

AWM78

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

HMAS KANGAROO (I)

File number: AWM78 180/4

Title: October 1946 - January 1949. Duplicate



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[180/4]

DUPLICATE

REPORT OF PROCEEDINGS

H.M.A.S. "KANGAROO"

Declassification Authority—Defence Records

This record has been reviewed and has been
declassified by the Department of Defence

(Navy) with effect from: 1 Nov 1990

Authority Dig (N) Admin 18-13.

Reviewer: LCDR R. L. Smith (RANEM)

Signature: [Signature] Date: 1 Nov 90

D U P L I C A T E

Commonwealth of Australia.

St 6339

Department of the Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "KANGAROO"
Date 31st January, 1949. Reference No. 9/6/286
To The Flag Officer in Charge, Sydney.
Subject (Copy to The Boom Defence Officer, Sydney)
REPORT OF PROCEEDINGS FOR THE MONTH OF JANUARY, 1949.

Submitted in accordance with Commonwealth Navy Order 107/48, report of proceedings for the month of January 1949 of H.M.A.S. KANGAROO.

1. The ship, being in Dockyard hands, remained at Garden Island until 20th January when she was shifted by the aid of tugs to the floating dock at Cockatoo Island.
2. The refit is being carried on there where most of the metal work, consisting of renewing worn deck plating and shell plating is being carried out.
3. Leave due to members of ships company is being completed
4. The health of the ships company is excellent and the general morale is good.
5. (A) Nil.
(B) Nil.
(C) Nil.
(D) 5917 since 1st September, 1948.
(E) 2114.
(F) 985.5



G. G. G.
Lt. Cdr. R.A.N.R. (S)
For COMMANDING OFFICER. (AOI)

DUPLICATE

The Commanding Officer H.M.A.S. KANGAROO

1st October 1948

The Flag Officer in Charge, Sydney

Report of proceedings - September 1948

1. The first week in September was occupied in completing the laying of two trots in Dreger Harbour. This was completed by September 10th. The position of the buoys has been reported to the Officer in Charge Hydrographic Department by the Naval Officer in Charge, Sydney. During this time, the length of the average working day was eleven hours.

2. On September 10th Lieutenant D.H. Stevens R.A.N. AND Lieutenant R.G. Shaw R.N. joined. The turn over of command was completed by 1200 on Monday 13th September.

3. Having loaded with a boarded up light buoy and necessary mooring during the forenoon of Monday 13th, KANGAROO cast off from Buki wharf at 0001K on Tuesday 14th and proceeded in accordance with N.O.I.C. New Guinea's signal T.O.O. 070601K.

4. The buoy was laid by 1150K on Tuesday 14th, the position being reported to N.O.I.C. New Guinea as 5 degrees 53' 48" South 148 degrees 08' 36" East. Course was set for Massava Bay.

5. At 2100K there was a mechanical breakdown of the steam steering engine. After a short delay to allow the starting engine compartments to cool sufficiently to enable hands to steer by hand, the ship proceeded.

6. The steam steering engine was repaired by 1100K on Wednesday 15th September. Immediately prior to this the ship was stopped due to a breakdown of one of the oil fuel pumps. A full report on these breakdowns is contained in my letter K8/3/61 of 23rd September 1948.

7. At 0615 on Thursday 16th September KANGAROO commenced to recover the buoy and mooring in Massava Bay. This consisted of 4th class cylindrical buoy moored by one leg of 90 feet of 1 3/4 inch chain cable secured to a 3 ton stockless anchor. The other leg was 105 feet of 1 1/2 inch open link chain cable secured to 30 tons cwt Admiralty Pattern anchor.

KANGAROO secured alongside the Government wharf, at Rabaul at 1310K.

8. The Harbour Master, Captain Mudge, when informed that KANGAROO was to lift the buoy ~~moorings~~ and mooring off the Government Wharf asked if it could be left as it was invaluable as a hauling off buoy during the south east monsoon season. I suggested that a signal to N.O.I.C. New Guinea from the Civil Administration would solve the problem. This was done and ~~a~~ receipt of N.O.I.C. New Guinea's ^{Sydney} T.O.O. 170104Z. Arrangements were made to slip at 0600K on Saturday 18th September.

