded for Kure and the quarterly full power trial was successfully carried out that afternoon. Opportunity was taken on this occasion to carry out a two hour consumption trial at 20 knots required for completion of Form AS 231. The passage to Kure was uneventful and the ship secured alongside the Tug Control pontoon at 0900 on Tuesday 23rd. March.

...../3

C O P Y

111.

11. The ship lay at Number K7 buoy in Kure until Thursday 25th. March when upon the departure of H.M.A.S. SYDNEY from the pontoon, berth was shifted there. On Saturday 27th. March H.M.S. CONSTANCE and COCKADE were berthed inboard of H.M.A.S. ARUNTA, the ship being held off by tugs and reberthed on H.M.S. COCKADE.

12. H.M.A.S. ARUNTA proceeded for Sasebo at 1100 on Monday 29th. March and arrived there at 0845 on Tuesday 30th. March. After fuelling the ship secured to Number X3 buoy where she remained until the end of the month.

13. The health of the ship's company during the month has been good and their conduct and morale satisfactory. The number of cases of new Venereal Diseases reported during the month was thirty.

I have the honour to be

Sir,

Your obedient servant,

(SGD.) W. J. DOVERS

COMMANDER.

C O P Y

APPENDIX "A".

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

- A. 2845.2 Miles steamed during the month.
- B. 226 20/60 Hours underway during month.
- C. 3.07 Miles per ton of fuel.
- D. 25126 Miles steamed since commissioning.
- E. 2085 40/60 Hours steamed since commissioning.

Submitted in accordance with C.N.O. 2/53 Para 7.

SPEED IN EXCESS OF ECONOMICAL.

- Sunday 21st. March.
- A. 6 Hours in excess.
 - B. 25.3 Knots.
 - C. 7.62 Tons per Hour.
 - D. 3.32 Miles per ton.
 - E. As required for fuel consumption trials and for quarterly full power trial.
- Authority F.O.C.A.F. D.T.G. 210812z.

C O P Y

APPENDIX "C".

APPENDIX TO REPORT OF PROCEEDINGS.

STATE OF UNIT DURING PATROL .

T.U. 95.1.2

95. - 1. - 2

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

R.F.A. GREEN RANGER (UNTIL 16th.)

R.F.A. WAVE PREMIER (FROM 16th.)

T.U. 95.1.5

H.M.A.S. ARUNTA
PCS 201 - till 17th.
AMS 706 - till 17th.
PF 65 - 15th. to 18th.
AMS 506 - from 17th. to 21st.
PC 703 - from 17th. to 21st.
YMS 518 - from 21st.

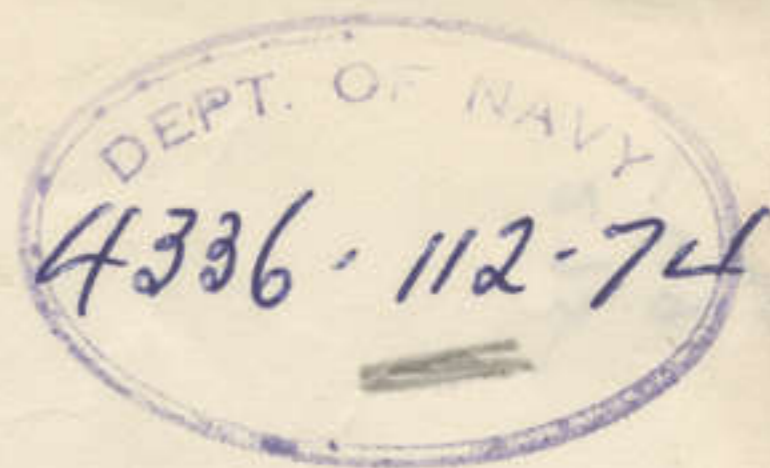
T.U. 95.1.6

(CTU) H.M.A.S. MURCHISON Till 18th.
(CTU) H.M.N.S. DUBOIS from 18th.
USS REDHEAD from 15th. to 21st.
USS CHIEF from 15th. to 21st.
USS REDSTART till 15th.
USS MOCKINGBIRD till 15th.
AMS 512 from 14th. to 21st.
AMS 507 from 14th. to 17th.
AMS 510 from 14th. to 16th.

H.M.A.S. ARUNTA O.T.C. FROM 13th. TILL 0001 I 16th.

H.M.A.S. SYDNEY 0001 16th. TO 1800 I 18th.

H.M.A.S. ARUNTA FROM 1800 I 18th. TILL 21st. (ON RELIEF) PASSED
TO H.M.C.S. HAIDA.



DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Arunta REPORT OF PROCEEDINGS.

February 1954

~~S.N.B.~~ 1/6

~~3rd N.M.~~ 1/6

~~4th N.M.~~ 4/6

~~D.A.W.O.T.~~ 7/6

~~D. of P.~~ 8/6

~~N.5.~~ 10/6

~~D.N.L.~~ 15/6

~~H.P.B.~~ 15/6

~~D.G.S.~~ 22/6

~~A.A. 2nd N.M.~~

~~N.A. 2nd N.M. (X)~~ 9

~~P. of M.~~ 5/6

~~D.D.M.~~ 17

~~D.E. (N)~~ 7/7

~~D.O.U.W.~~ 8/9

~~D.N.M.S.~~ 20/2/57

~~N.5.~~ 25/8

~~D.N.I. (N.H.R.O.)~~ ← 25/8

DINES
15 JUL 1954
NAVY OFFICE

[Faint, mostly illegible handwritten notes and signatures, possibly including names like 'Mr. ...' and dates.]

DEPARTMENT OF THE NAVY
RECORDS SECTION
NAVY OFFICE

278
69

DEPARTMENT OF THE NAVY
MINUTE PAPER

4336-112-74

C.411/15
SUBJECT: HMAS Arunta - Report of Proceedings - February 1954

~~DCNS~~ 17/5

~~INM~~ 17/5

~~DCNP~~ 19/5 20/5

~~2 NM~~ 20/5

~~N5~~
NB (for further circulation)

~~DN.I~~ 24/5 ~~26/5~~

~~D/DPS~~ 26/5

~~DTSR~~ 28/5

~~D/DPS~~ 28/5

~~DN.C~~ 28/5

~~NAS (N5)~~

Note. (1 copy only received)

21/5

4336 - 12-74

DEPARTMENT OF THE ARMY
MINUTE PAPER

For Home Service - Report of Services - February 1954

Dept 111111

11/11

Dept 111111

2 11/11

(for further details)

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~~5/11/54~~

2/11/54

DEPT. OF NAVY
4336/112/74

H.M.
15-1-54

(H.M.A.S. ARUNTA's letter No. 4/1968 of 1 March, 1954)

RECEIVED
11 MAY A.M.
NAVY REGISTRY

Att on Reg.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - FEBRUARY, 1954.

N5
H.M.
15-1-54

11.

A.F. 883/452/84/15.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board in continuation of my A.F. 662/452/84/15 of 2 April, 1954.

H.M.A.S. VENGEANCE
At sea
7 May, 1954. ✓

[Signature]
REAR-ADMIRAL
FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET.

1924/11/10

(H.M.A.S. Vengeance's letter no. A/1288 of 1 March, 1924)

11 MAY 1924

H.M.A.S. Vengeance - ENGINEERS - PERTH, 1924

11.

A. F. 887/1924/15
The Secretary
NAVAL BOARD

Forwarded for the information of the Naval Board in continuation of my A. F. 662/1924/15 of 2 April, 1924.

REAR-ADMIRAL
FLAG OFFICER COMMANDING
H.M.A.S. VENGANCE

H.M.A.S. VENGANCE
at sea
7 May, 1924

10/12/24

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 4/1968

H.M.A.S. ARUNTA,
at Kure.
1st. March, 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.
Captain (D),
6th. Destroyer Squadron,
H.M.S. COSSACK.
Captain (D),
10th. Destroyer Squadron,
H.M.A.S. ANZAC.

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

Sir,

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

2. H.M.A.S. ARUNTA departed from Tarakan on 30th. January and after an uneventful passage via Mindoro Strait, arrived at Hong Kong at 0930(H) on Thursday 4th. February. After fuelling the ship secured alongside H.M.A.S. TOBRUK who was berthed on H.M.S. PYRM at North Arm Jetty. The following twenty four hours were spent in taking over duties from H.M.A.S. TOBRUK and continued until she departed for Australia on Friday afternoon.

3. The period Friday 5th. to Wednesday 10th. February was occupied in settling in to our new station organisation and arranging exercises to complete our work up period. During this settling in period I called on the following dignitaries:-

The Governor,

His Excellency Sir Alexander Grantham, G.C.M.G.

The Commander British Forces, Hong Kong,

His Excellency Lieutenant General Sir Terence

Airey, K.C.M.G. C.B. C.B.E.

Air Officer Commanding Hong Kong,

Air Commodore R.C. Field R.A.F.

Colonial Secretary,

The Honourable Mr. R.B. Black, C.M.G. OBE.

Australian Trade Commissioner,

Mr. H.C. Menzies.

Flag Officer Second in Command, Far East Station,

Rear Admiral G.V. Gladstone C.B.

Commodore Hong Kong,

Commodore A.H. Thorald C.B.E. D.S.C.

Chief of staff to the Flag Officer Second in Command

Captain J.V. Wilkinson D.S.C. G.M.

Captain (D), 8th. Destroyer Squadron,

Captain H.S. Hopkins O.B.E.

Commanding Officer, H.M.S. TYNE,

Captain A.J.F. Milne-Home

It is not the present custom of the higher officials to return calls, and return calls were made by The Flag Officer Second in Command, Captain (D) 8th Destroyer Squadron and the Commanding Officer, H.M.S. TYNE only.

4. On Sunday 7th. February, berth was shifted by tugs to Number 6 Buoy and on Monday 8th. to No.1 Buoy. Monday 8th and Tuesday 9th. February were occupied with harbour drills and use was made of the A/S Attack Teacher and Miniature Bombardment Range. A bombardment communication exercise was also carried out.

5. On Wednesday 10th. February H.M.A.S. ARUNTA proceeded to sea in company with H.M.S. BIRMINGHAM to carry out exercises off Hong Kong. H.M.S. CONSORT joined later in the day and in conjunction with both ships the following exercise were carried out:

Range and Inclination

Surface Plotting.

Dummy Torpedo Firings.

Long and Close Range A/A Firings

III

Sub Calibre and Full Calibre surface firings.

Night Encounter Exercise.

On completion the ship anchored in Junk Bay

6. H.M.A.S. ARUNTA proceeded to the exercise area at 0800(H) on Thursday 11th. February to carry out Bombardment firings both at anchor and under way followed by air tracking exercises with R.A.F. aircraft from Kai Tak. The ship then returned to harbour and secured at No. 6 Buoy where she remained until Monday 15th. February.
7. On Friday 12th. February I had the pleasure to entertain The Australian Trade Commissioner Mr. Menzies and Mrs. Menzies to luncheon onboard and had the honour to attend a luncheon party at Government House on Saturday 13th. February.
8. On Monday 15th. February H.M.A.S. ARUNTA proceeded to sea and carried out a Dummy Torpedo Attack and surface Plotting Exercise with H.M.S. ST. BRIDES BAY. Bad visibility caused the cancellation of the remainder of the exercise for the day, and the ship anchored in Junk Bay at 1350(H) that afternoon. Visibility was again very poor on Tuesday 16th. February and the Days' A.A. Firings and Air Exercises had to be abandoned. On final Cancellation of these exercises the ship returned to Hong Kong secured alongside West Arm Jetty on arrival.
9. During the period alongside minor repairs, storing and fuelling were undertaken in preparation for passage to Japan.
10. At 0830(H) on Thursday 18th. berth was shifted to the Dangerous Goods anchorage to embark ammunition, and at 1300(H) the ship proceeded to sea. The afternoon was occupied with Bombardments Firings for the benefit of a group of F.O.B. under training by Commodore Hong Kong. In all 90 rounds of ammunition provided by Commodore Hong Kong were fired, and although these firings were requested by Commodore Hong Kong they were also beneficial to the ships bombardment team. On completion the ship closed Hong Kong to collect mails which had been delayed by bad weather and then proceeded for Kure.
11. The passage to Kure was unpleasant particularly in the Formosa Straits and very steep short seas accompanied by gale force winds persisted for four days. The weather cleared off the coast of Japan and after an uneventful passage through the Inland Sea the ship secured alongside Marina Pontoon in Kure harbour at 0900(I) Tuesday 23rd. February.
12. H.M.A.S. ARUNTA remained in this dockyard berth for the remainder of the month and the conversion to U.H./F has been progressed. Opportunity was also taken to put several minor defects in hand during this period.

IV.

13. Ships in company on Sunday 28th. February were H.M.A.S. SYDNEY, H.M.S. MODESTE, U.S.S. BAUSELL and L.S.T.5#1.

14. The health of the ships company has been satisfactory and ten cases of veneral disease were reported during the month. The conduct and morale of the ships company remains satisfactory.

I have the honour, to be

Sir

You obedient servant

(SGD.) W. J. DOVERS

COMMANDER.



13.
14.
satisfac
during
company

APPENDICES TO REPORT OF PROCEEDINGS

APPENDIX "A"

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

- (a) 2705 miles steamed during the month
- (b) 202 20/60 hours underway during the month
- (c) 4.47 miles per ton
- (d) 22,281 miles steamed since commissioning
- (e) 1859 20/60 hours underway since commissioning

Submitted in accordance with C.M.O. 2/53 para. 7

SPEED IN EXCESS OF ECONOMICAL.

Wednesday 10th.

- (a) 4 hours
- (b) 18 knots
- (c) 3.75 tons per hour.
- (d) 4.96 miles per ton.
- (e) As required for exercises
Authority C.M.O. 2/53 para 5(b)

Monday 15th.

- (a) 2 hours
- (b) 15.5 knots
- (c) 2.5 tons per hour
- (d) 5.4 miles per ton
- (e) As required for exercises
Authority C.M.O. 2/53 para 5(b)

APPENDIX "B"

No whales were sighted during the month.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 4/1869

H.M.A.S. ARUNTA,
at Sea.
2nd . February, 1954.

