

AWM78

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

HMAS KATOOMBA (I)

File number: AWM78 185/2

Title: August 1942 - March 1948. Duplicate



RCDIG1072892

SECRET

CONFIDENTIAL

KATOOMBA

DEPARTMENT OF THE NAVY

Subject:

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NAVY CONFIDENTIAL RECORDS

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Commonwealth of Australia

Department of The Navy.

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SECRET

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "KATOOMBA."

Checked for Indexing

Date 30 August, 1942. Reference No. K.138/1942.

To The Secretary to the Naval Board, Melbourne, VIC.

Copy to: Naval Officer-in-Charge, Brisbane, Queensland.

Subject REPORT ON PROCEEDINGS OF H.M.A.S. "KATOOMBA" FOR MONTH OF AUGUST, 1942.

9/9

Report of proceedings of H.M.A.S. "KATOOMBA" for the month of August, 1942, is submitted.

All times given are local. (Eastern Standard Time.)

AUGUST, 1942.

1st. 1st. 1942

1st. a.m. A/S patrol at Fall River. 0617 proceeded with "ANHUI" A/S escort till clear of China Straits, 0900 left "ANHUI" and returned to Fall River and continued A/S patrol.

2nd. 2nd. 1942

2nd. A/S patrol 5 knots at Fall River.

3rd. 3rd. 1942

3rd. A/S patrol Fall River. Sailed at 1400 with "BANTAM" for Townsville. Speed 9.5 knots. At 1755 one B.25 with seven "Kittyhawks" passed close ahead at about 600 feet altitude from S.W. to N.E. At 1820 passed "SWAN" escorting "SWARTENHONDT" on opposite courses.

4th. 4th. 1942

4th. At sea with "BANTAM." At 1500 passed "WARREGO" escorting "TASMAN" and "JAPARA" on opposite courses.

5th. 5th. 1942

5th. At sea with "BANTAM." Grafton Passage at 1800. At 1840 passed "COLAC" escorting "HAN YANG" and "HENRY G. THOREAU."

6th. 6th. 1942

6th. At sea, at 0720 instructed "BANTAM" to proceed to Bowen for bunkers, and then proceeded into Townsville. Secured Pier 1, West side at 1210 and commenced fuelling.

7th. 7th. 1942

7th. Proceeded at 0735 with party of six American Officers to witness bombing experiments off Magnetic Island. Returned to harbour at 1220 and secured alongside Harbour Board Jetty in Ross Creek. Commenced cleaning Starboard Boiler. (1100 hours.)

8th. 8th. 1942

8th. Townsville - Starboard Boiler cleaning.

9th. 9th. 1942

9th. Townsville - Starboard Boiler cleaning.

10th. 10th. 1942

10th. Townsville - Completed cleaning Starboard Boiler.

11th. 11th. 1942

11th. Raised steam and proceeded out of harbour at 1044. At 1550 proceeded with "ARUNTA". At 1650 commenced escorting convoy consisting of "JOHN WHITTAKER," "ZEBULON PIKE," "BONTEKOE," "VAN HEEMSKERK" and "BALIK PAPAN." Speed 8.5 knots.

12th. 12th. 1942

12th. At sea escorting convoy in company with "ARUNTA."

Handwritten signatures and initials in a circular stamp.