9. The passage to Torokina was uneventful and KANGAROO secured to No.1 buoy at 1120K on Sunday 19th. The Patrol Officer, Mr. Connelly, accompanied by Lt. Crowd of the U.S. army and Father O'Sullivan of the Torokina Mission came on board on arrival to offer any assistance they could.

10. No.1 buoy and mooring was finally raised by 0730K on Monday 20th. After securing this buoy astern, whilst under the lee of Puruata Island, KANGAROO proceeded to No. 2 buoy. This buoy and mooring was raised by 1605, and KANGAROO proceeded to anchor behind Puruata Island.

11. Lieutenant Potts, then Medical Officer of the U.S. Army Survey Unit, boarded KANGAROO and ~~healed~~ ^{created} eleven of the ships company, ^{mainly} many for skin complaints.

12. From daylight until 1000K on Tuesday 21st was spent striking down the anchor and securing Numbers 1 and 2 buoys on deck. Number 3 buoy was finally lifted and secured on deck by 1730 K. Each mooring had consisted of an American 12 feet by 6 feet can type buoy, secured to a 5 ton American Type Stockless Anchor by four lengths of 90 feet of 2 inch chain cable.

13. With three of these buoys, one British fourth class buoy, a five ton a three ton and a thirty hundredweight anchor on the forecastle ~~at~~ plus over a thousand feet of two inch chain cable ranged down both sides of the deck amidships, KANGAROO behaved surprisingly well on the voyage to Dreger. This was commenced at 1830K on Tuesday 21st. The wind was from S to S.E. force 4-5 with a sea and swell of 33.

14. Dreger Harbour was reached at 2000K on Thursday 23rd September where KANGAROO secured alongside O.F.L. 1205.

15. At 0600, on Friday 24th September, berth was shifted the T.S. Track, where unloading began. This was completed and KANGAROO secured alongside Buki Wharf by 1500. Loading of salvage stores began immediately and was finished by 1830K. KANGAROO cast off and proceeded in accordance with N.O.I.C. New Guinea's 240144Z.

16. With the exception of another steering engine breakdown which necessitated steering by hand for three and half hours, the passage to Aitape Roads was uneventful.

17. Aitape Roads was reached at 0720K Sunday 26th September. The subsequent three days were spent in a successful effort to haul the L.C.T. Wewak from her stranded position broadside on ^{to} the beach. This operation is fully described in my submission Number 10/4/92 dated 4th October 1948.

18. WEWAK was towed to Madang and left with her owners, The New Guinea Company. KANGAROO left Madang at 1330K on Friday October 1st to water at Sek. This proved impossible and at 1800 course was set to clear Alexishafen Harbour and for Dreger Harbour. This was reached at 1630k on Saturday 2nd October.

19. The conduct and health of the ships company has generally ~~been~~ been good. A rather high incidence of skin complaint has been noticed. This is largely due to the dirty and heavy work done by all hands. Although the ship has been working long hours in unpleasant working conditions, moral is high.

20.

20. (a) 1565 miles on passage
150 miles approx. under weigh in harbour in mooring work.
- (b) 412 hours
- (c) 9.1 miles per ton.
- (d) As in (a) above from 1st September 1948
- (e) 412 hours.



D.H. Stevens
(D.H. Stevens)
Lieutenant R.A.N.
Commanding Officer .

DUPLICATE

From :- The Commanding Officer, H.M.A.S. "KANGAROO"
 Sept.
 Date :- 2nd. August, 1948. Ref. No. K9/1/47
 To :- The Flag Officer in Charge, SYDNEY.
 (Copy to : The Naval Officer-in-Charge, New Guinea)
 Subject :- REPORT OF PROCEEDINGS FOR MONTH OF AUGUST, 1948.