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

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

Sir,

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

2. H.M.A.S. ARUNTA lay at No.1 buoy Sydney during the New Year week-end, proceeding to Jervis Bay at 1230 on Monday 4th. January. Whilst on passage A.A. Tracking and Radar Evaluation Exercises were carried out. The target aircraft was supplied by N.A.S. NOWRA and the ship anchored in Jervis Bay at 2230.
3. Tuesday 5th. January was spent at anchor carrying out harbour drills and communication exercises.
4. On Wednesday 6th H.M.A.S. ARUNTA proceeded to sea and carried out Bombardment firings followed by a dummy massed air attack exercise. The bombardment firing on this occasion was carried out with F.O.B. spotting in conjunction with members of the First Amphibious Regiment.
5. A follow up bombardment with air spotting was carried out on Thursday 7th., on completion of which H.M.A.S. ARUNTA proceeded to rendezvous with H.M.A.S. VENGENGE for torpedo firings and screening exercises. Prevailing weather conditions were unsuitable for torpedo recovery, but a dummy attack was carried out. This was followed by manoeuvres and screening exercises conducted by H.M.A.S. VENGENGE until her arrival off Jervis Bay when H.M.A.S. ARUNTA was detached and proceeded to Sydney.
6. The ship secured alongside Fitting Out Wharf at 0730 on Friday 8th. for a replenishment week prior to proceeding for Korea. During this week Dockyard personnel removed the master Gyro and installed a new pattern 2005 Gyro, progressed the conversion to U.H./F., and rewired the Admiralty Fire Control Clock.
7. On Monday 11th. January, The Captain and Wardroom Officers held a farewell evening party at which we had the honour to entertain The Flag Officer Commanding Her Majestys Australian Fleet and The Flag Officer in Charge East Australian Area. The remainder of the guests included the Commanding Officers and Heads of Departments from ships of the Fleet and Shore Establishments. On the same evening the Ships Company held a most successful New Years Ball at the Marickville Town Hall which myself and the remainder of the Officers and their wives had much pleasure in attending.



.... On Wednesday 13th.

8. On Wednesday 13th. I called on The Flag Officer Commanding H.M.A. FLEET, Rear Admiral R.R. DOWLING C.B.E. D.S.O. R.A.N. and the Admiral returned my call the same day by inspecting the Ships Company at Divisions. Admiral DOWLING addressed the ships company on completion of his inspection.

9. At 1030 on Friday 15th. January H.M.A.S. ARUNTA proceeded from Sydney for a tour of duty in Korean Waters.

10. The passage to Cairns was uneventful, the ship berthing at The Naval Oil Wharf at 0715 on Wednesday 20th. It was necessary to remain for twelve hours in Cairns to effect repairs to one of the main bulkhead valves. During our short stay in Cairns we were well looked after by the Naval Agent.

11. Departing from Cairns at 1815 on Wednesday 20th. January the Ship proceeded via Torres Strait to Darwin. This part of our voyage was marred by wet weather and poor visibility. The ship secured alongside the New Timber Jetty at 0930 on Monday 25th.

12. Whilst fuelling at Darwin I entertained The N.O.I.C. North West Australian Area, The Air Officer Commanding, The Area Medical Officer and their wives at a luncheon party onboard. On completion of the fuelling at 1430 the Ship proceeded to Tarakan.

13. H.M.A.S. ARUNTA arrived off Tarakan at 0830 on Saturday 30th. and after embarking a local pilot proceeded alongside for fuel. The District Officer and Other local dignitaries called on me and were kind enough to take myself and several of my Officers on a short tour of Tarakan. My observations during our short stay in this port are being forwarded on other papers..

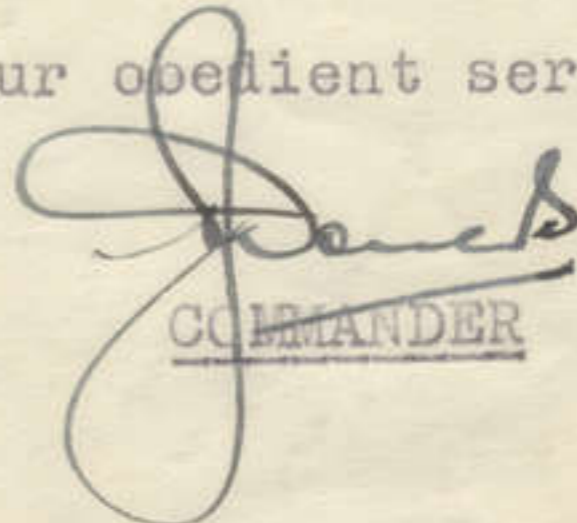
14. On completion of fuelling at 1430 the ship proceeded for Hong Kong, the remainder of the month being spent on passage.

15. The health of the ships company has been satisfactory through the month and materially the ship is sound.

I have the honour to be,

Sir,

Your obedient servant.


COMMANDER

APPENDIX "A"

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

- (a). 4835.2 miles steamed during the month.
- (b). 407 15/60 hours underway during the month
- (c). 4.74 miles per ton
- (d). 20,076 miles steamed since commissioning.
- (e). 1627 hours steamed since commissioning.

Submitted in accordance with C.N.O. 2/53 para 7.

SPEED IN EXCESS OF ECONOMICAL.

Thursday 7th.

- (a) 3 hours in excess
- (b) 18 Knots
- (c) 3.75 Tons per hour
- (d) 4.96 miles per ton
- (e) As required for exercises Authority C.N.O. 2/53 Para 5(b)

Friday 8th.

- (a) 1 hour in excess
- (b) 13.5 Knots
- (c) 2.5 tons per hour
- (d) 5.4 Miles per ton
- (e) As required for Compass Trials

Sunday 17th.

- (a) 2 hours in excess
- (b) 14 Knots
- (c) 2.75 tons per. hour
- (d) 5.27 miles per ton
- (e) As required for Fuel Consumption Trial Authority F.O.C.A.F
D.T.G. 130107Z of January.

Thursday 21st.

- (a) 2 hours in excess
- (b) 15 Knots
- (c) 2.86 Tons per hour
- (d) 5.03 Miles per ton
- (e) As requested for Fuel Consumption Trials Authority F.O.C.A.F
130107Z

Monday 25th.

- (a) 2 Hours in excess
- (b) 14.5 Knots
- (c) 2.8 Tons per hour
- (d) 5.17 Miles per ton
- (e) As requested for fuel consumption Trials Authority F.O.C.A.F.
130107z

APPENDIX "A"

Monday 25th.

2.

- (a) 2 Hours in excess
- (b) 24 Knots
- (c) 8.68 tons per hour
- (d) 2.76 miles per ton
- (e) As required for fuel consumption Trial Authority F.O.C.A.F.
130107Z

Saturday 30th.

- (a) 2 hours in excess
- (b) 14 Knots
- (c) 2.75 Tons per hour
- (d) 5.10 Miles perbTon
- (e) As necessary to make good E.T.A. Tarakan.

APPENDIX "B"

No whales were sighted during the month.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS DURING MONTH *et*
DECEMBER, 1953.

(H.M.A.S. ARUNTA's letter No. 4/1763 dated 5th Jan, 1954.)

II

14516 /191

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

Forwarded.



CAPTAIN.

Office of Captain (D)
10th Destroyer Squadron,
H.M.A.S. ANZAC,
at Jervis Bay.

18th January, 1954.



4/1763

H.M.A.S. ARUNTA,
at Jervis Bay.

5th. January, 1954.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS DURING MONTH OF DECEMBER 1953.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of December, 1953.

2. On completion of a 56 day availability for refit and leave H.M.A.S. ARUNTA sailed from Sydney at 0900 on Tuesday 1st. December. On arrival at Jervis Bay at 1715, an anchor berth in the centre of the Bay was taken up ready for D/F callibrations.
3. During Wednesday 2nd. December whilst at anchor in Jervis Bay, H/F D/F and radar Type 293 and 974 were successfully callibrated. The M/F D/F callibration was not completed due to a transmitter breakdown in the assisting craft, but sufficient results were achieved to check the previous callibration. During range callibration of radar sets it was found that "Matilda", the recently erected radar mark, is not suitable for the callibration of type 285. A separate report will be forwarded on the latter subject.
4. During the morning watch on Wednesday 2nd. and on Thursday 3rd. December a Director Test was carried out. This was not satisfactory due to the state of the electrical follow up system of the fire control clock and the motion of the ship in her unprotected berth.
5. On Friday 3rd. December thirteen Officers undergoing No 6 J.U.C. course at A.J.A.S.S. were embarked and the ship proceeded to sea to demonstrate air/sea cooperation in locating and destroying a submarine. Two exercises were carried out and the visitors were disembarked in Jervis Bay at 1700. H.M.A.S. ARUNTA then proceeded to take up her position as sea escort for the flight of His Excellency the Governor General from Norfolk Island to the mainland.
6. The passage to the escorting position which was made via Lord Howe Island was uneventful but afforded a quiet period during which the troubles of the previous three days could be sorted out. On arrival in position a patrol was commenced until 1115, when contact was made with both His Excellency's and the escorting aircraft. At 1120 the escort aircraft passed overhead whilst its companion passed some miles to the north.
7. A westerly course was then set to the northward of Middleton Reef which was passed in the dog watches. The mast of the wreck ANASOONA was clearly visible at eight miles. After clearing the reef, course was set to take up a position off Port Stephens by 2200 on Sunday 6th. for a night encounter exercise with H.M.A.S. CULGOA.
8. At 2030 on Saturday 6th. December landfall was made on Sugar Loaf Point Light and radar contact gained with H.M.A.S. CULGOA at 2230. From then until 0130 on Monday, a night shadowing exercise culminating in a night encounter and dummy torpedo attack

was carried out. On completion H.M.A.S. ARUNTA proceeded to Chowder Bay in Sydney to fuel.

9. From Monday 7th. to Tuesday 10th December A/S Training Classes from H.M.A.S. RUSHCUTTER were embarked daily and practical training carried out off Sydney until 1530 each day with H.M.S. TELEMACHUS as target submarine. During the T.A.S. Class Training, advanced plotting exercises were conducted by H.M.A.S. WATSON during each forenoon. It had been intended to carry out both surface and H.A. Full Calibre firings during the dog watches on certain days, but owing to electrical transmission troubles in the Fire Control System, these were cancelled. Close range A/A firings were carried out at a sleeve target towed by an R.A.A.F. Beaufighter from Canberra at 1600 on Tuesday 8th. December. The ship entered harbour daily on completion of exercises.

10. On Friday 11th. December, berth was shifted to Shell Cove Dolphins for Squid Calibration. This was completed successfully and berth shifted to No. 4 Buoy later in the forenoon. On the recommendation of the Squadron Gunnery Officer, who had been embarked for the weeks exercises, Dockyard Officers inspected the wiring and condition of recentering hunters of the A.F.C.C. and agreed that certain repairs were necessary. Temporary repairs were undertaken during the weekend and the system was functioning by Monday 14th. December when a satisfactory Director Test was carried out. Permanent rewiring by the Dockyard is to be undertaken before departure for Korea.

11. H.M.A.S. ARUNTA proceeded at 0830 on Tuesday 15th. with H.M.A.S. WAGGA in company and spent the forenoon carrying out A.S.P. 9 with H.M.S. TELEMACHUS. These two ships remained in company for the remainder of the week. On completion of A.S.P. 9 on passage to Jervis Bay, two Submarine exercises, a dummy torpedo firing, and Officer of the watch manoeuvres were carried out, all three ships anchoring in Jervis Bay on completion.

12. On Wednesday 16th. A/S and Submarine exercises were carried out off Jervis Bay and the force anchored in previous berths for the night. Torpedo firings scheduled to take place on this day were postponed due to weather conditions.

13. An early start was made on Thursday 17th. to take advantage of the early forenoon calm and torpedo firings were carried out by H.M.A.S. ARUNTA and H.M.S. TELEMACHUS. After recovering our own and the submarines torpedoes, H.M.A.S. ARUNTA closed Jervis Bay and landed the Squadron T.A.S. Officer who had been embarked for the weeks exercises. During this latter period H.M.A.S. WAGGA and H.M.S. TELEMACHUS carried out an S.M.X.

14. During the afternoon of Thursday 17th. H.M.A.S. WAGGA took H.M.A.S. ARUNTA in tow and attained a towing speed of 6 knots in good conditions. On completion of towing an advanced submarine hunting exercise took place on completion of which H.M.A.S. WAGGA proceeded to take up position as target for a night encounter exercise off Broken Bay, shadowed by ourselves and the submarine. The night encounter was originated by the submarine illuminating the target by starshell and transmitting an enemy report. This exercise was successfully completed by 0300 the following morning.

15. H.M.A.S. ARUNTA entered Sydney harbour at 0730 on Friday 18th. to embark the Squadron Gunnery Officer and Gunner and then proceeded to carry out A/S exercises with H.M.A.S. WAGGA and H.M.S. TELEMACHUS during the forenoon. H.M.A.S. WAGGA was detached at 1100K and proceeded independently. During the afternoon H.M.S. TELEMACHUS and H.M.A.S. ARUNTA carried out full calibre day firings at a B.P.T. towed by H.M.A.S. COOTAMUNDRA. The

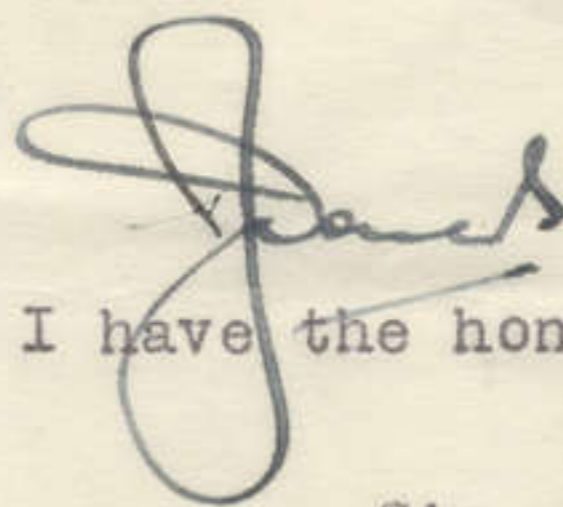
submarine proceeding into harbour on completion. After carrying out a night firing H.M.A.S. ARUNTA entered harbour and secured to No. 1 Buoy at 2300.

16. On Monday 21st. the ship proceeded to sea and carried out a torpedo firing with H.M.A.S. COOTAMUNDRA as target and followed this with full calibre Throw Off firing at H.M.A.S. WAGGA. On completion of the latter, H.M.A.S. ARUNTA proceeded to Broken Bay, and carried out blind pilotage trials. Ship entered harbour, anchored, proceeded to sea and reanchored controlled by the Blind Pilotage team in the operations room.

17. Tuesday 22nd. was spent at anchor in Broken Bay exercising the Landing Party organisation, and exercising and demonstrating damage control and firefighting techniques to all members of the ships company. After dark, crash darkening ship and operation "Awkward" were exercised.

18. Harbour drills were carried out during the forenoon of Wednesday 23rd. and major sea breakdowns during the afternoon whilst on passage to Sydney. The ship secured to No.1 Buoy at 1545 where she lay for the remainder of the month.

19. Materially the ship is satisfactory and the health and conduct of the ships company is good.



I have the honour to be,

Sir

your obedient servant.

APPENDIX "A"

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

- (a) 2447.7 miles steamed during the month.
- (b) 213 35/60 hours underway.
- (c) 3.88 miles per ton.
- (d) 15,241.3 miles steamed since commissioning.
- (e) 1220 25/60 hours underway since commissioning.

Submitted in accordance with C.N.O. 2/53 para 7.

SPEED IN EXCESS OF ECONOMICAL.

Thursday 3rd.

- (a) 8 hours in excess.
- (b) 15.5 Knots.
- (c) 3.0 tons per hour.
- (d) 5.2 miles per ton.
- (e) As required for A.J.A.S.S. exercises Authority C.N.O. 2/53 para. 5(b) as necessary to make Rendezvous Authority F.O.C.A.F.