- 13th. At sea - with convoy. 0733 "Preliminary" air warning by "ARUNTA" at 0755, reconnaissance plane (unidentified) passed close to Port on parallel course S.S.W. to N.N.E. At 1830 split convoy and "JOHN WHITTAKER" and "ZEBULON PIKE" departed for Port Moresby with "WARRNAMBOOL" who joined at 1700.
- 14th. At sea with "ARUNTA" and the three Dutch ships. At 1250 left convoy and proceeded with all despatch to assist U.S. Submarine reported ashore on Rossel Island 300 miles to Eastward. Rough seas and swell from S.E. Trades unable to exceed 13.8 knots by engines.
- 15th. At 1310 sighted Adele Island and Submarine on reef about 3 miles west of Adele Island. At 1345 at Submarine, S.39 and lying off Adele Island. (Separate report on these proceedings has been forwarded.)
- 16th. At 1130 sailed from Submarine with all Officers and crew onboard "KATOOMBA." Set course for Townsville speed 11 knots. At 1900 broke W/T silence and signalled short report to N.O.I.C. Townsville (R) Naval Board.
- 17th. 0800 cut out Starboard Boiler to enable all deflector rings and flame rings to be examined. Port Boiler throat brickwork reported collapsing. Resumed at ~~kk~~ 11 knots at 1640.
- 18th. At 1625 entered Grafton Passage, reduced to 10.5 knots.
- 19th. Arrived off Townsville at 0830 and anchored in the Roads. At 0847 weighed and proceeded to berth. At 0938 all fast alongside West Side Pier 1 and commenced fuelling. S.39's crew victualled onboard all day. At 1935 S.39's crew left ship for railway station.
- 20th. At 0700 shifted ship to alongside U.S.S. "PENNANT" to clear berth. Sailed at 1630 and at 1730 commenced convoying "MALAITA" and "ALDINGA" at 9.5 knots, for Port Moresby.
- 21st. Cleared Grafton Passage at 1015. Speed 9 knots. At 1428 "BENDIGO" passed 7 miles West on opposite course and at 1554 "WARREGO" escorting three ships passed about 5 miles West on opposite course.
- 22nd. At sea with convoy. One Catalina A/S patrol.
- 23rd. Passed through Basilish Passage at 1659. At 1750 secured alongside "MALAITA" and embarked troops. At 1821 secured alongside south side east end of wharf and disembarked troops. Both boilers reported to be in very bad condition.
- 24th. Alongside wharf at Port Moresby.
- 25th. At 0605 sailed from Port Moresby for Townsville speed 8.3 knots for boiler overhaul.
- 26th. At sea - carried out exercises.
- 27th. At sea-0735 eight Flying Fortresses passed flying northward. At 1137 entered Grafton Passage.

- 28th. At 0725 arrival off Townsville, at 1000 proceeded in to harbour and at 1057 secured alongside Hynes timber wharf and commenced boiler overhaul.
- 29th. Boiler overhaul Townsville.
- 30th. Boiler overhaul Townsville.
- 31st. Boiler overhaul Townsville.

AUGUST:- Distance Steamed:- 3750 miles
(Speeds varying from 5 knots to
13.8 knots.)

Fuel consumed 240.69 tons.

A. Cousin.

COMMANDER R.A.N.R.(S).

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[185/2]

DUPLICATE

REPORT OF PROCEEDINGS

H.M.A.S. "KATOOMBA"

AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

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: *R. L. Smith* Date: 1 Nov 90

DUPPLICATE

589/202/552

St 6339

Commonwealth of Australia.

Department of the Navy.

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. "KATOOMBA"

Date 1st April, 1948 Reference No. 16/75

To THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE

(Copies to N.O.I.C.(F) and Senior Officer Reserve Fleet)
Subject REPORT ON PROCEEDINGS - MARCH, 1948

The following Report of Proceedings for March is submitted for information.

2. During the month H.M.A.S. "KATOOMBA" has remained alongside Naval Jetty, Rockingham, preparing to pay-off into "F" class reserve.

3. The following upper-deck work has now been completed in accordance with I.P.R.:

Anchors and cables	100%
Cable locker	100%
Masts and rigging	100%
Funnel	100%
Bridge	90%
Bridge screen	30%
Ship's side	75%
Forecastle iron deck	40%

Bilges - no further progress, as hands previously employed on this work have been over ship's side.