Submitted herewith in accordance with C.N.O.107/48, Report of Proceedings for month of August, 1948, for H.M.A. Ship under my Command.

2. At the commencement of the period under review ship was enroute from Buka to Dreger Harbour. Ship was diverted to Langemak securing at No.8 wharf at 0815K/1st. On completion of watering, ship slipped and proceeded to Dreger Harbour, securing at Buki Wharf at 1800K/1st.
3. During the period 2nd to 4th inclusive, Minesweeping gear including "LL" cable reel on fo'cstle was disembarked on completion of which boilers were shut down and ship commenced boiler cleaning.
4. From 5th until 15th of August was spent boiler cleaning and preparing for subsequent mooring work.
5. At 0600K/16th ship slipped and proceeded to recover small moorings No's 21 & 22 on Western side of Dreger Harbour. After unloading recovered gear at T.S. Track, between Buki and North Wharf, which was cut with Bulldozer for this purpose, ship secured alongside Buki at 1705K.
6. At 0620K/17, slipped and proceeded to Langemak, recovering old mooring and returning to Dreger, where remainder of small moorings No's 25 & 27 were recovered. Gear unloaded at T.S. Track and ship secured at Buki at 1500K/17.
7. Defective main water circulator rendered ship in-operational on 18th. Repairs were effected with assistance of B.E.O. Staff.
8. At 0610K/19th slipped and unsuccessfully attempted to raise sunken light buoy off Buki Spit, pendant becoming detached from buoy. P.M./19th, raised, inspected and relaid Port After mooring of Floating Dock, A.D.301. 1635, secured Buki Wharf.
9. At 0610K/20th slipped, raised, inspected and relaid Starboard Dock mooring. Secured Buki Wharf 1434K.
10. At 0603K/21 slipped, adjusted Dock moorings. Berthed on O.F.L.1204, alongside "Shoalhaven" at Buki Wharf at 1758K.
11. 0850/22nd slipped with O.F.L.1204 alongside, re-berthing lighter on O.F.L.1207, alongside tanker "Drupa" at No.1 Buoy. Ship then proceeded to load cable at T.S.Track.P.M./22nd commenced creeping for sunken light buoy off Buki Spit. After recovering buoy secured on O.F.L.1204 on "Shoalhaven" at Buki Wharf at 1800K.
12. At 0615K/23rd slipped and unloaded light buoy at T.S. Track. 0725K ship held off O.F.L.1205 whilst "Drupa" slipped then placed O.F.L. at No.1 Buoy. P.M. Laid 1st phase of ground chain for new main mooring trot. 1700K secured on O.F.L.1204 alongside "Shoalhaven".

(2)

13. At 0925K/25 slipped and recovered No.6 Buoy, unloading at T.S. Track and secured at Buki Wharf at 1622K.
14. At 1012K/26 slipped and continued laying of new trot, securing Buki Wharf 1520K.
15. The Second Naval Member was alongside during A.M./27th P.M./27th Ships Company attended lecture at "Tarangau" given by Second Naval Member, on Pension Scheme.
16. Ship was again rendered inoperational due to break-down of Forward winch, P.M. 26th. Repairs carried out by Base Staff.
17. At 2340K/29th circulator again broken down. See attached report by B.E.O. H.M.A.S. "Tarangau"
18. A At 2400K/31st "Kangaroo" was still at berth at Buki Wharf.
19. During the month the following appointments were effected in "Kangaroo".
A/Bosun T. Fisk R.A.N. joined 1-8-48.
Lieut. G.G. Moss R.A.N.R.(S) Discharged Tarangau 2-8-48.
Lieut B.J. Hennessey R.N. Assumed Command 2-8-48.
Lieut. W.G. Copeland R.A.N. Joined & assumed command 9-8-48.
Lieut. B.J. Hennessey R.N. Discharged Penguin 10-8-48.
20. Condition of Upper deck and upper works has steadily improved. Condition of hull is not fully known in view of recent grounding, however there has been no evidence of ships' sea-worthiness having been impaired. See attached report on auxiliary machinery and H.O.I.C. H.G. (D.T.G.) 3007292.
21. Health of ships Company is generally good and in face of arduous duties and long working hours necessitated by present operations, morale is high. Several Competitive sporting activities have been arranged with "Tarangau" and Ships Company have shown marked interest.