Friday 4th.

- (a) 24 hours in excess.
- (b) 15.7 knots.
- (c) 3.0 tons per hour.
- (d) 5.3 miles per ton.
- (e) As necessary to make good Rendezvous position Authority F.O.C.A.F.

Saturday 5th.

- (a) 8 hours in excess.
- (b) 13 knots
- (c) 2.25 tons per hour.
- (d) 5.8 miles per ton.
- (e) As necessary to make good Rendesvous position Authority F.O.C.A.F.

APPENDIX "B"

WHALE SIGHTING REPORT.

5th. December, 1953.

038⁰ Middleton Reef 18'

1 Sperm Whale, medium size, without calf.

Travelling S.S.W.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 4/1528

H.M.A.S. ARUNTA,
at Jervis Bay.
2nd December, 1953.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS DURING MONTH OF NOVEMBER 1953.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of November, 1953.

2. For the major part of the month H.M.A.S. ARUNTA lay at the South end of Cruiser Wharf undergoing annual refit. Berth was shifted to Number 1 Buoy for de-ammunitioning on 2nd November, and the ship was docked in Captain Cook Graving Dock between 5th November and 19th November, and secured to Number 2 Buoy for ammunitioing on 19th November.

3. The refit has progressed satisfactorily and all major defects have now been completed. These included the complete rebuilding of the main refrigerator, and the installation of air conditioning plants in the Transmitting Station and the Operations Room. The latter have not been completely successful to date and a separate report will be forwarded.

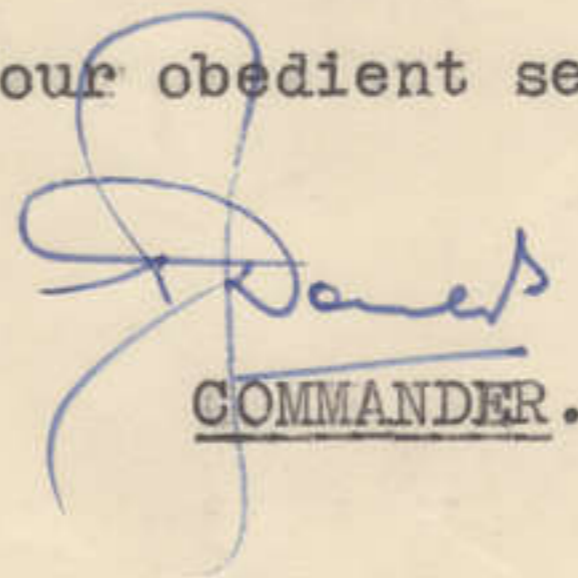
4. On Sunday 22nd November, 16 Boy Scouts from the First Punchbowl Group visited the ship under the guidance of Stores C.P.O. RYAN whose brother is the Assistant Scoutmaster.

5. The health and conduct of the Ship's Company has been satisfactory through the month.

I have the honour to be,

Sir,

Your obedient servant,


COMMANDER.

Captain (D),
10th Destroyer Squadron,
H.M.A.S. ANZAC.

14244/191



II



Forwarded.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

APPENDIX "A".

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

- (a) Nil.
- (b) Nil.
- (c) Nil.
- (d) 12793.6 miles steamed since commissioning 12th.
November, 1952.
- (e) 1006 50/60 hours underway since commissioning.

Submitted in accordance with C.N.O. 2/53 para.7.

Speed in excess of economical was not exceeded.

APPENDIX "B".

No whales were sighted during the month.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 4/1366

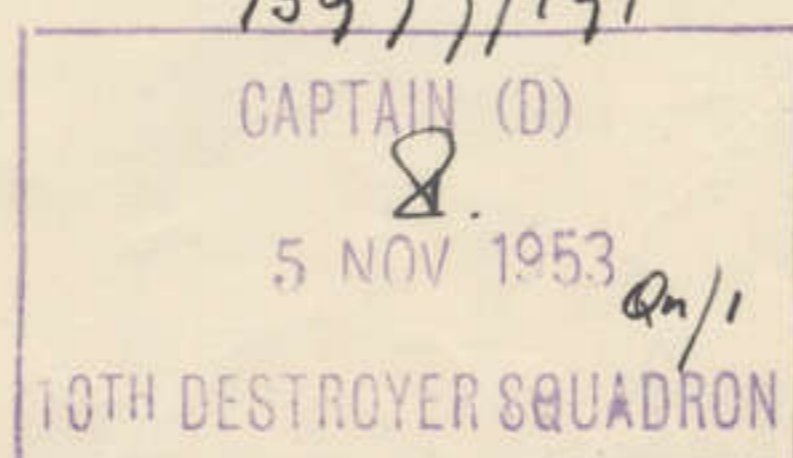
H.M.A.S. ARUNTA,
at Sydney.
1st. November, 1953.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS DURING MONTH OF OCTOBER 1953.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of October, 1953.

2. H.M.A.S. ARUNTA lay at Fitting Out Wharf Sydney on Thursday 1st. October and proceeded to sea at 1400 on that day for full calibre firings at a Battle Practice Target towed by H.M.A.S. WAGGA. Permission had been given, due to the wind conditions during the forenoon, for the target to be towed with no sails spread, the firings having already been postponed from the previous day due to high winds. This did not affect the day firings which were completed by 1630, but the night firing was cancelled as the target could not be illuminated successfully. The failure to illuminate was due to the absence of sails, the range of 6,000 to 9,000 yards, and hazy visibility. It was not considered desirable to carry out yet another night shoot at very close range. On returning to harbour at 2130 H.M.A.S. ARUNTA secured alongside H.M.A.S. BATAAN at Fitting Out Wharf.
3. On Sunday 4th., H.M.A.S. HAWKESBURY secured alongside to receive 100 tons of oil fuel, and remained alongside until Monday 5th.
4. H.M.A.S. ARUNTA reverted to 8 hours notice for steam on Monday 5th. to commence availability for leave and refit.
5. The ship was shifted by tugs to Cruiser Wharf on Tuesday 6th., and lay there until shifted alongside H.M.A.S. PLATYPUS on Thursday 22nd. This was part of the general reallocation of berths in preparation for the celebration of Trafalgar Day on Saturday 24th. The ship was again shifted to Cruiser Wharf on Monday 26th.
6. Refitting has been progressing satisfactorily and all main defects are in hand.
7. The health and conduct of the Ship's Company have been good.



I have the honour to be,

Sir,

Your obedient servant.

Captain (D),
10th. Destroyer Squadron,
H.M.A.S. ANZAC.

[Signature]
COMMANDER.

APPENDIX "A"

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

- (a) 89.9 miles steamed during the month.
- (b) 7 40/60 hours underway.
- (c) 4.3 miles per ton.
- (d) 12793.6 miles steamed since commissioning 12th. November, 1952.
- (e) 1006 50/60 hours underway since commissioning.

Submitted in accordance with C.N.O. 2/53 para. 7.

SPEED IN EXCESS OF ECONOMICAL.

Thursday 1st.

- (a) 4 hours in excess.
- (b) 14 knots.
- (c) 2.2. tons per hour.
- (d) 6.7 miles per. ton
- (e) As required for full calibre firings.
Authority C.N.O. 2/53 para 5 (b)

APPENDIX "B"

No whales were sighted during the month.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS
OCTOBER, 1953.

(The Commanding Officer, H.M.A.S. ARUNTA's letter No. 4/1366 dated 1st November, 1953.)

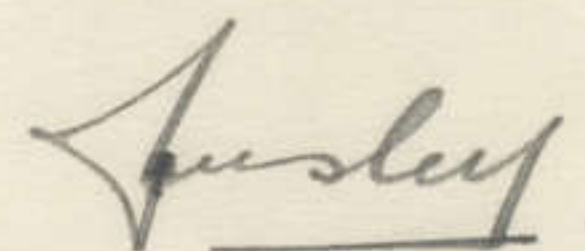
II.

No. 14024/191.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

Forwarded.

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. ANZAC,
at Williamstown,
12th November, 1953.



CAPTAIN



H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS
SEPTEMBER, 1953.

(The Commanding Officer, H.M.A.S. ARUNTA's letter dated 1st October, 1953.)

II.

No. 13858/191.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

Forwarded.

2. The attention of the Commanding Officer, H.M.A.S. ARUNTA has been drawn to the following points:-

- (a) The report as a whole is poorly typed. As a result, the words in the Appendix for 8th September, 1953, sub-paragraphs C and D, have been reversed. They should have read,

C	2.3 Tons per hour,
D	6.5 Miles per ton.

- (b) In accordance with A.F.G.O. 602, paragraph 5, ships bearing the names of cities, towns and H.M.A.S. AUSTRALIA should always be prefixed by 'H.M.A.S.'. In order to produce uniformity, all ships should therefore be prefixed by 'H.M.A.S.'.
- (c) With reference to C.N.O. 2/53, paragraph 7, the authority for exceeding economical speed should be stated, and when attending aircraft carriers operating aircraft exceeding economical speed does not need to be reported.
- (d) The average distance per ton of fuel and the date of commissioning required by C.N.O. 107/48, paragraph 6, have not been reported.
- (e) It is common practice for the Appendix to be divided, Appendix "A" meeting the requirements of C.N.O. 107/48, paragraph 6, followed by those of C.N.O. 2/53, paragraph 7 and Appendix "B" reporting whale sightings.

3. The Commanding Officer, H.M.A.S. ARUNTA has been instructed to re-submit the appendices in accordance with paragraph 2 above.

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. ANZAC,
at Sydney,
21st October, 1953.

(SGD.) J. S. MESLEY

CAPTAIN

H.M.A.S. ARUNTA,
at Sydney.

1st October, 1953.

Sir,

I have the honour to submit the Report of Proceedings of H.M.A.S. ARUNTA for the month of September, 1953.

2. ARUNTA lay at No. 12 South Wharf, Melbourne from Tuesday 1st till Saturday 5th. On Thursday 3rd, Captain J.S. Mealey D.S.C., Captain (D) 10th Destroyer Squadron, accompanied by his staff walked round the ship. The First Naval Member, Vice Admiral Sir John Collins K.B.E., C.B., returned my call at 1130 on Friday 4th September, and at the same time, inspected the Ship's Company at Divisions.
3. On Saturday 5th ARUNTA proceeded downstream to fuel at Williamstown and whilst berthing at Outer West Nelson Pier, slight damage was incurred amidships on the port side when the ship bumped the knuckle of the wharf. This incident has been reported separately. On completion of fuelling ARUNTA proceeded at 1500, arriving at Jervis Bay at 0730, Monday 7th.
4. Ships in company on Monday 7th were QUADRANT, HAWKESBURY, CONDAMINE, and TELEMACHUS.
5. During the week ARUNTA formed part of the forces attached to AJASS for the practical training of officers and ratings undergoing J.U.C. An air/sea antisubmarine exercise was carried out on Tuesday and the post exercise discussion took place on Wednesday. Part of this exercise formed the subject matter of a classified signal and the exercise is therefore not detailed in this report. From ARUNTA's point of view, the exercise was good value and many lessons were learned.
6. H.M.A.S. AUSTRALIA wearing the Flag of the Flag Officer Commanding Australian Fleet entered Jervis Bay at 2000 on Wednesday 9th.
7. On Thursday 10th ARUNTA proceeded to sea in company with AUSTRALIA, QUADRANT, CONDAMINE, HAWKESBURY, for a large AJASS exercise. This exercise was cancelled due to bad visibility and at 1100, AUSTRALIA, ARUNTA and HAWKESBURY proceeded for Sydney arriving at 1600 on Friday 7th. ARUNTA secured to No. 4 Buoy but shifted berth to alongside Cruiser Wharf during the afternoon for the replacement of the Sperry Minor Gyro Compass which had broken down, the replacement compass being ~~replaced~~^{fixed} during the weekend.
8. In company with VENGEANCE, ARUNTA proceeded at 1400 on Monday 14th for flying operations off Sydney. One Firefly and one Sea Fury were landed on the passage continued to Jervis Bay. During the dogwatches Close Range Weapons were exercised firing at smoke bursts, while VENGEANCE carried out functioning trials, both ships anchoring in Jervis Bay at 2200.
9. On Tuesday 15th, an examination board for Higher Rates was held in ARUNTA. Candidates were from VENGEANCE.

10. ARUNTA proceeded to sea with VENGEANCE on Thursday 17th, to fly on aircraft, but weather conditions were unsuitable for flying. When flying was postponed ARUNTA carried out a day Torpedo Firing with VENGEANCE as target. Two torpedoes were fired, both ships returning to harbour on completion. Late in the afternoon, the weather conditions having improved, both ships proceeded, aircraft were flown on, and VENGEANCE proceeded for Hervey Bay. ARUNTA was detached at 0630 off Sydney and entered harbour.
11. On Monday 21st, ARUNTA proceeded with SYDNEY for flying operations, and aircraft were flown during the afternoon. On completion of flying, ARUNTA closed ANZAC for the transfer by Hiline of the Dockyard STAAG Trials Party. O.C.W. Manoeuvres were exercised before ARUNTA was detached to Sydney, where the ship secured to No. 1 Buoy at 1800.
12. At about 0615 on Thursday 24th, whilst the ship was being prepared for sea, the port engine was inadvertently started causing the ship to come up all standing on her moorings. This incident forms the subject of a separate report. ARUNTA proceeded to sea for T.A.S. Schools firings at 0820, and at 1030 two torpedoes were fired at WAGGA. On recovery, both ships returned to harbour.
13. On Tuesday 29th, ARUNTA proceeded to sea to conduct a sea/air exercise designed to search for TACTICIAN who was on passage from New Zealand to Sydney. The search force consisted of ARUNTA, WAGGA, and an R.A.A.F. Lincoln aircraft. At the commencement of the exercise, the aircraft was ordered to search and located the submarine 15 minutes later. The two ships then endeavoured to home on the aircraft which lost contact but was orbiting the datum position. The subsequent part of the exercise was rather valueless due to the failure of navigation instruments in the aircraft and the ships were homed far from the actual position of the submarine. On completion of the exercise, both ships returned to harbour.
14. Full calibre day and night firings, scheduled for Wednesday 30th were postponed as weather conditions were unsuitable for target towing.
15. The health and Conduct of the Ship's Company continue to be satisfactory, and the ship is sound materially.
16. The performance of machinery and plant has been satisfactory but the Quarterly Full Power Trial has not been carried out.



I have the honour to be,

Sir,

Your obedient servant,

J. J. J. J.
COMMANDER.

Captain (D), 10th Destroyer Squadron,
H.M.A.S. ANZAC.

APPENDIX TO REPORT OF PROCEEDINGS.

1. Whale sighting report.

No whales were sighted during the month.

2. Speed in excess of economical.

8th Sept. A. 6 hours in excess.
 B. Average speed 15 knots.
 C. 2.3 miles per ton.
 D. 6.5 tons per hour.
 E. As required for A/S exercises with Fox 1.

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.

14th Sept. A. 4 hours in excess.
 B. Average speed 13 knots.
 C. 2.1 tons per hour.
 D. 6.7 miles per ton.
 E. As required by VENGEANCE.