4. Engine and boiler rooms

The following have been placed in a state of preservation as laid down in I.P.R.:

Port main engine, cylinders, pistons, and metallic packing	100%
Starboard main engine	25%
Main and auxiliary feed pumps	100%
Forward oil oil fuel pump	100%
Fan engine	100%
Distiller pump	100%
Condensers	75%
Boilers + internally 100%, externally 75%.	
Minesweeping winch	100%

5. Health of the ship's company has been good. Conduct has been excellent.

R. A. Evans

Lieutenant, R.A.N.V.R.
COMMANDING OFFICER

RESTRICTED

St 6339

(See 72/51/56) *Barley*
5/10/60
~~SECRET~~

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy. *Duplicate*

From The Commanding Officer, H.M.A.S. "KATOOMBA"

Date 13th. September, 1946 Reference No. KO 14/2/46

To The Senior Officer, 20th. Minesweeping Flotilla.

Subject MONTHLY LETTER OF PROCEEDINGS - AUGUST, 1946.

Submitted for the information of the Naval Board the following letter of proceedings for H.M.A. Ship under my command for the month of August, 1946.

1. August 1st. found the flotilla in the last stages of completing Operation "KILBALL", Warrnambool directing operations. The previous day "KATOOMBA's" star-board sweepwire had parted. The new wire had been reeled onto the drum, but it was necessary to stream it independently so that the correct tension would be on the drum. We weighed at 0820, and by 1120 had re-anchored, having streamed and re-reeled the wire.

Friday morning was a morning of misfortune. While leading the flotilla at 0613 through a narrow channel to commence Operation "KILGOM", both engines broke down owing to trouble with the fuel pumps. Immediately the steam pressure dropped, the gyro went off the board and also the T.B.S. Fortunately we had enough pressure to make two knots, and we literally staggered clear of the channel. Ordering "WARRNAMBOOL" to again take command of the flotilla, we returned to harbour at 4 knots where we remained the entire weekend effecting repairs.

2. On Monday the 5th. August the flotilla returned to Rabaul. The fuel pumps broke down 5 times but each time were quickly repaired. At 1216 on the 6th. August we secured alongside V.S.I.S. "WILCANNIA" to embark provisions, and remained there overnight. Early next morning we refueled and anchored at 0916, immediately commencing boiler-cleaning. We remained in Rabaul until the 15th. August. We sailed at 0700 on the 15th. and arrived at ~~Tonolei~~ *KOMALAEI* harbour at 1415 on the 16th. when we anchored.

3. At 0600 on 19th. we weighed and commenced Operation "KILONT". This field was abandoned at 1230 owing to dangerous uncharted coral pinnacles. Lithgow and Warrnambool had already parted their sweeps by 1030 and it seemed extremely hazardous to continue sweeping an area which from all appearances was a definite menace to navigation.

4. Operation "KILTOR" was commenced at 0600 on 20th. August and was completed by 1240 on 22nd. of August.

5. On August 23rd. a check sweep in "K" formation of a rea "KILSHORT" was carried out. Having completed it by 1140 the flotilla returned to ~~Tonolei~~ *LOLUAEI* harbour.

6. At 0600 on August 24th. the flotilla sailed to Wambach Island halfway between Shortland Island and Buka passage. Although 35 miles from the sweeping area it was the only anchorage to be found in the North Eastern part of Bougainville. Operation "KILHAT" was carried out on the 25th. and upon the completion of it at 1510, the flotilla sailed for Rabaul.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From

Date.....Reference No.....

To.....

Subject

2

This time we were fortunate enough to have Rabaul in sight before the fuel pumps broke down. They were quickly rectified and we anchored at 1112 on the 26th.

We refuelled from O.F.L. 1205 on the 28th. and anchored again at 1120.

7. We sailed at 1400 on August 29th. At 1429 the fuel pumps, yes, they again broke down. Evidently the ship liked Rabaul. It was considered that in the interests of all concerned it would be better if Katoomba brought up the end of the line, which was done.

At 1405 on the 30th. the flotilla anchored in very bad weather to the south of Soraken Island, near Buka.

Operation "KILSAL" was commenced next day, the 31st. of August.

HEALTH.