APPENDIX.

- (a) Not known in view type of work ship has been engaged on.
(b) 96 30/60 Hours
(c) As in (a)
(d) As in (a) Date of Commissioning 26-9-40.
(e) N.K. Insufficient records held.

Boiler Hours as at 31st August :;

Number 1.	231 $\frac{1}{2}$.
Number 2.	214 $\frac{1}{2}$



W. Copeland

Lieutenant, R.A.N.
IN COMMAND.

CONDITION OF MAIN CIRCULATING
PUMP, H.M.A.S. "KANGAROO"

1. PISTON. No sign of any rings in Piston. Piston grooves worn, necessary to machine in lathe and widen out. Oversize rings fitted.
2. PISTON ROD. Worn in way of gland and badly scored. New rod fitted.
3. SMALL END BEARING. Worn very badly into oval shape, approx. 3/8" out of round. New bearing fitted.
4. SMALL END PIN. Worn oval, .020". New pin made and fitted.
5. BIG END BEARING. Very badly worn, approx. .030". Bearing remettalled and fitted.
6. CRANKPIN. Worn oval, .015". Pin machined.
7. MAIN BEARINGS. Worn to the extent of approx. 1/16". Bearings remettalled, turned and fitted.
8. MAIN BEARING JOURNALS. Worn oval approx 10/15 thous. inch. Journals machined.
9. ECCENTRIC STRAP AND SHEAVE. Badly worn. Spare fitted.
10. ECCENTRIC ROD PIN. Worn loose. Spare fitted.
11. OIL PUMP. Plunger badly scored and pitted. New pump unit fitted.

SUMMARY.

On checking up during refit at Dreger, it was found that no Oil hole had been bored in Crankpin bearing to enable oil to reach small end and guide and slipper. The only oil these two parts would receive would result from the usual splashing in crankcase, which would not be enough for ordinary lubrication. It is considered that in this case the small end wore very badly, causing excessive knocking and a strain on all bearings.

H.M.A.S. "TARANGAU"
2nd September, 1948.

Signed: J.C. Sibin.
Comd. Mech. R. A. N.

The above report is a copy of attachment to N.O.I.C. New Guinea letter TAR194/9/1.

Ship's records (Me in Defect Lists) in "KANGAROO" show the following repairs as having been carried out on Main Circulator.

List D12/17

Item 36. Main Circulator opened out for inspection and refitting as necessary.
14th, Oct. 1946.

List DA12/40

Item 32. Main Circulator stem end requires opening up for examination of rings. 22nd, Dec. 1947.

Item 555

Records of Defects Book show Main Circulator Rings broken - require renewal.
19th, June 1948. Carried out by P.E.O. 20th, M.S.F.

COMMANDING OFFICER

J.C. Sibin
H.M.A.S. "KANGAROO"

Lieutenant R.A.N.

DUPLICATE

589-202-506

From : The Commanding Officer, H.M.A.S. "KANGAROO"
Date : 22nd January, 1948.
To : The Boom Defence Officer, H.M.A. Boom Defence Depot,
Waverton, N.S.W.
Subject: H.M.A.S. "KANGAROO" - REPORT OF PROCEEDINGS TO
31ST DECEMBER, 1947.

dlg. [unclear]
P.R.S. [unclear]
N.H.R.S.

Submitted for the information of the Naval Board in accordance with C.N.O.226/46, that H.M.A.S. "KANGAROO" continued in the work of inspection and relaying of Moorings at Geelong as follows.

On the 1st December No.2 Mooring was raised and surveyed and relaid in new position in North Corio Bay on the 2nd of December.