17th Sept. A. 4 hours in excess.
 B. Average speed 16 knots.
 C. 2.5 tons per hour.
 D. 6.1 miles per ton.
 E. As required for torpedo attacks and flying.

21st Sept. A. 4 hours in excess.
 B. 17.5 knots average.
 C. 2.9 tons per hour.
 D. 6.3 miles per ton.
 E. As required for flying.

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.

29th Sept. A. 4 hours in excess.
 B. Average speed 15 knots.
 C. 2.6 tons per hour.
 D. 6.3 miles per ton.
 E. As required for Air/Sea Search.

Miles steamed during the month	1437.1
Hours underway during the month	124. 30/60
Total mileage since commissioning	12703.7
Total hours underway since commissioning	999 10/60.

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4336 | 112 | 68

HH.
16.9.53

(H.M.A.S. ARUNTA letter No. 4/1331 of 26th October, 1953.)

Adm Reg.

*H.M.A.S. Arunta
20/11/53*

H.M.A.S. ARUNTA - APPENDIX TO REPORT OF PROCEEDINGS FOR SEPTEMBER.

111.

A.F. 1890/452/84/16.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board, with reference to my A.F. 452/84/15 of 29th October, 1953.

J. W. S. L. O.

H.M.A.S. AUSTRALIA
At Jervis Bay
10 November, 1953.



REAR-ADMIRAL.
FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET.

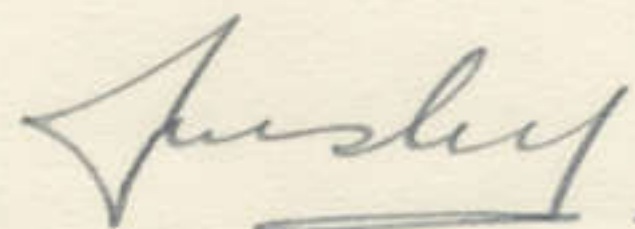
(H.M.A.S. ARUNTA letter No. 4/1331 dated 26th
October, 1953).

H.M.A.S. ARUNTA - APPENDIX TO REPORT OF PROCEEDINGS
FOR SEPTEMBER.

II

13984/191
The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
(Copy to: The Commanding Officer,
H.M.A.S. ARUNTA).

Forwarded with reference to paragraph
3 of my Minute II No. 13858/191 dated 21st
October, 1953.



CAPTAIN.

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. ANZAC,
at Sea,
6 November, 1953.



Royal Australian Navy.

IN REPLY PLEASE QUOTE

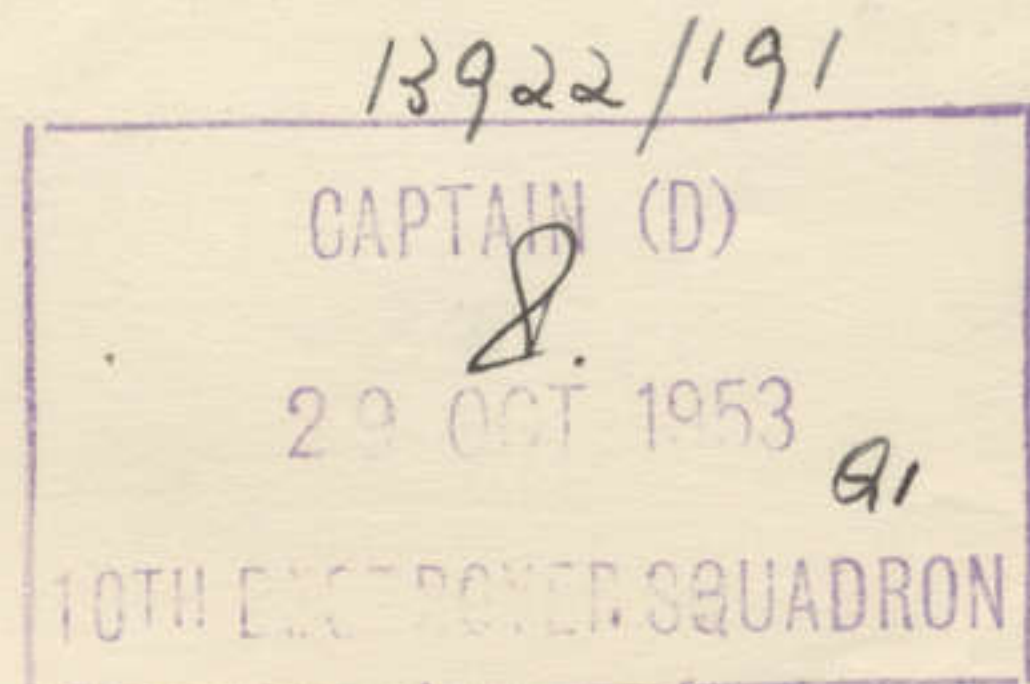
No. 4/1331.

H.M.A.S. ARUNTA,
at Sydney.
26th. October, 1953.

Captain (D),
10th. Destroyer Squadron,
H.M.A.S. ANZAC.

APPENDICES TO REPORT OF PROCEEDINGS SEPTEMBER 1953.

Submitted in accordance with your Minute III No.
13589/191 dated 21st. October, 1953, amended appendices to report
of proceedings for September, 1953.




COMMANDER.

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.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS
AUGUST, 1953.

(The Commanding Officer, H.M.A.S. ARUNTA's letter dated
1st September, 1953.)

II.

No. 13517/191.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
(Copy to : The Commanding Officer,
H.M.A.S. ARUNTA.)

Forwarded. My letter No. 13516/191, ^{*dated 8th September 1953.*} refers.

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. ANZAC,
at Williamstown,
9th September, 1953.

J. J. J. J.

CAPTAIN



Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

H.M.A.S. ARUNTA,
at Melbourne.

1st September, 1953.

H.M.A.S. ARUNTA -REPORT OF PROCEEDINGS DURING MONTH OF AUGUST, 1953.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of August, 1953.

2. Arunta lay at No. 1 Buoy on the 1st, 2nd and 3rd ammunition being embarked on Monday 3rd.
3. On Tuesday 4th and Wednesday 5th, Arunta and Condamine carried out A/S Exercises with Telemachus off Sydney. Operating conditions were good and the submarine was held without difficulty. On completion Arunta proceeded to Jervis Bay.
4. Independent general drills were carried out in harbour on Thursday 6th, and on Friday 7th, one torpedo was fired in Jervis Bay as a material exercise. The torpedo ran correctly, and after its recovery, stopping and starting trials were carried out. Officers of the Watch were given the opportunity to manoeuvre the ship using two Carley rafts in the water as markers.
5. Arunta sailed to rendezvous with Vengeance on Saturday 8th, in a position 40 miles south of Port Stephens, and station as radar picket 40 miles ahead of Vengeance and Bataan was taken up at 1000 Saturday 9th, in preparation for an air attack by R.A.A.F. Beaufighters from Canberra. First detection was a visual sighting when Sea Furies returning to Nowra engaged in a melee, forcing the Beaufighters to climb from sea level. On completion of the attack, Arunta joined Vengeance, Bataan being detached to Sydney after a screening exercise had been carried out. During this exercise, Vengeance's helicopter dropped smoke floats ahead of the screen to simulate submarine sightings. Vengeance and Arunta anchored in Jervis Bay at 2200 Sunday 9th.
6. Ships in company on Monday 10th were Vengeance, Quadrant, Condamine, Hawkesbury, Cootamundra and Gladstone.
7. On Tuesday 11th, A/S Exercises were carried out off Jervis Bay with the First Frigate Squadron and Telemachus. The first exercise, an advanced A.S.P. with aircraft, was conducted by Condamine as part of her inspection by Captain F. For the remainder of the day, Arunta exercised with Telemachus, the submarine being unrestricted in movement. Results were good. The exercise was terminated early due to deteriorating weather conditions. Arunta proceeded to Sydney securing at No. 1 Buoy late P.M. E.T. 1 examinations were held during the day.
8. The ship replenished on Wednesday 12th, and on Thursday 13th carried out sub calibre firings, prior to sailing for the rendezvous with Sydney, 140 miles due East of Port Jackson. Contact with Sydney was gained at 0300 Friday 14th, and after shadowing by radar, Arunta took up station for flying at 0630. On completion of flying off, mail was passed by jackstay. O.O.W. manoeuvres were conducted during the forenoon, and at 1500 Arunta entered harbour and secured to No. 1 Buoy.
9. On Monday 17th, Arunta sailed for exercises with the First Frigate Squadron. En route to Jervis Bay, Surface Plotting exercises

.....2/

were carried out, and in the dog watches O.O.W. manoeuvres were conducted. Before entering Jervis Bay, ships were darkened and carried out screening manoeuvres, during which, the use of W/T and radar was prohibited.

10. All ships sailed on Tuesday 18th, and on clearing harbour opened out for Quadrants Wireless and Radar Evaluation Trials. Surface Plotting exercises and O.O.W. manoeuvres took place during the afternoon, and before sunset a screen was formed on Quadrant prior to S.M.X. 20, with Telemachus off Sydney. During the submarine attack contact was gained with Telemachus by H.D.W.S. radar at six miles and the raising and lowering of the periscope could be clearly seen at 3000 yards.

11. On completion of the exercise, Condamine and Hawkesbury were detached to join Australia and form Red Force, to the North of Norah Head, while Quadrant, Arunta and Telemachus formed Blue Force for a Night Encounter Exercise. On completion of the N.E.X. light forces took station on the screen and escorted Australia to the end of the dummy swept channel off Sydney in the face of a known submarine threat. Telemachus carried out a successful attack during this exercise. During the forenoon, an R.I.X. was carried out with Quadrant. Two full calibre firing runs were carried out on a Pattern II Target towed by Cootamundra during the afternoon, followed by one Full calibre firing run at night, the ship returning to harbour on completion.

12. Thursday 20th and Friday 21st were occupied with replenishment and on Saturday 22nd, in company with H.M.A.S. AUSTRALIA, wearing the Flag of F.O.C.A.F., Arunta sailed for Westernport. Surface plotting and range and inclination exercises were carried out on clearing harbour, and O.O.W. manoeuvres were conducted in the Dog Watches. Arunta was ordered to fire three Squid Projectiles on completion of manoeuvres, and two projectiles failed to detonate. This has been subject of a separate report.

13. The passage to Westernport continued on Sunday 23rd, and on Monday 24th, Arunta anchored in company with Australia off Hans Inlet. Australia sailed for Port Phillip during the afternoon.

14. Classes of W.R.A.N.S., Ordinary Seaman, R.E.Ms. and G.I's were shown over the ship on Tuesday 25th and Wednesday 26th. The ship's demolition team landed at Standy Point on Tuesday 25th and carried out practices. The opportunity was taken to land rugby and soccer teams, and on Wednesday evening, Arunta was well represented at the F.N.D. Boxing Championship.

15. Arunta sailed at 0500 Thursday 27th to fire Squid in a position 240 degrees Cape Ottway 50'. Four projectiles were fired all of which detonated, one somewhat prematurely. This has been reported separately. On completion of the firing Arunta sailed for Port Phillip, and at 0945 Friday 28th, secured alongside No.13 South Wharf where she lay until the end of the month.

16. During the month the following calls were made :-

- Thursday 6th Commanding Officer H.M.A.S. ALBATROSS
Captain R. RHODES D.S.C. R.A.N.
- Monday 10th Commanding Officer H.M.A.S. VENGEANCE
Captain H.M. BURRELL R.A.N.
Captain(F) 1st Frigate Squadron
Captain S.H. BEATTIE V.C. R.N.
- Thursday 20th Commanding Officer H.M.A.S. SYDNEY
Captain W.J. BUCHANAN D.S.O. A.D.C. R.A.N.
- Monday 24th Commodore Superintendent of Training
Flinders Naval Depot
Commodore J.C. MORROW D.S.O. D.S.C. R.A.N.
- Friday 28th Captain(D) 10th Destroyer Squadron
Captain J.S. MESLEY D.S.C. R.A.N.
- Monday 31st The Members of the Naval Board separately at
Navy Office.

13509/191
CAPTAIN (D)
7 SEP 1953
10TH DESTROYER SQUADRON

17. Health and Conduct of the Ship's Company has been good. Materially the ship is in sound condition.

Captain(D) 10th Destroyer Squadron
H.M.A.S. ANZAC

[Signature]
COMMANDER.

APPENDIX TO REPORT OF PROCEEDING.

SPEED IN EXCESS OF ECONOMICAL.

Sunday 9th.	A. 2 hours in excess B. 16.2 knots C. 2.6 tons per hour D. 6.1 miles per ton E. As required for exercises with Vengeance
Tuesday 11th.	A. 1 hour B. 14.3 knots C. 2.1 tons per hour D. 6.8 miles per ton E. As required by Quadrant and Condamine
Friday 14th	A. 11 hours. B. 16.8 knots C. 2.9 tons per hour D. 5.1 miles per ton E. As required for O.O.W. Manoeuvres with Sydney
Monday 17th.	A. 3 hours B. 13.3 knots C. 2.1 tons per hour D. 6.4 miles per ton E. As required by Quadrant for calibrations
Tuesday 18th	A. 4 hours B. 13.8 knots C. 2.1 tons per hour D. 6.7 miles per ton E. As required by Quadrant
Wednesday 19th	A. 3 hours B. 17 knots C. 2.9 tons per hour D. 5.8 miles per ton E. As required for N.E.X. with Quadrant
Saturday 22nd	A. 5 hours B. 16 knots C. 2.6 tons per hour D. 6.3 miles per ton E. As required by F.O.C.A.F.

Miles steamed during August	2463.3
Hours underway during August	215 50/60
Total mileage since commissioning	11266.6
Total hours underway since commissioning	874 40/60

13516/191

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. ANZAC,
at Williamstown,
8th September, 1953.

The Commanding Officer,
H.M.A.S. ARUNTA.
(Copies to : The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.)

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS
AUGUST, 1953.

With reference to your report of proceedings for August, 1953 (dated 1st September, 1953), the following points were noted:-

(a) paragraph 5 line 4

Saturday 9th should read Sunday 9th.

(b) paragraph 16 line 3

The officer's name is spelt RHOADES.

paragraph 16 line 5

The officer's initials are H.M.

paragraph 16 line 9

The officer's correct title should be Captain H.J. Buchanan, C.B.E., D.S.O., A.D.C., R.A.N.

(c) paragraph 17

"has" should read "have"

(d) No report of whale sightings was included in the report in accordance with A.F.G.O. 227.

2. More care and attention to detail are to be exercised in future as accuracy in official correspondence is essential.

3. Whale sighting report for month of August is to be forwarded for attachment to the report of proceedings.

(SGD) J. S. MESLEY

CAPTAIN

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 5/98/813H.M.A.S. ARUNTA,
at Sydney.

1st August, 1953.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS DURING MONTH OF JULY, 1953.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of July, 1953.