The health of the ship's company has been excellent. This is partly due to the quantities of fresh fruit, vegetables and fish purchased by the ratings from the natives to augment their supply.

STATE OF ENGINES.

Notwithstanding the great number of breakdowns with fuel pumps, the state of the engines has greatly improved. Since August 29th. no breakdowns have occurred.

MAILS.

The receipt of mails during the past month has been regular.

MONTHLY FIGURES.

Distance steamed.	1705.4 Miles.
Hours under way.	175.1
Average speed.	9.75 Knots.



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Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From

Date.....Reference No.....

To

Subject

3

TOTAL FIGURES.

Distance steamed since commissioning, 17th. December, 1941.

131,887.3 Miles.

Hours under way.

14, 151.3

Average speed.

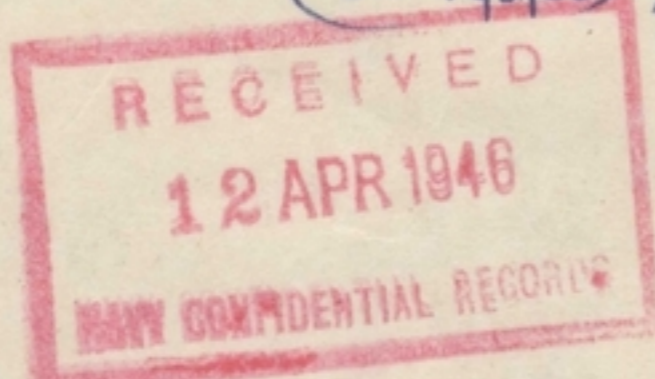
9.3 Knots.

U. L. Cant'
a./COMMANDER. R.A.N.

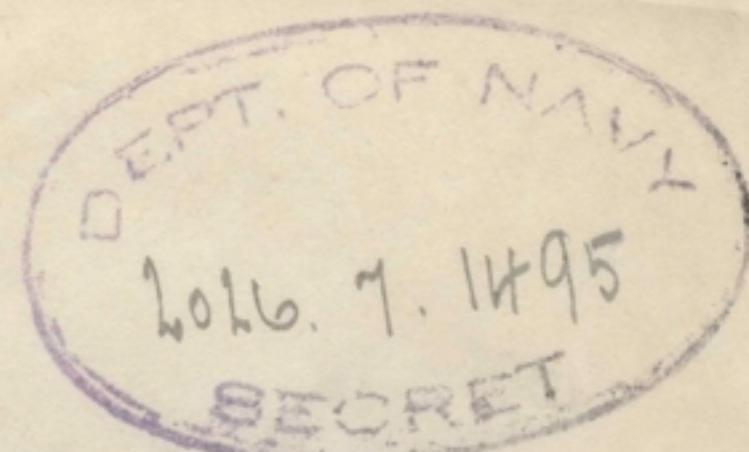
Copy to: Sec. Naval Board.

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KO 11/2/46



Orig.



6th. April, 1946

Secretary.
Naval Board.
MELBOURNE. S.C. 1

Katumba

HN

MONTHLY LETTER OF PROCEEDINGS - MARCH 1946.

Submitted for the information of the Naval Board, the following report of proceedings of H.M.A. Ship under my command for the month ended 31st. March, 1946.