On December the 3rd the weather was too unfavourable for the tug to shift vessels from No.5 Buoy and after standing by for the morning, all idea of work was abandoned and under instructions from C.O.R.S.(M) ship was secured to Yarra Street Jetty at 1405.

On the 4th the weather having moderated considerably, we were able to proceed with the work of inspection of No.5 Mooring. The mooring was raised to the last anchor surveyed and was found in good order so was relaid; the ship returning to Jetty at 1715.

On the 5th of the month the ship slipped at 0745 and proceeded to North Corio Bay and laid telephone cable from shore to telephone buoy in a position between No's 4 and 5 buoys as directed by C.O.R.S.(M). Work was completed at 1205. The ship then proceeded to inspect No.4 Moorings which were raised, surveyed and relaid, the moorings being in good condition. Work for the day was completed at 1615 and the ship returned to the Jetty.

On the Saturday and Sunday the 5th and 6th, opportunity was taken to give long week-end leave to Victorian Natives. Ordinary week-end routine was carried out on board.

On the 8th at 0950 slipped and proceeded to North Corio Bay. Ship raised No.3 Buoy to fit locking plates on pendant while the balance of the ship's company was employed painting buoys. Returned to Wharf at 1315.

On the 9th the ship's company was employed variously on board as work on moorings had been suspended awaiting P.M.G.Department to connect the new telephone before removing No.1 Mooring.

On the 10th slipped from Jetty and raised No.1 Mooring completing operations at 1110. Ship returned to Jetty and surveyed mooring and painted buoy. Secure was piped at 1615.

On the 11th slipped at 0715 and proceeded to the position in North Corio Bay to lay No.1 Mooring which was completed at 0925. Instructions were then received from C.O.R.S.(M) to recover the old telephone cable in Corio Bay, which was done and then at 1415, having completed all the work required and permission having been granted by C.O.R.S.(M), ship proceeded to Port Melbourne securing alongside West Wing Station Pier at 1800.

On the 12th of December diving gear and submarine telephone cable was discharged to the Naval Store Depot at Port Melbourne.

The ship was visited by The Director Of Boom Defences and Staff Officers to inspect the ship for the purpose of installing generating plant and other gear for projected operations with the 20th M.S.F. in New Guinea waters.

On Saturday the 13th slipped at 0820 and proceeded alongside O.F.L.1203 and completed with fuel before proceeding to sea. At 1300 permission having been granted ship slipped and we proceeded on our way to Sydney, passing Lonsdale at 1623.

(2)

On Sunday the 14th at 1010 H.M.A.S. "CULGOA" passed bound South. Identifications were exchanged.

Good weather was experienced during the trip which was without incident, arriving at Sydney on the 16th and secured alongside Boom Jetty at 0725.

On Thursday the 18th of December the ship was shifted to Garden Island to Undergo a refit and boiler clean. The opportunity was taken to give the whole ship's company all leave due.

During the period under review the health of the ship's company has been excellent and the discipline has been good, only minor breaches having had to be dealt with.

Steaming time for the month : 113 . 45 hours.

Fuel Consumption for the month : 81 . 52 Tons.

COMMANDING OFFICER
[Signature]
Lieutenant,
H.M.A.S. "KANGAROO"

DUPLICATE

From : The Commanding Officer, H.M.A.S. "KANGAROO"

DATE : 18th December, 1947.

To : The Boom Defence Officer, H.M.A. Boom Defence Depot,
Waverton, N.S.W.

Subject: H.M.A.S. "KANGAROO" - REPORT OF PROCEEDINGS TO
30TH NOVEMBER, 1947.

Submitted for the information of the Naval Board in accordance with C.N.O.226/46, that H.M.A.S. "KANGAROO" had completed boiler clean and repair of faulty tubes at Cruiser Wharf, Garden Island, on the 5th of November 1947.

On November the 6th Sydney Naval Store Authorities took advantage of the opportunity of forwarding approximately 10 tons, free freight Naval Stores in the ship to Melbourne, consigned to OI/C, N.S.D. Port Melbourne which were ultimately delivered.