2. Throughout the month Arunta lay alongside Warramunga at Garden Island, until shifted by tugs to No. 1 Buoy on Tuesday 28th. Ship's staff progressed the self refit during the second leave period.
3. Leave expired in the last week of July, and all hands were required for replenishment in the final few days.
4. A party of 21 Sea Cadets joined for their weekend camp late on Friday 17th, with Lieutenant Humphrey of the Schnapper Island Sea Cadet Division as their mentor. The cadets were given instruction by the ship's staff and were also employed in routine ship duties. They appeared to enjoy their visit and entered into their duties and instructions with enthusiasm.
5. Approximately 80 Sea Rangers and Sea Scouts were shown over the ship after they had attended a church service in the Dockyard Chapel on Sunday 26th.
6. The health and conduct of the Ship's Company are good. Materially the ship is sound.



I have the honour to be,

Sir,

Your obedient servant,

J. Jones
COMMANDER.

APPENDIX TO H.M.A.S. ARUNTA'S REPORT OF PROCEEDINGS
JULY 1953.

Distance steamed during the month	NIL
Hours underway during the month	NIL
Miles steamed per ton of fuel	NIL
Total distance steamed since commissioning	7803.3
Total hours spent underway since commissioning	658 50/60

HOURS IN EXCESS OF ECONOMICAL SPEED

N I L

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 4/98/682

H.M.A.S. ARUNTA,
at Sydney.

1st July, 1953.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS DURING MONTH OF JUNE, 1953.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of June, 1953.

2. On Monday 1st June, ARUNTA shifted berth from No. 1 Buoy to Athol Bight in preparation for the Coronation Illuminations. At noon accompanied by my officers, I attended a Levee at Government House, held by His Excellency The Governor of New South Wales in honour of The Coronation of Her Majesty The Queen.
3. The ship was dressed overall for Coronation Day, June 2nd, and at night, took part in the Illuminations and Fireworks Display. "Splice the Main Brace" was ordered at noon. Approximately 250 guests of the Ship's Company were entertained onboard to supper, prior to watching the Illumination and Fireworks Display. If reluctance to leave could be taken as a measure of the pleasure obtained, the evening could be judged a great success.
4. A class of T.A.S. ratings from RUSHCUTTER prepared two torpedoes for firing on Wednesday 3rd, and on Thursday 4th, ARUNTA proceeded to sea to carry out a material and torpedo control exercise with COOTAMUNDRA as the target ship. On return to harbour, ARUNTA secured alongside at Garden Island.
5. Availability for leave and self refit commenced on Monday 8th. Defects were taken in hand by the ship's staff.
6. On June 16th, "Splice the Main Brace" was ordered on the occasion of the Coronation Review of the Fleet by Her Majesty The Queen at Spithead.
7. The ship was shifted with the aid of tugs to Captain Cook Dock on Friday 19th, where the ship's company scraped and painted the ship's hull during the following week.
8. ARUNTA was undocked on Friday 26th and reberthed on WARRAMUNGA at Garden Island, where she lay until the end of the month.
9. RECREATION.
ARUNTA has continued to contribute players regularly to the Destroyers and Frigates Dempster Cup Rugby Team.
10. HEALTH AND CONDUCT OF THE SHIP'S COMPANY.
The health of the ship's company is satisfactory, while the conduct is good.
11. CONDITION OF THE SHIP.
Materially the ship is in a sound condition.

I have the honour to be,

Sir,

Your obedient servant,

J. Jones
COMMANDER



APPENDIX TO H.M.A.S. ARUNTA'S REPORT OF PROCEEDINGS
JUNE, 1953.

Distance steamed during the month	61.2
Hours underway during the month	6 15/60
Miles steamed per ton of fuel	2.55
Total distance steamed since commissioning	7803.3
Total hours spent underway since commissioning	658 50/60

HOURS IN EXCESS OF ECONOMICAL SPEED.

4th June (A) 1 hour in excess
(b) 14 knots average speed
(c) 2.1 tons per hour
(d) 7 miles per ton
(e) As required for torpedo firings.

H.M.A.S. ARUNTA,
at Sydney.

1st June, 1953.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA For the month of May, 1953.

2. On Friday 1st, ARUNTA was alongside No. 13 South Wharf Port Melbourne, in company with BATAAN. Both ships were open to the public and Ship's Company visitors over the weekend of Saturday 2nd and Sunday 3rd.
 3. BATAAN and ARUNTA slipped and proceeded downstream during the forenoon of Wednesday 6th, joining the Flagship by 1100, following her out of Port Phillip. After clearing the Heads a Surface Plotting Exercise was carried out in conjunction with a Range and Inclination Exercise. Officer of the Watch manoeuvres were held in the Dog Watches.
 4. During the forenoon of Thursday 7th, C.R.A.A. and L.R.A.A. trackings were exercised with 2 Mustangs from the R.A.A.F. which provided some very realistic runs. BATAAN and ARUNTA later carried out Throw Off Firings with AUSTRALIA as target, in very poor visibility.
- The weather and visibility closed down to such an extent that exercises scheduled for the remainder of the passage were cancelled and AUSTRALIA, BATAAN and ARUNTA entered Port Jackson at 0800 Friday 8th.
5. ARUNTA lay at No. 1 Buoy over the weekend, and was open to Ship's Company visitors. Stores were replenished and the ship refuelled on Monday 11th and Tuesday 12th.
 6. On Wednesday 13th, ARUNTA proceeded to sea for a Night Encounter Exercise with TOBRUK. ARUNTA was illuminated most successfully by TOBRUK, but was unable to fire her own starshell owing to the proximity of merchant shipping.
 7. Ammunition was embarked on Thursday 14th.
 8. On Friday 15th, I assumed command of ARUNTA from Commander J.M. RAMSAY, D.S.C., R.A.N. who left the ship during the afternoon.
 9. On Monday 18th four midshipmen from AUSTRALIA joined the ship for 14 days small ship training. ARUNTA and BATAAN proceeded to sea in the Dog Watches and on clearing the Heads carried out Officer of the Watch manoeuvres. On passage to Jervis Bay a Night Encounter Exercise was carried out with TOBRUK and on completion all ships anchored in Jervis Bay.
 10. Tuesday was spent in individual drills and exercises in Jervis Bay, mooring and unmooring, passing mail by heaving line to BATAAN and general ship manoeuvres.
- BATAAN, TOBRUK and ARUNTA proceeded to sea late in the afternoon for a night encounter exercise with HAWKESBURY as target. On completion the forces separated and then met again early in the forenoon of the 20th for a sector torpedo attack.
11. For the remainder of the month, ARUNTA lay at No. 1 Buoy. Advantage was taken of the opportunity to use the instructional facilities available at RUSHCUTTER. A torpedo attack

tactical game was played in conjunction with Officers from BATAAN, the ship's T.A.S. team trained in the A.T.H. daily, and a class has been started in shallow water diving. Preparation for the illuminations on Coronation Night were completed and the requisite pyrotechnics embarked.

12. On Tuesday 26th the ship was swung to adjust the Magnetic Compass, which is situated in the after Conning Position.

13. During the month the following official calls were made;

Friday 15th	Commander W.S. Bracegirdle as Commander (D)
Monday 18th	The Flag Officer Commanding, H.M.A. Fleet, Rear Admiral J.W.M. Eaton.
Wednesday 27th	The Flag Officer Commanding, EASTERN AUSTRALIAN AREA, Rear Admiral H.A. Showers.

and on Wednesday 27th the Flag Officer Commanding, H.M.A. Fleet returned my call.

14. The following Reserve Officers have received training during the month:-

Lieutenant LeMaire, R.A.N.R.
Sub Lieutenant Rogers, RA.N.R.
Sub Lieutenant Roland, R.A.N.R.
Midshipman Cairns, R.A.N.R.

16. ORGANISED RECREATION.

Throughout the month ARUNTA has provided 8 of the team for the Destroyers and Frigates Rugby Team.

17. HEALTH OF THE SHIP'S COMPANY, has been satisfactory. One rating underwent a successful apendectomy operation in Balmoral Naval Hospital.

18. CONDUCT.
Satisfactory.

I have the honour to be,

Sir,

Your obedient servant,



COMMANDER

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
(Copy to: Captain (D), 10th Destroyer Squadron.)



APPENDIX TO H.M.A.S. ARUNTA'S REPORT OF PROCEEDINGS FOR MAY, 1953.

Speed in Excess of Economical

- 6th May (a) 11 hours in excess
(b) 14 knots average speed.
(c) 2.1 tons per hour expended.
(d) 7 miles per ton.
(e) As required by F.O.C.A.F. on passage from Port Phillip to Port Jackson.
- 7th May (a) 22 hours in excess
(b) 13.5 knots average speed.
(c) 2.1 tons per hour expended
(d) 7 miles per ton.
(e) As required by F.O.C.A.F.
- 13th May (a) 1 hour in excess
(b) 16 knots average speed.
(c) 2.6 tons per hour expended.
(d) 6.1 miles per ton.
(e) N.E.X. with TOBRUK.
- 18th May (a) 2 hours in excess
(b) 18 knots average speed.
(c) 3.1 tons per hour expended.
(d) 5.9 miles per ton.
(e) N.E.X. with TOBRUK and BATAAN
- 19th May (a) 2 hours in excess.
(b) 16 knots average speed.
(c) 2.6 tons per hour expended.
(d) 6.1 miles per ton.
(e) N.E.X. with TOBRUK and BATAAN.
- 20th May (a) 2 hours in excess
(b) 15.5 knots average speed.
(c) 2.5 tons per hour expended.
(d) 6.2 miles per ton.
(e) As required by BATAAN for Screening Exercise.

Miles steamed during the month of May	1018.8
Hours underway during the month of May	79 50/60 hours.
Total miles steamed since commissioning	7742.1
Total hours underway since commissioning	652 35/60 hours.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 4/438

H.M.A.S. ARUNTA,
at Melbourne.

1st May, 1953.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - APRIL, 1953.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA for the month of April, 1953.

2. On Wednesday 1st ARUNTA carried out A/S Exercises off Sydney with SHOALHAVEN and TACTICIAN.
 3. Easter was spent at No. 1 Buoy, and on Tuesday 7th, after topping up with naval and victualling stores and fuel the ship sailed for Jervis Bay in company with BATAAN.
 4. Ships in company at Jervis Bay on Wednesday 8th were AUSTRALIA, wearing the flag of the Flag Officer Commanding, H.M.A. FLEET, SHOALHAVEN, BATAAN, MURCHISON and TACTICIAN.
 5. BATAAN's annual inspection was carried out by F.O.C.A.F. on Thursday 9th, and in the evening I had the honour to dine with Rear Admiral Eaton onboard his flagship.
 6. On Friday 10th ARUNTA was moved to a clear berth in the middle of Jervis Bay to enable A.B.C.D. closing down trials to be done with lachrymatory floats.
 7. On Saturday 11th BATAAN and ARUNTA sailed from Jervis Bay, and in the evening carried out a night Encounter Exercise with AUSTRALIA before being detached to proceed to HOBART.
 8. After a quiet passage both ships arrived in the River Derwent in thick fog early on Monday 13th - berthing at the MacQuarie Point fuelling wharf at 0900 as the fog lifted.
 9. Berth was shifted to Princes Pier at 0800 Tuesday 14th and at 0900 the Resident Naval Officer, Tasmania, Commander F.D. SHAW, R.A.N. called on Commander Bracegirdle in BATAAN.
 10. On Wednesday 15th Commander Bracegirdle and I called on the following :-

The Hon., the Deputy Premier,	Mr. R.F. FAGAN
The Hon., the Chief Justice,	Sir John MORRIS, K.C.M.G.
The Deputy Lord Mayor,	Mr. J. MITCHELL
The Master Warden of the Marine Board	Mr. A.R. PARK
The Commander, Tasmanian Command,	Brigadier J. HURLEY, O.B.E.
- All calls were returned later in the day.
11. On Thursday 16th BATAAN and ARUNTA proceeded down river to D'Entrecasteaux Channel and Storm Bay with training classes of R.A.N.R's and among other things exercised transfer by high line between ships. On return both ships berthed at MacQuarie Point Oil Wharf.
 12. On Saturday 18th Commander Bracegirdle and I called on His Excellency the Governor of Tasmania, Sir Ronald Cross, Bart. The Aide-de-Camp, Flight Lieutenant E. O'Farrell, R.A.F.V.R., returned the call onboard BATAAN.

.....2/

13. Destroyers were opened to public inspection each afternoon of the weekend and large numbers of visitors came onboard.

14. On Monday 20th, on the occasion of the birthday of Her Majesty the Queen ships were dressed overall.

In the evening the ship's company of ARUNTA held a successful and enjoyable dance at the Continental Ball Room.

15. On Tuesday 21st my wife and I were honoured by an invitation to dine with His Excellency the Governor and Lady Cross at Government House.

16. BATAAN and ARUNTA sailed in company for Melbourne at midnight on Wednesday 22nd and I gave passage to the Director of Reserves and Reserve Fleet, Captain A.S. Rosenthal, D.S.O., R.A.N.

17. On Thursday 23rd a full power trial was carried out and after passing through Banks Straight a strong North Westerly Gale caused a most uncomfortable ^{night} to be spent running up to Cape Shank.

18. ARUNTA berthed alongside Nelson Pier, Williamstown at 1300 on Friday 24th for fuel and remained there over the weekend preparing for Admiral's inspection.

19. At 0800 on Monday 27th ARUNTA proceeded to an anchorage off Port Arlington to continue preparations.

20. The Flag Officer Commanding inspected the ship on Wednesday 29th and on Thursday ARUNTA proceeded up river to No. 13 South Wharf.

21. During the month Lieutenant Commander G.S.H. CHAMPION, R.A.N.R.(S) and Lieutenant Commander (L) E.S. HAYWARD, R.A.N.R. were embarked for annual continuous training and a number of R.A.N.R. personnel from HUON were given varying periods of training.

Sub Lieutenant (O) J. Eccleston, R.A.N. was borne for a weeks sea training.

22. ORGANISED RECREATION.

The main games played during the month were against BATAAN in which ARUNTA won the tennis but lost at Australian Rules. A combined destroyer team beat a combined Hobart team at Rugger - 6 - 5.

23. HEALTH OF THE SHIP'S COMPANY.

The health of the ship's company is satisfactory, but one young rating who was landed at NOWRA on April 7th was reported to be suffering from enteric fever.

24. CONDITION OF THE SHIP.

The condition of the ship is satisfactory.

I have the honour to be,

Sir,

Your obedient servant,


COMMANDER



Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
(Copy to: Captain D, 10th Destroyer Squadron.)

APPENDIX TO H.M.A.S. ARUNTA'S REPORT OF PROCEEDINGS FOR APRIL,
1953.