1. On 1st. March, 1946, we were in our second day of sweeping in the vicinity of Cape Otway, Operation "KILMOON". The area was swept without any mines being found and it was finished at 1845 on Saturday, 2nd. March.
 2. Course was set for Melbourne in the morning of Sunday, 3rd. March, and at 1723 the ship secured alongside at the Inner West side of Princes Pier, for fuel and stores.
 3. After fuelling during Tuesday, 5th. March, the ship slipped at 1401 on Wednesday 6th. March, and proceeded with the 20th. Minesweeping Flotilla to Hobart.
 4. During the forenoon of Friday, 8th. March, the flotilla carried out manoeuvres in Storm Bay, preparatory to entering the Derwent River. At 1415 the ship secured alongside H.M.A.S. SWAN, on the South side of Ocean Pier, Hobart, for fuel and stores.
 5. At 1146, on Monday, 11th. March, the ship slipped from H.M.A.S. "SWAN", and proceeded with the 20th. Minesweeping Flotilla to carry out operation "KILTO", at the entrance to D' Entrecasteaux Channel. Owing to the bad weather the flotilla proceeded to North West Bay, where the ship anchored at 1425.
 6. The flotilla moved from North West Bay to Great Taylor Bay during Tuesday, 12th. March, owing to bad weather. The ship weighed and proceeded at 0800 and anchored at 1115.
 7. During Wednesday, 13th. March, the ship remained in Great Taylor Bay, and at 0620 on Thursday, 14th. March the ship proceeded with the 20th. Minesweeping Flotilla to Operation "KILTO".
At 1625 sweeps were recovered, the field being finished and proceeded back to Great Taylor Bay, where we anchored at 1855.
 8. At 0623 on Thursday 15th. March, we proceeded from Great Taylor Bay with the 20th. Minesweeping Flotilla to carry out Operation "KILPIL", across the entrance to Storm Bay. At 0915 sweeps were veered and the operation commenced. At 1435 sweeps were recovered and course set for Port Arthur, where the ship anchored at 1545.
 9. During Saturday, 16th. March, owing to the bad weather conditions, the flotilla remained in Port Arthur. At 0605 on Sunday, 17th. March, the ship weighed and proceeded with the 20th. Minesweeping Flotilla to Hobart, where we secured at 1030, Starboard side to at the South side of Ocean Pier, for fuel, stores and a boiler clean.
- 10/4/46

10. From Sunday, 17th. March, to Sunday 24th. March, the Flotilla was alongside at Ocean Pier, Hobart, during which time a boiler clean was carried out and there were many organised sailing races and contests between the separate ships, which were keenly contested by all.

11. After the festive week in Hobart, the Flotilla proceeded to complete Operation "KILPIL". At 1131 on Monday, 25th. March, the ship slipped and proceeded with the 20th. Minesweeping Flotilla to Port Arthur, where the ship anchored at 1701.

Owing to bad weather conditions the Flotilla remained in Port Arthur for the two succeeding days.

12. At 0714, on Thursday, 28th. March, we weighed and proceeded to the field with the 20th. Minesweeping Flotilla. The sweeps were veered by 0825 and were recovered at 1653. The ship proceeded back to Port Arthur and anchored at 1807.

13. The ship weighed anchor and proceeded at 0623 on Friday, 29th. March, with the 20th. Minesweeping Flotilla. The weather became increasingly bad, and after veering sweeps at 0724, we fouled an obstruction at 0755 with the Port sweep wire, parting the wire. The Flotilla abandoned sweeping for the day, and at 0800 we had recovered the Starboard sweep and steamed on a reciprocal course looking for the Port float. It was sighted at 0802 and was recovered with the otter at 0850. The ship returned to Port Arthur, and anchored at 0937, remaining at anchor for the remainder of the day.

14. On Saturday, 30th. March, we weighed at 0616, and proceeded with the 20th. Minesweeping Flotilla to the minefield. Sweeps were streamed at 0740 and recovered at 1640. The ship anchored in Port Arthur at 1752.

15. Sunday, 31st. March, was the final day of Operation "KILPIL", and the ship weighed at 0615 and proceeded out of Port Arthur with the 20th. Minesweeping Flotilla. At 0722, sweeps were veered. At 0727 the Starboard float wire fouled the otter. Engines were stopped and at 0736 the wire was clear. At 0753 the Starboard sweep was running incorrectly again. It was recovered and veered again and was running correctly by 0817. At 0945 the Port sweep had to be recovered because it failed to run correctly. At 0952, after dropping out of station, the sweep was recovered and the float wire was found to be around the otter.