Ship slipped at 0930 on the 7th. November and proceeded towards Melbourne - F.O.I.C.(S)060141Z refers - but, when the ship was some 30 miles from Sydney, the Main Feed Pump broke down. The Engineerroom Staff were unable to effect repairs to enable the ship to proceed satisfactorily, so it was decided to return to Sydney to have Dockyard assistance repair the defect.

Ship was secured at Boom Depot Jetty at midnight. Dockyard and ship's staff worked on the pump throughout the week end and at 1657 on the 10th we proceeded down Harbor for full Speed Trials; the intention being to spend 12 hours at sea on Endurance Tests.

The First Assistant boarded the ship off Garden Island and after a run down to Watsons Bay and back, he decided that the working of the pumps was so unsatisfactory that he ordered the ship back to her berth at Boom Depot. A.S. Sydney's 110117Z refers.

After further testing and adjustments to the pump the ship again slipped and proceeded on trials at 1103 on the 12th with the intention of giving the pumps 12 hours Endurance Test with full steam but at 1252 the pumps again gave out and after affecting temporary repairs ship was berthed at Boom Depot at 1500.

Pump parts were again taken to Garden Island for further adjustments. On the 14th it was decided to complete with Oil Fuel as it was expected that the pumps when returned would be in a satisfactory condition to enable the ship to proceed to Melbourne. The pump parts were returned on board about 1600, and immediately installed and the ship proceeded on all night power trials at 1705.

The pumps were giving trouble all the time and at 2000 it was decided to return to Harbor - My 140958Z refers - securing at Boom Depot at 2300.

The ship was then ordered to Garden Island on Saturday the 15th and was secured at West Dock Wall at 1140.

The auxiliary feed pump was dismantled and removed and a "Weirs" feed pump installed in its place. This work was completed on the 20th November when the ship was again ordered out on sea trials which lasted from 1615 until 2012 and which were entirely satisfactory, the ship berthing at Boom Depot on return.

On the 21st orders were received to load 1000 yards of Telephone Submarine Cable at Manns Point Jetty for installation at Reserve Ships at Geelong Victoria. This was embarked and ship sailed for Port Melbourne at 1515. F.O.I.C.(S) 210017Z refers.

The run to Melbourne was uneventful, good weather with following winds being experienced during the voyage.

At 1622 on the 22nd we passed H.M.A.S. "QUICKMATCH" in company with H.M.A.S. "QUIBERON", proceeding North. Identifications were exchanged.

Ship arrived and secured at West Wing Station Pier at 0845 on Monday the 24th. Naval Stores were discharged and Diving equipment was taken on board for use at Geelong.

On the 25th of November at 0705 the ship slipped and proceeded to Geelong securing at Yarra Street Wharf at 1115.

Arrangements were made with C.O.R.S. Melbourne for the commencement of work in raising three 4th Class moorings and re-laying them in North Corio Bay.

Weather during the 26th was so inclement that the Harbor Master was unable to lay Mark Buoy in new position. Meantime we were able to recover, survey, and service No. 3 mooring which was relaid on Friday 28th November, after Marker Buoys had been laid out.

Operations being completed satisfactorily ship proceeded to and secured at Yarra Street Wharf at 1130.

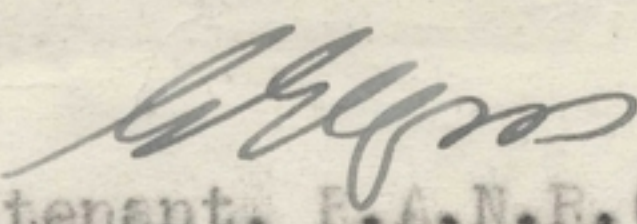
Opportunity was taken to allow members from Victoria long week-end leave.

During the period under review the health of the ship's Company has been excellent and the discipline has been good only minor breaches having had to be dealt with.