- 11th ~~May~~
April
- (a) 10 hours in excess
 - (b) 14 knots - average speed.
 - (c) 2.1 tons per hour expended.
 - (d) 7 miles per ton.
 - (e) For Night Encounter Exercise with AUSTRALIA and BATAAN.
- 11th & 12th
April
- (a) 17 hours in excess.
 - (b) 14 knots average speed.
 - (c) 2.1 tons per hour.
 - (d) 7 miles per ton.
 - (e) (Authority F.O.C.A.F.) to make good E.T.A. Hobart.
- 16th April
- (a) 2 hours in excess.
 - (b) 15 knots average speed.
 - (c) 2.3 tons per hour expended.
 - (d) 6.1 miles per ton.
 - (e) As required by BATAAN for Reserve Training.
- 23rd April
- (a) 5 hours in excess.
 - (b) 26 knots average speed.
 - (c) 6.6 tons per hour expended.
 - (d) 3.8 miles per ton.
 - (e) As required to complete 2 hours at Full Power, Acceptance Trials - authority F.O.C.A.F.

Miles steamed during April	1337.2
Hours underway during April	110 hours
Miles steamed since commissioning	6723.3
Hours underway since commissioning	572 45/60.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 4/305

H.M.A.S. ARUNTA,
at Sydney.

7th April, 1953.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - MARCH, 1953.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA during the month of March, 1953.

2. ARUNTA was alongside No.3 North Wharf, River Yarra on Sunday 1st having completed Gunnery School firings the previous week.
3. At 1000 on Monday 2nd ARUNTA sailed for Jervis Bay arriving there early A.M. on Wednesday 4th. BATAAN arrived from Sydney at 1700.
4. In accordance with A.F.T.M. 202 both condensers were opened on Thursday 5th for routine examination and investigation of the condition of the tubes. Approximately 450 tubes had moved. The work of hammering back the tubes was begun immediately and by the weekend, one condenser was completed and the second progressed. The second was completed in Sydney the following week.
5. Aircraft from N.A.S. NOWRA provided tracking exercise for Close Range Weapons Crews on Thursday whilst at anchor. Hands were employed painting ship on Friday 6th.
6. The weekend of Saturday 7th and Sunday 8th provided a good opportunity for competitive games between the two destroyers.
7. H.M.A.S. AUSTRALIA arrived from Westernport at 1000 Saturday 7th, and on Sunday 8th, provided a rugby team to play the combined destroyers.
8. On Monday 9th ARUNTA in company with BATAAN proceeded to sea at noon, to rendezvous with the First Frigate Squadron and H.M.N.Z.S. KANIERE for a night encounter exercise with AUSTRALIA. En route for the rendezvous a Range and Inclination Exercise and a Dummy Torpedo Attack were carried out. At 1530 both ships had joined FOX 1 who exercised O.O.W. Manoeuvres. On completion, ships were deployed for the Night Encounter Exercise. Contact was gained at 2030, all ships joining in a sector torpedo attack, starshell being fired. ARUNTA and BATAAN returned to Jervis Bay on Completion.
9. In company with BATAAN, ARUNTA proceeded to sea at 1600 on Tuesday 10th and on passage to Sydney, Submarine Encounter Exercise, Range and Inclination Exercise and Night Encounter Exercise were carried out. Ammunitioning, fuelling and storing were completed during the week.
10. H.M.A.S. VENGEANCE, preceded by her helicopters entered harbour at 1030 and secured at the Fitting Out Wharf.
11. H.M.N.Z.S. ROTOITI entered harbour on her return passage to New Zealand from Korea on Friday 13th. A Seamanship Examination Board for 11 candidates for Leading Seaman was held onboard.

The Majority of ships executive officers were required as members of the board. During the forenoon BATAAN secured alongside for the weekend. Assistance was given to a capsized 18 footer during the afternoon, the boat being righted and baled out and the crew brought onboard and warmed through.

12. On Monday 16th with a High Speed Radar Splash target in tow, ARUNTA proceeded to sea to rendezvous with KANIERE for Close Range weapons firing. The target towed satisfactorily at speeds up to 25 knots and on completion of the shoot, the target was returned to Garden Island and ARUNTA sailed for Jervis Bay.

13. E.T.1 examinations were held on Tuesday 17th, 38 candidates sitting.

14. The Army Bombardment team from the 1st Amphibious Regiment visited the ship on Wednesday 18th and a Bombardment Communication Exercise was carried out with an F.O.B. on the Beecroft Head Range.

Lieutenant C.L. Crook, D.S.C., R.A.N.R. joined the ship for 13 days Annual Continuous Training.

15. After embarking the Bombardment Liaison officers from Montagu Roads on Thursday 19th, ARUNTA proceeded to sea and carried out an Indirect Bombardment with F.O.B. spotting at a range of 11,000 yards.

16. BATAAN and ARUNTA each fired one torpedo in Jervis Bay in the early morning of 20th as a material exercise. Both torpedoes ran correctly.

17. The weekend of 21st and 22nd gave a further opportunity for organised games with BATAAN.

18. Both ships sailed late on Sunday night and on Monday 23rd joined FOX ONE off Sydney for O.O.W. Manoeuvres prior to carrying out A.S.P.7 with H.M. Submarine TACTICIAN. At 1230 BATAAN and ARUNTA were detached for Close Range Anti-Aircraft firings at a sleeve target towed by a R.A.A.F. Beaufighter. On completion both ships entered Port Jackson to replenish.

19. On Tuesday 24th all officers visited KUTTABUL Sick Quarters and RUSHCUTTER for their Annual Medical Examination and x-ray. After replenishing ARUNTA sailed for Jervis Bay. The opportunity was taken to workup to full power on No.2 boiler. An average speed of 21 knots was maintained into a head sea and wind on the one boiler and the automatic feed regulator which had given trouble on the previous full power trial operated satisfactorily.

20. On Wednesday 25th ARUNTA was in company with SHOALHAVEN, BATAAN, MURCHISON and COWRA in Jervis Bay. During the forenoon news was received of the death of Her Majesty Queen Mary. Colours were half masted at noon.

21. On Thursday 26th having embarked the Bombardment Liaison Officer from BATAAN in the lee of Darling Roads, ARUNTA proceeded to sea in squally southerly weather and carried out an Indirect Bombardment with F.O.B. Spotting. The run with the Airspot was unfortunately cancelled owing to the presence of a private car, seen by the aircraft to be in the danger area.

22. After landing the Bombardment Liaison Officer both ships sailed for Sydney arriving early Friday 27th. Routine Examination of both Turbo Generators revealed defects in the lining up of Brush Arms on the port machine and in the armature of the starboard machine which needed dockyard assistance to make good. To facilitate the work the ship was moved by tugs from No.1 Buoy at 1600 Friday 29th to alongside WARRAMUNGA at Cruiser Wharf, Garden Island.

23. Work was progressed on Monday 30th and completed on Tuesday 31st.

25. The condition of the ship continues to be most satisfactory.

26. The health and conduct of the ship's company are generally satisfactory.

27. Organised Recreation.

The following is a list of games played during the month:-

Rugby	V	BATAAN	Draw
Cricket	V	BATAAN	Won
Australian Rules	V	BATAAN	One match all
Tennis	V	BATAAN	One match all
Cricket	V	KANIERE	Won
Waterpolo	V	KANIERE	Lost
Golf	V	BATAAN	Lost
Soccer	V	BATAAN	Won

While the standard is not very high yet, the ship's company is keen to take part in all forms of games.

I have the honour to be,

Sir,

Your obedient servant,


COMMANDER

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

(Copy to: Captain D, 10th Destroyer Squadron, H.M.A.S. ANZAC.)



APPENDIX TO COMMANDING OFFICER, H.M.A.S. ARUNTA'S REPORT OF
PROCEEDINGS FOR MARCH, 1953.

Miles steamed in March	1387.1
Hours underway in March	126.45/60
Miles steamed since commissioning	5386.1
Hours underway since commissioning	462 45/60

OCCASIONS ON WHICH ECONOMICAL SPEED WAS EXCEEDED.

Monday 9th	Average speed of 14 knots for 11 hours Maximum 17 knots. Exercises with AUSTRALIA and BATAAN
Tuesday 10th	Average speed of 13 knots for 4 hours Maximum 14 knots. Exercises with BATAAN.
Monday 16th	Average speed of 16 knots for 1 hour Maximum 25 knots. Test for H.R.S. Target.
Monday 23rd	Average speed of 13 knots for 1 hour Maximum 15 knots. Exercises with BATAAN.
Tuesday 24th	Average speed of 18 knots Maximum 21 knots. Full Power on No.2 Boiler.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 4/171

H.M.A.S. ARUNTA,
at Jervis Bay.

2nd March, 1953.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - FEBRUARY, 1953.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA during the month of February, 1953.

2. At the beginning of the month ARUNTA was in Sydney replenishing, and on Monday 2nd sailed in company with SYDNEY, AUSTRALIA and TOBRUK. A Joint A/S Communication exercise was carried out on clearing the Heads and in the afternoon, with the BATAAN also in company, O.O.W. Manoeuvres were conducted by the Flag Officer Commanding, H.M.A. FLEET.
3. After dark a night encounter exercise was carried out, and on completion BATAAN and ARUNTA were detached to proceed to Jervis Bay.
4. On Tuesday 3rd after consultation with Commander Bracegirdle I placed ARUNTA alongside BATAAN at anchor to help out with electric power and water.
5. On Wednesday 4th and Thursday 5th BATAAN and ARUNTA exercised with H.M. Submarine THOROUGH. A.S.P. 8 was carried out on the first day and A.S.P. 85 - a simple Joint A/S Exercise with fireflies from Nowra cooperating - on the second.
6. In the day watches BATAAN and ARUNTA exercised replenishment and towing, and carried out Starshell firing and Dummy Torpedo attacks.
7. ARUNTA returned to Sydney on Friday 6th and secured alongside KIRRIBILLI Dolphins for D.G. pot tests which took until late on Sunday 8th to complete.
8. On Monday 9th T.A.S. School classes were embarked from RUSHCUTTER to prepare 2 torpedoes for firing. A particularly severe southerly buster caused a daily postponement of the torpedo firings until Friday 13th when with my fingers crossed I caused two torpedoes to be fired in a long low swell off Sydney. Both were successfully recovered and I returned to harbour to disembark the classes before proceeding to Jervis Bay.
9. On this day a class of 20 National Service trainees who could not be accommodated in the proper training ships were embarked for 4 weeks training. Captain S. Darling, D.S.C., R.A.N.R. also joined for 13 days annual continuous training.
10. The Fleet assembled in Jervis Bay on Saturday 14th and at 1100 a meeting of Commanding Officers was held onboard H.M.A.S. SYDNEY to discuss the forthcoming Joint Anti Submarine Exercise (JASEX ONE).
11. JASEX commenced at 0001k Monday 16th when ARUNTA was emergency destroyer at anchor near the harbour entrance. At 0430 ARUNTA was ordered to sea to investigate a contact. Nothing was found and TOBRUK and ARUNTA then patrolled the harbour approaches from dawn until the Fleet sortied at 0800.

...../12

12. There was much activity during all phases of the exercise, which lasted until Friday 20th, and great value was obtained by all departments concerned particularly the communications, A/S and operations room personnel. It was disappointing that ARUNTA did not make contact with a submarine during the whole period.

13. It had been intended to fuel the destroyers from H.M.A.S. SYDNEY on Wednesday 18th, but owing to a strong wind and high sea BATAAN and ARUNTA were detached to fuel at Sydney.

14. While berthing at Chowder Bay, the strong southerly wind caused the ship to set down on the forward dolphins before being squared off to the line of the berth, and the top of a pile dented a scuttle blanking plate and sprang a number of rivets. It was necessary to have a small patch welded over the scuttle before proceeding to sea again and this was expeditiously done by Captain Superintendent, Sydney.

15. On Saturday 21st a post exercise discussion on JASEX ONE was held at Nowra and this proved to be most interesting as the story of events during the previous 5 days was unfolded.

16. On my return from Nowra at 1530 on Saturday 21st, ARUNTA sailed for Melbourne and on Sunday afternoon worked up to full power. Difficulty with the automatic feed regulator of No. 2 Boiler delayed the start of the trial, and after only 35 minutes at full power it was found necessary to abandon the trial. This matter has been reported separately.

17. At 0700 on Monday 23rd I secured alongside Nelson Pier Williamstown and during the day Gunnery School classes embarked special practice ammunition. At 1030 I called on the First Naval Member, Vice Admiral Sir John Collins, K.B.E. C.B.

18. Tuesday 24th and Wednesday 25th were spent in Port Phillip carrying out Gunnery School firings, and on completion ARUNTA berthed at North Wharf, River Yarra.

19. At 1100 on Friday 27th Vice Admiral Sir John Collins returned my call and walked around the ship's company at divisions and those parts of the ship which had been modernised.

Condition of the Ship.

20. The condition of the ship continues to be satisfactory in all respects. It was unfortunate that a faulty feed regulator marred the full power trial for a second time.

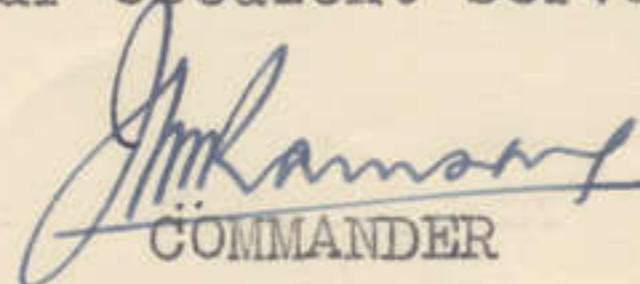
Health and Conduct of the Ships' Company.

21. The health and conduct of the ships' company have been satisfactory.

I have the honour to be,

Sir,

Your obedient servant,


COMMANDER

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

(Copy to: Captain D, 10th Destroyer Squadron, H.M.A.S. ANZAC.)



APPENDIX TO COMMANDING OFFICER, H.M.A.S. ARUNTA'S REPORT OF
PROCEEDINGS FOR FEBRUARY, 1953.

Miles steamed in February	2411.9
Hours underway in February	208
Miles steamed since commissioning	3998.9
Hours underway since commissioning	336

OCCASIONS ON WHICH ECONOMICAL SPEED WAS EXCEEDED.

2nd February	Average speed of 18 knots for 12 hours. Maximum 23 knots.
5th February	Sea Air Exercises with H.M.A.S. SYDNEY Average speed of 13 knots for 3 hours. Maximum 14 knots. A.S.P. with H.M.A.S. BATAAN and H.M. Submarine THOROUGH.
16th February	Average speed of 16 knots for 16 hours. Maximum of 25 knots.
17th February	As requisite for JASEX ONE. Average speed of 15 knots for 9 hours. Maximum of 20 knots.
18th - 19th February	As requisite for JASEX ONE. Average speed of 16 knots for 29 hours. Maximum 25 knots.
22nd February	As requisite for JASEX ONE. Average speed of 26 knots for 4 hours. Maximum of 34.2 knots. — As requisite for full power trial.

CONFIDENTIAL

H.M.A.S. ARUNTA,
at Sydney.

1st February, 1953.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - JANUARY, 1953.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA during the month of January, 1953.