At 1021 the ship was ordered to recover both sweeps and to take station on the starboard wing. Station was regained at 1220. At 1318 the remainder of the flotilla recovered their sweeps. Course was set for Hobart at 1345, and we secured alongside H.M.A.S. TOWNSVILLE on H.M.A.S. ROCKHAMPTON at the South side of Ocean Pier, at 1838.

CONDUCT.

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

REMARKS.

Great difficulty is being experienced in obtaining reliefs for ratings appropriated for draft or demobilisation, partly owing to the movements of the 20th. Minesweeping Flotilla, and partly because the number of ratings who become medical categories when drafted to the Flotilla.

At present only one Leading Seaman (L.T.O.) is borne in the ship, and Chief Boatswain's Mates' duties are being carried out by the senior Able Seaman.

REMARKS (CONT.)

The Coxswain (only Petty Officer) is appropriated for demobilisation and no relief has yet joined.

The lack of experienced ratings has some effect on the efficiency of an operational mine-sweeping vessel.

MONTHLY FIGURES.

Distance Steamed.	1628.3 Miles.
Hours under way.	189.3
Average Speed.	8.6 Knots.

TOTAL FIGURES.

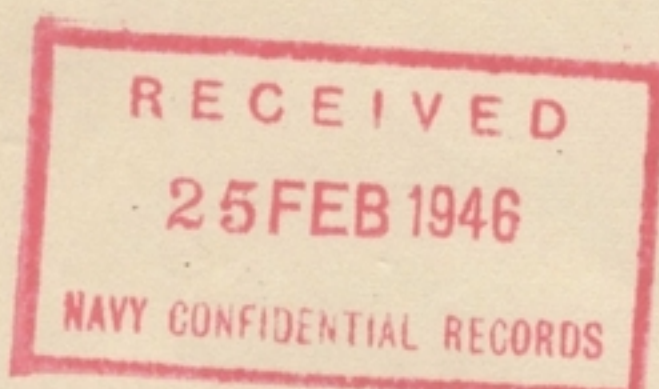
Distance steamed since Commissioning.	121,750.1 Miles.
Hours under way.	13,068.1
Average Speed.	9.31 Knots.

A. L. Cant

COMMANDER. R.A.N.

Commanding Officer.

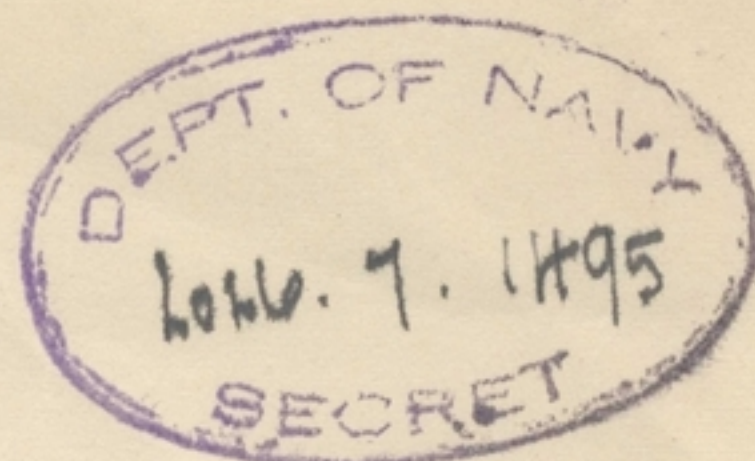
H.M.A.S. KATOOMBA.



DUPLICATE.

~~RESTRICTED~~
(see 12/51/52) Mailed 5/17/60
~~SECRET~~

Orig.



Ref. No. KO 9/2/46

10th. February. 1946

HV
The Secretary.
Navy Board.
MELBOURNE.

MONTHLY LETTER OF PROCEEDINGS - JANUARY. 1946.

Submitted for the information of the Naval Board the following report of proceedings of H.M.A. Ship under my command for the period 1st. January 1946, to 1st. February 1946.