Part of the ship's Company comprising South Australian and Tasmanian personnel were given balance of long leave due.

Steaming time for the month 93 hours.

Fuel Consumption for the month 75.25 Tons.


Lieutenant, R.A.N.R. (S)
COMMANDING OFFICER.

11

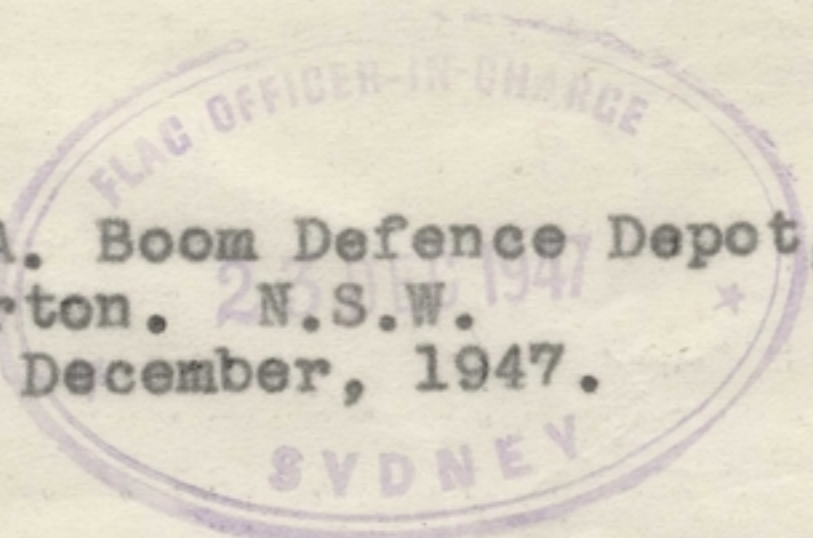
BW.50/5
The Flag Officer-in-Charge, N.S.W.,
Naval Base Headquarters,
Wylde Street,
Potts Point.

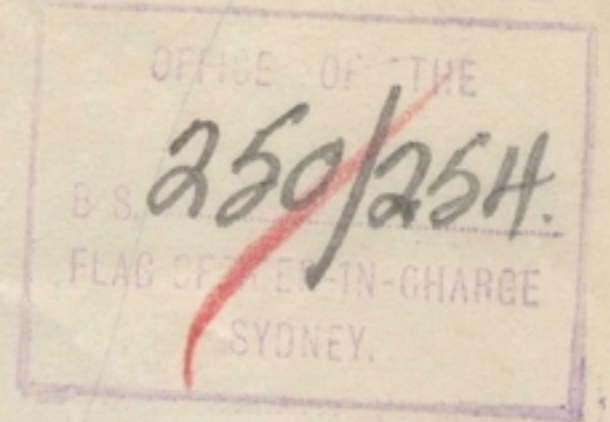
Submitted in triplicate in accordance
with C.N.O. 266/46 para. 3 (d).

L. R. BROOKS.

Lieutenant Commander.
Boom Defence Officer.

H.M.A. Boom Defence Depot,
Waverton. N.S.W.
22nd December, 1947.





The Boom Defence Officer, H.M.A. Boom Defence Depot,
Waverton. N.S.W.
13th November, 1946. BW 37/4.

The Flag Officer in Charge, Sydney.

H.M.A.S. "KANGAROO" - REPORT OF PROCEEDINGS -
OCTOBER 1946.

Submitted for consideration that the
Report of Proceedings of H.M.A.S. "Kangaroo" is forwarded
herewith in triplicate in accordance with C N O 266/46
para 3 (d).

L. R. BROOKS.

Lieutenant Commander.



Duplicate

589
202
506

The Commanding Officer, H.M.A.S. "Kangaroo" HEAD.

12th November, 1946.

The Commanding Officer, Boom Defence, Waverton.

REPORT OF PROCEEDINGS FOR SEPTEMBER AND OCTOBER, 1946.