2. On New Year's Day the ship was berthed alongside AUSTRALIA at Garden Island with the majority of the Ship's Company on long leave.
3. On Monday 5th long leave expired, and at 0900 berth was shifted to the dolphins in Shell Cove for squid calibration with an O.A.S. target provided by RUSHCUTTER's trials' party. Unfortunately the target proved to be unserviceable, but the calibration firings were carried out with photographic records of the fall of shot.
4. On completion at 1200, berth was shifted to No. 1 Buoy and preparations made to ammunition ship.
5. Tuesday 6th and Wednesday 7th were spent ammunitioning, and Thursday 8th was taken up with last minute storing.
6. At 0830 on Friday 9th the ship sailed from Sydney for her work up at Jervis Bay. At 0930, rendezvous was made with RUSHCUTTER's G.P.V. and O.A.S. target for the final squid and A/S calibration but the target was again unserviceable.
7. On passage to Jervis Bay a Joint A/S Communications Exercise with Fireflies from H.M.A.S. SYDNEY's disembarked squadrons was carried out. At 1745 the ship anchored in the middle of Jervis Bay and prepared to calibrate the H/F D.F. set, FHA the following day.
8. At 0600 on Saturday 10th the H/F D.F. calibration began, using a S.A.R. craft as transmitting vessel, and was completed at 2000 the same day. M/F D.F. calibration was completed during the forenoon on Sunday 11th.
9. On Monday 12th TACTICIAN arrived from Melbourne and H.M.A.S. SYDNEY wearing the flag of the Flag Officer Commanding, H.M.A. Fleet Rear Admiral J.W.M. Eaton, D.S.O. D.S.C. arrived from Sydney.
10. On Wednesday 14th ARUNTA proceeded to sea for Radar Check calibrations and V.H.F. communication trials with aircraft provided by NOWRA.
11. On Thursday 15th a Joint A/S Exercise was carried out with TACTICIAN and Fireflies from H.M.A.S. SYDNEY's disembarked squadrons. There was an interesting side line to the afternoon phase of this exercise when I acted as the communications link between the observer and pilot of one Firefly. The observer called ARUNTA by V/S[^] to return to base as he was out of touch on all other channels !.
12. On Friday 16th A.A. tracking exercises were carried out with aircraft provided by NOWRA.
In the afternoon I attended a post exercise discussion held at the Australian Joint Anti-Submarine School on the previous days' exercise.

CONFIDENTIAL

13. On Sunday 18th The Flag Officer Commanding inspected the Ship's Company at Divisions and walked around the upper deck and mess decks.

In the evening I was honoured to dine onboard the flag ship with Rear Admiral Eaton.

14. On Monday 19th and Tuesday 20th elementary A/S exercises were carried out off Sydney with THOROUGH, and at 1700 on Tuesday I entered Port Jackson to replenish. It had been intended to fuel from H.M.A.S. SYDNEY off Jervis Bay during this week but as the full establishment of replenishment gear had not been supplied the opportunity was taken to obtain most of the outstanding items in Sydney on this visit.

15. I sailed from Sydney at 1600 on Wednesday 21st and arrived at Jervis Bay early A.M. on Thursday 22nd.

16. An elementary torpedo firing was carried out in Jervis Bay on Friday 23rd when one torpedo was fired at a S.A.R. craft and successfully recovered.

17. On Monday 26th I proceeded to sea for close range A.A. firings at star shell and rocket smoke targets.

18. On Wednesday 28th a full day's gunnery firings were carried out off Sydney.

A.A. Close range and long range firings at a sleeve target towed by a R.A.A.F. Beaufighter occupied the forenoon. The performance of the aircraft was excellent. It arrived on time, communications were loud and clear and continuous and the pilot did everything that was asked for.

Surface day firings at a Battle practice target towed by WAGGA took place at 1400 and night firings with star shell illumination at 2030.

19. During the day watches I observed from a position astern of the target, the firings of TACTICIAN and THOROUGH who were being inspected by Commander S.M.4.

20. On Thursday 29th ARUNTA and TOBRUK screened H.M.A.S. SYDNEY in a Joint A/S Exercise off Jervis Bay. In this exercise the surface ships represented a Carrier Patrol Group operating in a submarine transit area in which TACTICIAN and THOROUGH were making a passage.

21. After landing an officer from the staff of AJASS and my navigating officer to attend the post exercise discussion the following day I sailed for Sydney at 2000.

22. At 0700 on Friday 30th I berthed alongside AUSTRALIA at Garden Island and spent the day replenishing.
H.M.A.S. SYDNEY and TOBRUK arrived Sydney at 0900.

23. At the end of January after 3 weeks exercises, drills and practices ARUNTA's work up was well advanced in all departments and I have been well satisfied with the progress made.

CONDITION OF THE SHIP.

24. The material condition of the ship is most satisfactory. The hull is sound and the machinery despite a number of minor troubles is running smoothly. It has been found necessary to open up and examine for adjustment some auxiliaries which showed signs of erratic operation.

For these reasons as well as to give the personnel, many of whom are new to this class of ship, more steaming experience, the full power trial put down for this month was deferred until mid-February.

...../25

25. Most electrical equipment (radar, wireless, internal communications, galleys, etc.) is new and is performing splendidly but some of the older equipment (e.g. Fire control and 285 radar) is taking some nursing.

26. The issuing and checking of naval stores, portable fittings and spare gear is almost complete and the accounting for these stores promises to be 100 per cent.

27. The laundry is a disappointment. The single "STAMCO" domestic washing machine is quite unable to cope with the laundry for 250 men.

Proposals for re-equipping the laundry with more suitable machines of greater capacity are being raised separately.

HEALTH AND CONDUCT OF SHIP'S COMPANY.

28. The health of the ships company is excellent and their conduct satisfactory.

Leave in Jervis Bay has only been given on two week ends - the week days being taken up with drills and exercises.

The canteen ashore, run by H.M.A.S. SYDNEY has proved very popular and is well appreciated by all users.

RECREATION.

29. Cricket has been played against H.M.A.S. SYDNEY and TOBRUK with fair results, and a good deal of tennis and golf has been played by individuals.

ARUNTA was represented in Sailing races organised by F.O. C.A.F. but without distinction.

Fishing over the side has been the chief occupation of the ship's company out of working hours, and the catches have helped the general mess appreciably.

PERSONNEL CHANGES.

30. During the month the following officers joined:-

- Lieutenant D.C. Leach
 - Lieutenant R.J. Tulip
 - Sub. Lieutenant J.E.C. Williams
 - Acting Sub.Lieutenant R.J. Arundell
 - Acting Sub.Lieutenant P.H. James
 - Acting Lieutenant (L) W.E. Catchpoole
- } for training

and the following left:-

- Lieutenant J.H. McVinish
- Lieutenant R.W. Burnett

The Electrical Officer, Lieutenant (L) S.G. Cantor was absent for the first week of the workup - undergoing treatment at Balmoral Naval Hospital for a lacerated hand.

31. There have been 30 drafts in during January (49 since commissioning,) and 19 drafts out (36 since commissioning) and 21 additional drafts out are outstanding for February.

I have the honour to be,

Sir,

Your obedient servant,

J. Hanson
COMMANDER



Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

(Copy to: Captain D, 10th Destroyer Squadron, H.M.A.S. ANZAC)

CONFIDENTIAL

APPENDIX TO COMMANDING OFFICER, H.M.A.S. ARUNTA'S REPORT OF
PROCEEDINGS FOR JANUARY, 1953.

Miles steamed in January	1362.8
Hours underway in January	114 40/60
Miles steamed since commissioning	1557.0
Hours underway since commissioning	128 15/60

OCCASIONS ON WHICH ECONOMICAL SPEED WAS EXCELLED.

20th January

15 knots for 1 hour -
S.M.X. with H.M. Submarine THOROUGH

29th January

average speed 15 knots for 12 hours
maximum 23 knots
A.S.P. with SYDNEY, TOBRUK and H.M. Submarines
THOROUGH and TACTICIAN.

CONFIDENTIAL

CONFIDENTIAL

H.M.A.S. ANITA,
at Sydney.

1st February, 1953.

H.M.A.S. ANITA - REVIEW OF PROCEEDINGS - JANUARY, 1953.

Sir,

I have the honour to report the proceedings of H.M.A.S. ANITA during the month of January, 1953.

2. On New Year's Day the ship was berthed alongside AUSTRALIA at Garden Island with the majority of the ship's company on long leave.

3. On Monday 5th long leave expired, and at 0900 berth was shifted to the dolphins in Shell Cove for squid calibration with an O.A.C. target provided by HURMANTON's trials' party. Unfortunately the target proved to be unserviceable, but the calibration firings were carried out with photographic records of the fall of shot.

4. On completion at 1200, berth was shifted to No. 1 Buoy and preparations made to ammunition ship.

5. Tuesday 6th and Wednesday 7th were spent ammunitioning, and Thursday 8th was taken up with last minute stowing.

6. At 0830 on Friday 9th the ship sailed from Sydney for her work up at Jervis Bay. At 0930, rendezvous was made with HURMANTON's O.P.V. and O.A.C. target for the final squid and A/S calibration but the target was again unserviceable.

7. On passage to Jervis Bay a Joint A/S Communications Exercise with Fireflies from H.M.A.S. SHIRAZ's disembarked squadrons was carried out. At 1745 the ship anchored in the middle of Jervis Bay and prepared to calibrate the H/F D.F. set, M4 the following day.

8. At 0600 on Saturday 10th the H/F D.F. calibration began, using a S.A.R. craft as transmitting vessel, and was completed at 2000 the same day. H/F D.F. calibration was completed during the forenoon on Sunday 11th.

9. On Monday 12th SAGECIAN arrived from Melbourne and H.M.A.S. SHIRAZ wearing the flag of the Flag Officer Commanding, H.M.A. Fleet Rear Admiral J.W.S. Bates, D.S.O. D.S.O. arrived from Sydney.

10. On Wednesday 14th ANITA proceeded to sea for Radar Check calibrations and V.H.F. communication trials with aircraft provided by HURMA.

11. On Thursday 15th a Joint A/S Exercise was carried out with SAGECIAN and Fireflies from H.M.A.S. SHIRAZ's disembarked squadrons. There was an interesting side line to the afternoon phase of this exercise when I acted as the communications link between the observer and pilot of one Firefly. The observer called ANITA by V/H to return to base as he was out of touch on all other channels. *and requested me to instruct the pilot by V/H*

12. On Friday 16th A.A. tracking exercises were carried out with aircraft provided by HURMA.

In the afternoon I attended a post exercise discussion held at the Australian Joint Anti-Submarine School on the previous days' exercise.

CONFIDENTIAL

13. On Sunday 18th The Flag Officer Commanding inspected the Ship's Company at Divisions and walked around the upper deck and mess decks.

In the evening I was honoured to dine onboard the flag ship with Rear Admiral Eaton.

14. On Monday 19th and Tuesday 20th elementary A/S exercises were carried out off Sydney with THOROUGH, and at 1700 on Tuesday I entered Port Jackson to replenish. It had been intended to fuel from H.M.A.S. SYDNEY off Jervis Bay during this week but as the full establishment of replenishment gear had not been supplied the opportunity was taken to obtain most of the outstanding items in Sydney on this visit.

15. I sailed from Sydney at 1600 on Wednesday 21st and arrived at Jervis Bay early A.M. on Thursday 22nd.

16. An elementary torpedo firing was carried out in Jervis Bay on Friday 23rd when one torpedo was fired at a S.A.R. craft and successfully recovered.

17. On Monday 26th I proceeded to sea for close range A.A. firings at star shell and rocket smoke targets.

18. On Wednesday 28th a full day's gunnery firings were carried out off Sydney.

A.A. Close range and long range firings at a sleeve target towed by a R.A.A.F. Beaufighter occupied the forenoon. The performance of the aircraft was excellent. It arrived on time, communications were loud and clear and continuous and the pilot did everything that was asked for.

Surface day firings at a Battle practice target towed by WAGGA took place at 1400 and night firings with star shell illumination at 2030.

19. During the day watches I observed from a position astern of the target, the firings of TACTICIAN and THOROUGH who were being inspected by Commander S.M.4.

20. On Thursday 29th ARUNTA and TOBRUK screened H.M.A.S. SYDNEY in a Joint A/S Exercise off Jervis Bay. In this exercise the surface ships represented a Carrier Patrol Group operating in a submarine transit area in which TACTICIAN and THOROUGH were making a passage.

21. After landing an officer from the staff of AJASS and my navigating officer to attend the post exercise discussion the following day I sailed for Sydney at 2000.

22. At 0700 on Friday 30th I berthed alongside AUSTRALIA at Garden Island and spent the day replenishing. H.M.A.S. SYDNEY and TOBRUK arrived Sydney at 0900.

23. At the end of January after 3 weeks exercises, drills and practices ARUNTA's work up was well advanced in all departments and I have been well satisfied with the progress made.

CONDITION OF THE SHIP.

24. The material condition of the ship is most satisfactory. The hull is sound and the machinery despite a number of minor troubles is running smoothly. It has been found necessary to open up and examine for adjustment some auxiliaries which showed signs of erratic operation.

For these reasons as well as to give the personnel, many of whom are new to this class of ship, more steaming experience, the full power trial put down for this month was deferred until mid-February.

25. Most electrical equipment (radar, wireless, internal communications, galleys, etc.) is new and is performing splendidly but some of the older equipment (e.g. Fire control and 285 radar) is taking some nursing.

26. The issuing and checking of naval stores, portable fittings and spare gear is almost complete and the accounting for these stores promises to be 100 per cent.

27. The laundry is a disappointment. The single "STAMCO" domestic washing machine is quite unable to cope with the laundry for 250 men.

Proposals for re-equipping the laundry with more suitable machines of greater capacity are being raised separately.

HEALTH AND CONDUCT OF SHIP'S COMPANY.

28. The health of the ships company is excellent and their conduct satisfactory.

Leave in Jervis Bay has only been given on two week ends - the week days being taken up with drills and exercises.

The canteen ashore, run by H.M.A.S. SYDNEY has proved very popular and is well appreciated by all users.

RECREATION.

29. Cricket has been played against H.M.A.S. SYDNEY and TORRENT with fair results, and a good deal of tennis and golf has been played by individuals.

ARUNTA was represented in Sailing races organised by P.O. C.A.P. but without distinction.

Fishing over the side has been the chief occupation of the ship's company out of working hours, and the catches have helped the general mess appreciably.

PERSONNEL CHANGES.

30. During the month the following officers joined:-

- Lieutenant D.C. Leach
 - Lieutenant R.J. Tulip
 - Sub. Lieutenant J.E.C. Williams
 - Acting Sub. Lieutenant R.J. Arundell
 - Acting Sub. Lieutenant P.H. James
 - Acting Lieutenant (L) W.E. Catchpole
-) for training

and the following left:-

- Lieutenant J.H. McVinish
- Lieutenant R.W. Burnett

The Electrical Officer, Lieutenant (L) S.G. Cantor was absent for the first week of the workup - undergoing treatment at Balmoral Naval Hospital for a lacerated hand.

31. There have been 30 drafts in during January (49 since commissioning,) and 19 drafts out (36 since commissioning) and 21 additional drafts out are outstanding for February.

I have the honour to be,

Sir,

Your obedient servant,

J. M. RAMSAY

COMMANDER

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

(Copy to: Captain D, 10th Destroyer Squadron, H.M.A.S. ANEAC)

CONFIDENTIAL

APPENDIX TO COMMANDING OFFICER, H.M.A.S. ANIPTA'S REPORT OF
PROCEDURES FOR JANUARY, 1953.