1. From the 1st. to the 27th. of January, 1946, the ship remained alongside at the South Brisbane Ship Repair Base, retubing boilers and re-installing the minesweeping winch and davits.
2. During the period at Brisbane, on Monday, 21st. January, a Ship's Company dance was held at "Mandalay", the party proceeding and returning by launch on the Brisbane river.
3. At 1615, on Friday, 25th. January, Lieutenant J.R.Mc.Murray, R.A.N., joined the ship as Acting Commanding Officer, from H.M.A.S. "SWAN"
4. Preparatory to sailing to Sydney, en route to joining the 20th. Minesweeping Flotilla, we slipped at 0855, Monday 28th. January and proceeded to No. 2 Newstead Wharf to fuel. Having completed fuelling and also having had a defect in the port condensor repaired, we slipped at 1651 and proceeded down the Brisbane river and thence to Sydney.
5. During the trip the kites and otters were balanced, and we berthed at Kurraba jetty, Sydney, at 1700 on 30th. January, to fuel.
6. At 1001 on Thursday, 31st. January, we slipped from Kurraba jetty and secured alongside H.M.A.S. "Pirie." at No. 9 Bouy.

MONTHLY FIGURES.

Distance steamed.	518.2 miles
Hours under way.	49.1
Average speed.	10.6 knots

W/E

TOTAL FIGURES.

Distance steamed since commissioning.	118,265.2 miles.
Hours under way.	12,636.5
Average speed.	9.35 knots.

CONDUCT.

The conduct of the Ship's Company has been satisfactory. One warrant was read during the month.

HEALTH.

There is nothing to report.

MORALE.

Every man in the Ship's Company has had 14 days home leave, the second Watch returning during this month.

A Ship's Company dance was held during the month, and also L.S.T. 346 invited the Ship's Company to a dance, which was very much appreciated. The opportunity was taken of forming a new Ship's cricket team during the prolonged stay in Brisbane, and they had some creditable wins.

A. L. Cant

COMMANDER R.A.N.

Commanding Officer.
H.M.A.S "KATOOMBA".

Copy to: S.O 20TH. M.S.F.

ACK. BY. A.S. 1330Y
- 4 DEC 1945
INIT. *[Signature]*

DUPLICATE.

Commonwealth of Australia.

Department of The Navy.

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11/45

Royal Australian Navy.

From Commanding Officer, H.M.A.S. "KATOOMBA".

Date 1st. December, 1945. Reference No. KO 7/2/45.

To Senior Officer, 20th. Minesweeping Flotilla. Copy to A.S.N.B.

Subject MONTHLY LETTER OF PROCEEDINGS - NOVEMBER, 1945.

A.M.
Submitted for the information of the Naval Board, the following report of proceedings of H.M.A. Ship under my Command for the period 1st. November to 1st. December, 1945.

1. Ship alongside Milling Company Wharf, South Brisbane during the whole month of November.
2. Work in restoring Minesweeping Gear and retubing boilers has been continued throughout the month.

MONTHLY FIGURES.

NIL.

TOTAL FIGURES.

Distance steamed since commissioning 17th. December, 1941:-
117,747 miles.
Hours under way 12,587.4 hours.
Average Speed 9.35 knots.

CONDUCT.

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

HEALTH.

Good. The services of a Medical Officer borne in this Group has been beneficial to both health and morale of Ship's Companies concerned.

GENERAL.

1. Following the results of a Wear and Waste Test carried out on the ship's boilers, complete retubing was ordered. Report concerning this has been forwarded under cover of my KO 22/9/45 dated 27th. November, 1945.
2. Fourteen (14) days leave, plus travelling time, has been granted to each watch, from 1st. December, 1945.