The report of proceedings covering period from date of departure from Darwin until 31st October, 1946 for H.M.A. Ship under my command is appended:-

SEPTEMBER	11th	1610	Slipped timber jetty Darwin and proceeded to Boom Jetty to pick up Lighter "APA".
		1720	Slipped and proceeded to sea in convey with "APA" in tow followed by M.S.L. 702 and tug "WARREE".
"	14th		Lay to off Wessels for 6 hours, 35 minutes whilst tug "WARREE" cleaned fires.
"	17th	1200	Arrived Thursday Island. During stay at Thursday Island, leave was from 1200 to 2400 to one watch daily. Waiting for Naval Board approval for towing Tug "WARREE".
"	20th	0603	Slipped Town Jetty Thursday Island and moored Lighter "APA". Proceeded to Normandy Sounds then proceeded to take Tug "WARREE" and M.S.L. 702 in tow.
"	23rd	2000	Arrived off Cairns-dropped tow and anchored.
"	24th	0749	Weighed anchor and proceeded into Cairns Harbour. Leave to two watches from 1600 to 2400.
"	25th		Hands proceeded to coal Tug "WARREE".
"	26th		" " " " " "
"	27th	0515	Slipped and proceeded out.
"	27th	0645	Stopped and took in tow M.S.L. 702 and two R.A.A.F. Fuel Barges.
"	28th	1010	Slip tow and proceeded to Townsville Harbour.
"	28th	1000	Made Fast. Leave to two watches from 1200 to 2400. Leading Stoker Knupp B.W. Official No. 24882. Assistant Steward Beinke D.V. Official No. 28502. Admitted to R.A.A.F. Hospital, Townsville by Medical Officer of Hospital Disabilities. Poisoned finger and influenza respectively.
"	29th	0550	Slipped.
"	29th	0636	Stopped and took M.S.L. 702 in tow.
OCTOBER	2nd	1740	Passed Caloundra Light.
"	2nd	1912	Slipped M.S.L. 702.
"	2nd	2245	Dropped anchor Pile Light.

.....2

539/202/506

Subject: Report of Proceedings for September and October, 1946.(C)

OCTOBER	3rd	0615	Weighed anchor and proceeded up river.
"	3rd	0800	Made fast alongside Victualling Wharf, New Farm. Commenced to clean ship in the morning and work loading Stores for Victualling Yard, Sydney. Leave two watches from 1600 to 2400. Stoker Diverio M. Official No. W.3131. Admitted to 112B. Medical Hospital, Believed to be fractured pelvis.
"	4th		Loading stores for Sydney Victualling Yard. Leave from 1600 to 2400.
"	5th		" " " " " " " "
"	6th		Assistant Steward Beinke rejoin ship. Leave two watches 1200 to 2400.
"	7th		M.S.L. 702 hold flooded, was delayed for inspection while ship was pumped out and inspected. Leave two watches from 1600 to 2000.
"	8th	0600	Slipped and proceeded down river.
"	8th	0812	Took M.S.L. 702 in tow.
"	11th	0716	Secured to No. 7 Buoy Port Jackson.
"	13th		Stoker Diverio rejoin ship.
"	16th	1035	Proceeded alongside Cruiser Wharf, Garden Island. Commenced refitting.
"	19th		Leading Stoker Knupp rejoin ship.
"	23rd		Tow to Royal Edward Victualling Wharf and proceeded to discharge stores.
"	24th		Discharged cargo 1300. Tow back to Garden Island and continued on with Refit.

- (a) Distance steam during month of September 1931 miles.
- " " " " " " October 772 "
- (b) Hours under way during month of September 336⁴³/₆₀.
- " " " " " " October 74⁵⁹/₆₀.

- (c) Average distance per ton of fuel 10.73 miles.
- (d) Total distance steamed since commissioning not known.
- (e) Total hours under way since commissioning 14878 hours.

During the period under review the general health and conduct of the ships company has been very good, despite the trying conditions of service in the Darwin area.

R. A. N. R.
Lieutenant R.A.N.R. (S)
COMMANDING OFFICER.

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