Miles steamed in January	1362.8
Hours underway in January	114 40/60
Miles steamed since commissioning	1557.0
Hours underway since commissioning	128 15/60

OCCASIONS ON WHICH ECONOMICAL SPEED WAS EXCELLED.

20th January

15 knots for 1 hour -
S.S.A. with H.M. Submarine THOROUGH

29th January

average speed 15 knots for 12 hours
maximum 23 knots
A.S.P. with SYDNEY, TORUK and H.M. Submarines
THOROUGH and TACTICIAN.

CONFIDENTIAL

72 76

H336-12-80

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. *Arunta* REPORT OF PROCEEDINGS.

December 1952

~~S.N.B.~~ *18/2*

~~2nd N.M.~~
~~3rd N.M.~~ *Jan 25/2*

~~4th N.M.~~ *Jan 26/2*

~~D.A.W.O.T.~~ *MSB 27/2*

~~D. of P.~~ *2/3*

~~Ops. (N)~~ *SHA 3/3*

~~N.S.~~ *MSB*

~~4/3/53 D.N.L.~~ *MSB*

~~10/3/53 H.P.B.~~ *2/3*

~~A.A. 2nd N.M.~~ *2/3*

~~N.A. 2nd N.M. (X)~~ *Jan 13/3*

~~b. of M.~~ *2/3*

7 MAR 1953

~~D.D.M.~~ *17/3/53* *at 1000 - a total of 1/3 in 1952.*

~~9.9.53 D.E. (N)~~ *Jan 14/9/53. (nine months later)*

~~D.O.U.W.~~ *Jan 22/9*

~~D.N.M.S.~~ *Jan 22/9/53*

~~29/9/53 N.S.~~

~~D.N.I. (N.H.R.O.)~~ *← 29/9*

2 Feb 112

D.N.M.S. BRANCH
23 SEP. 1953
NAVY OFFICE

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→ P/106

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DEPARTMENT OF THE NAVY
MINUTE PAPER

#336-12-80

C.441/45.

SUBJECT: Amas Arunta Reports of Proceedings
December 1952

Ball

~~DCNS~~ Mar 2/1

~~1st NM~~

~~N5 STOP~~ (for further circulation)

~~DAT~~ 2/2/1

~~D/DPS~~ 2/2/53

~~Har~~ 5/2

~~DCNP~~ 2/2

~~See for~~
~~2/1/1~~
Har 5/2

~~DTSR~~ 2/2

~~DOIS~~ 11/2

~~DNC~~ 2/2

~~HNBS~~ (N5)

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DEPARTMENT OF THE NAVY
MINUTE PAPER

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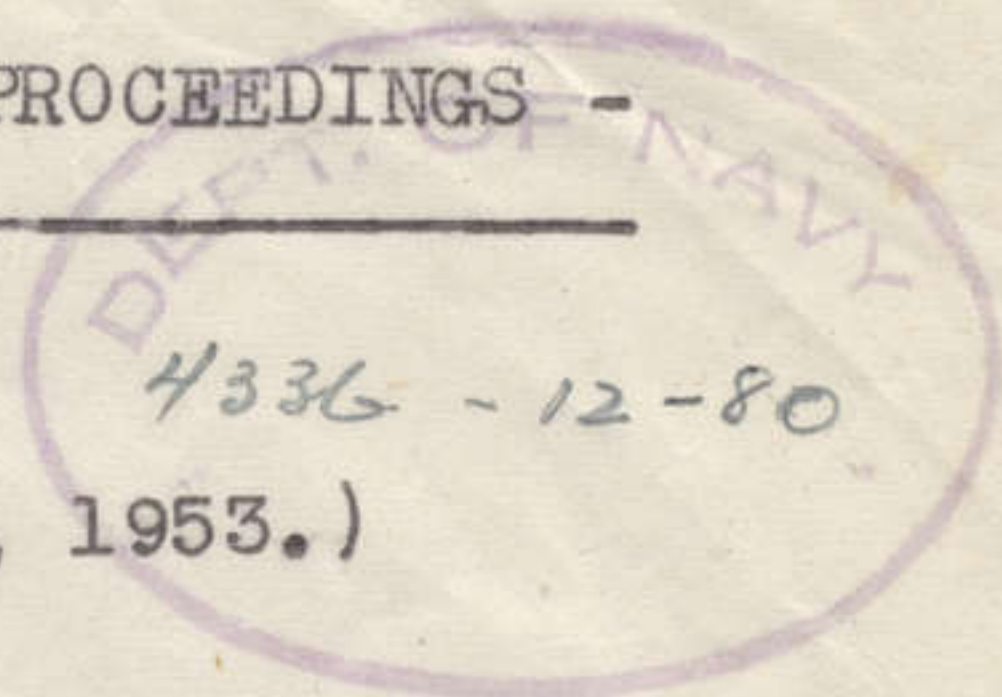
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H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS -
DECEMBER, 1952.

C 19 JAN P.M

NAVY REGISTER

(ARUNTA's letter dated 2nd January, 1953.)



*attached on
Page 10*

II

*file
2NM
30/1/53*

E.A.220/682/2/56
THE SECRETARY, NAVAL BOARD.

*H/N.
20/1/53*

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

Naval Headquarters,
Potts Point, Sydney.

for A/REAR-ADMIRAL.

15th January, 1953.

Enclosure
As in Minute I.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

H.M.A.S. "ARUNTA",
at Sydney.

2nd January, 1953.

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

(Copies to: Flag Officer in Charge, EAST AUSTRALIAN AREA.)
Captain (D), 10th Destroyer Squadron.

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - DECEMBER, 1952.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA under my command for the month of December, 1952.

2. Having carried out sea trials off Sydney on 26th and 27th November ARUNTA was back at Cockatoo Island at the beginning of December for the examination of machinery and the carrying out of final inspections and tests of equipment.

3. After opening up No. 3. Boiler it was found that a number of tubes was distorted and required renewal. This matter formed the subject of a Board of Enquiry held onboard on Monday 15th.

4. All other work proceeded satisfactorily and on Tuesday 23rd the ship was removed by tugs to Garden Island where after inspection by the Flag Officer in Charge, EAST AUSTRALIAN AREA she was transferred to the operational and administrative control of the Flag Officer Commanding, H.M. A. FLEET.

5. The majority of the ships company was on leave at this time and the ship remained alongside AUSTRALIA until early in the New Year before commencing to work up.

HEALTH AND CONDUCT OF THE SHIPS COMPANY.

6. The health and conduct of the ships company during December have been very satisfactory.

I have the honour to be,

Sir,

Your obedient servant,

J. Ramsay
COMMANDER



APPENDIX TO COMMANDING OFFICER ARUNTA'S REPORT OF
PROCEEDINGS FOR DECEMBER, 1952.

Distance Steamed during December.	..	..	..	..	..	..	--
Hours underway during December..	..	..	..	..	..	..	--
Distance Steamed since commissioning.	..	..	..	..	..	..	194.2 miles
Hours underway since commissioning ..	..	..	..	..	..	..	13 ³⁵ / ₆₀ hrs

H336-12-80

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Arunta REPORT OF PROCEEDINGS.
November 1952

~~S.N.B.~~ 4/2

~~2nd N.M.~~
3rd N.M. Jan 5/2

4th N.M. Feb 13/2

~~D.A.W.O.T.~~ 3B 6/2

~~D. of P.~~ 11/2

3 Ops. (N) 8A 11/2

4 SEP 1953

N.5. 16/2

~~D.N.L.~~ 11/2/52

~~H.P.B.~~ 2/2/52

A.A. 2nd N.M. 10/2/52

N.A. 2nd N.M.(X) 9/2/52

D. of M. } C.I.F. 23/2

~~D.D.M.~~ 1 - 11/2/52

9/9/53 ~~D.E. (N)~~ 10/2/52
Sort 14-9-53 (10 months later).

~~D.O.U.W.~~ Jan. 22/9

~~D.N.M.S.~~ 20/6/53

29.9.53
~~N.5.~~

~~D.N.I. (N.H.R.O.)~~

29/9

D.N.M.S. BRANCH
23 SEP 1953
NAVY OFFICE

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DEPARTMENT OF THE NAVY
MINUTE PAPER

H336-12-80

C.441/45.

SUBJECT: Amas Arunta Report, of Proceedings
November 1952

691

~~DCNS~~ 11/8/1

~~1st NM~~ 12/1

~~Stop~~ (for further circulation)

for DNT 14/1

20/1/53 ~~D/DPS~~ 20/1

~~DCNS~~ I understand Arunta's letter 1/2 of 24th November⁵³ has been dealt with by NA2NM (X) with the 2nd NM. ~~off~~ 22/1

27/1 ~~DTSR~~ 28/1

DOD 29/1

30/1/53 2nd sub of No. ~~Mo.~~ Yes to 2/2.
JNB(N5)

27/1

Note - one copy only received.

DEPARTMENT OF THE NAVY

MINUTE PAPER

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R.B.

RECEIVED
- 5 JAN AM
NAVY REGISTRY

DEPT. OF THE
NAVY

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(H.M.A.S. ARUNTA's letter dated 1st December, 1952.)

H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - NOVEMBER,
1952.

HN

II.

E.A.3827/682/2/56.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval
Board, in accordance with C.N.O. 107/48.

AS

H.A. Shower

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

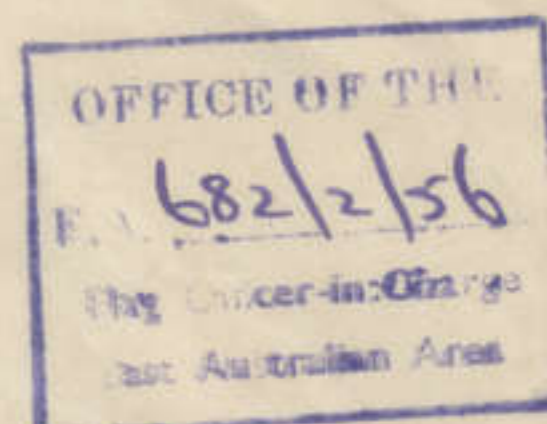
31st December, 1952.

Encl.

As in Minute I.

H.M.A.S. ARUNTA
at Sydney.
1st December, 1952.

To Flag Officer-in-Charge
East Australian Area.
(Copy to Flag Officer Commanding Australian Fleet.)
(Copy to Captain "D" 10th Destroyer Squadron.)



H.M.A.S. ARUNTA - REPORT OF PROCEEDINGS - NOVEMBER 1952.

Sir,

I have the honour to report the proceedings of H.M.A.S. ARUNTA during the month of November 1952.

2. After more than two years in Dockyard Control undergoing an extensive refit and modernisation ARUNTA commissioned at Cockatoo Island on Wednesday November 12th.

3. The Ship's Company was drawn largely from H.M.A.S. WARRAMUNGA'S complement, which had been together for the previous twelve months, but those appropriated from other ships and establishments were also accommodated in WARRAMUNGA during the standingby period.

4. Having WARRAMUNGA, which was completely destored and prepared for turning over to Dockyard Control, berthed alongside for use as an accommodation ship, was a most satisfactory arrangement which greatly facilitated the commissioning programme.

5. There was much activity onboard after commissioning to prepare for sea trials on 17th, 18th and 19th November, but owing to minor delays to the completion of the main engines it was found necessary to defer proceeding to sea for one week.

6. On Monday 24th the ship was moved by tugs to No 4 Buoy for adjustment of the magnetic compass in the after conning position (there is no standard compass fitted on the bridge) but owing to the strong magnetic properties of the structure of the conning position the compass could not be adjusted. This matter has been reported separately by C.S. Sydney.

7. At 1200 the ship was moved by tugs to the Shell Cove dolphins for the first phase of Squid calibration which was successfully carried out. At 1600 the ship was returned to Cockatoo by tugs but opportunity was taken to work main engines on the way up harbour as the earlier basin trial had not been satisfactory.

8. As further adjustments to the main engines were necessary, sea trials were deferred one more day until Wednesday 26th, when the ship proceeded to sea under her own power and carried out successfully a four hour consumption trial at 15 knots.

9. On Thursday 27th the ship again proceeded to sea, and after some delay on account of boiler difficulties, commenced working up to full power. Full power was achieved, but owing to unsteadiness in the boiler feed regulation the two hour trial was not carried out. This matter was reported by C.S. Sydney and arrangements have been made to do the trial again during the work up in January.

11. The first of class squid firing was carried out successfully during the forenoon and official photographs were taken from COCTAMUNDRA who also had the press embarked.

12. The ship returned to Cockatoo Island in the afternoon, and the remainder of the month was spent in opening up and examining machinery and making final tests of other equipment.

HEALTH AND CONDUCT OF THE SHIP'S COMPANY

13. The health and conduct of the ship's company during November has been very satisfactory.

Without a Medical Officer, ratings requiring medical attention are sent to Balmoral Naval Hospital and those requiring Dental treatment are sent to Kuttabul Dental Surgery. The remoteness of Cockatoo Island and the time required for travel complicates the organisation and takes men away from their place of duty for an inordinately long time.

14. For similar reasons and also because of the commencement of the first watch of Xmas Leave during the month, little part has been taken in organised games.

APPOINTMENTS OF OFFICERS.

15. Prospects of a good clean start in the administrative organisation of the ship were somewhat shattered with a succession of appointments issued by the Naval Board on and shortly after the date of commissioning.

16. The supply officer's relief was appointed to join on 1st December, one executive lieutenant was appointed away without relief on 19th December and the remaining two executive ~~lieutenants~~ lieutenants were appointed away with reliefs in January 1953.

17. The effect of these changes in appointments so soon after commissioning was reported in my letter No 1/2 dated 24th November, 1952, but every endeavour will be made to shake down and work up as quickly as possible, and at the same time to watch closely the care, custody and accounting for naval stores, CB's, charts, correspondence etc. which will all change hands at a critical time in the commission.

18. I appreciate that I have been somewhat spoiled in ~~COCTAMUNDRA~~ RAMUNGA for nearly twelve months while the ship was at full war complement with practically no drafting, no changes in appointments, restricted leave and conditions generally ideal for consolidating a rather difficult administrative problem.

19. Notwithstanding these setbacks, there is no question but that ARUNTA will emerge from her modernisation in first class condition and that shortly afterwards she should resume the previous high reputation she earned and maintained during her first ten years' commission.

I have the honour to be,

Sir

your obedient servant.

[Handwritten Signature]
COMMANDER.



4336/12/80

H. M.A.S. ARUNTA
at Sydney.
1st December, 1952.

APPENDIX TO COMMANDING OFFICER ARUNTA'S
REPORT OF PROCEEDINGS FOR NOVEMBER 1952.

Distance steamed during November 1952	-	194.2 miles.
Hours underway during November 1952	-	13 35/60 hours.
Distance steamed since commissioning	-	194.2 miles.
Hours underway since commissioning	-	13 35/60 hours.

10 SEP 1952