R. Paul.

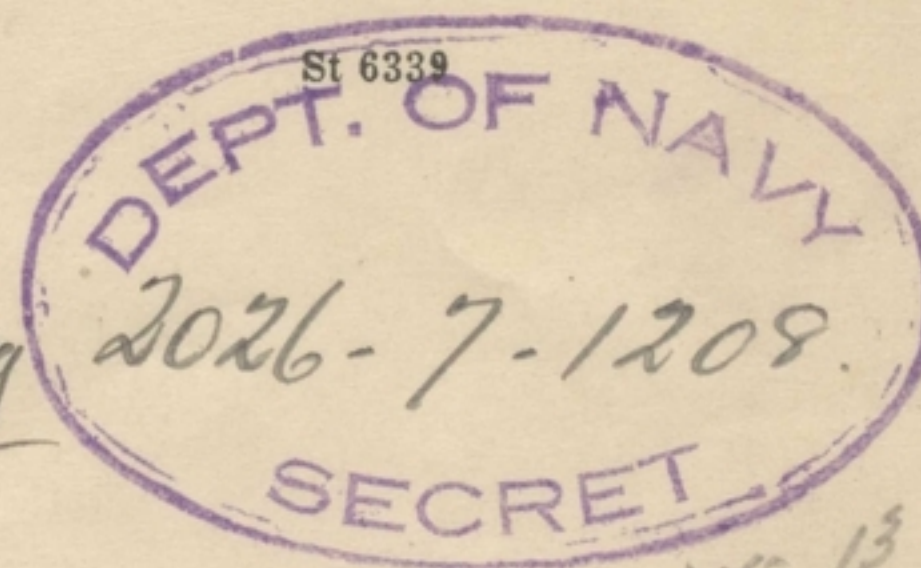
COMMANDER R.A.N.R.(S)
COMMANDING OFFICER.

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Commonwealth of Australia.

Department of The Navy.



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Royal Australian Navy.

From..... The Commanding Officer, H.M.A.S. KATOOMBA.....

Date..... 2nd ^{Oct 2} Sept. 1945..... Reference No.....

To A.C.N.B. (2 copies to N.O.I.C. Darwin.)

Subject..... Monthly Letter of Proceedings.....

HN.

Submitted:-

For the information of the Naval Board, the following report of proceedings of H.M.A. Ship under my command for the period 1st. September to 30th. September, 1945.

1. Darwin Harbour.

- 1600/3 Weighed and proceeded alongside Timber Wharf.
- 0930/4 Slipped and proceeded to anchorage.
- 0722/6 Weighed and proceeded alongside Eastern end, Main Jetty.
Depth Charge throwers removed by welders.
Landed D.C. Carriers, throwers, hydraulic gear (bridge) and davits.
Fittings for stowing charges on deck also removed.
- 0810/7 Embarked 58 Army Personnel, 2 Officers and 56 other ranks.
- 0912/7 Slipped and proceeded.
- 0932/7 Anchored in vicinity Doctor's Gully whilst awaiting barges
- 1000/7 Weighed and proceeded to sea. Two barges secured alongside
Tow veered when well clear of boom.
- 1405/7 Proceeded with Convoy. Ships in company:- "Moresby",
"Horsham", "Parkes", "Echuca", "Benalla", "Kangaroo",
"Bombo", ML's 1322, 1324, 1329, Abraham Crynssen,
S.S. Van den Bosch, Aroetta.
- 1900/9 "Warnambool" and "Gladstone" joined Convoy.

2. Koepang Bay.

- 1100/11 Anchored Koepang Bay. 5 shackles in 20 fathoms.
- 1010/12 Army Personnel and gear discharged in Japanese barges.

3. Koepang to West Bay.

- 1300/16 Weighed and proceeded to sea in company "Parkes", each
towing one R.A.A.F. barge. Proceeded via Semau and
Roti Strait.
- 1200/18 Cast off tow.
- 1223/18 Anchored in West Bay. 3 shackles in 5 fathoms.
- 1230.19 Weighed and proceeded to sea in company "Parkes".

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Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From.....

Date..... Reference No.....

To.....

Subject.....

4. Darwin Harbour.

- 1235/20 Secured alongside Western end Main Jetty for fuel, water and stores.
 1800/20 Lieutenant W.F. Evans R.A.N.R. assumed Command.
 0800/21 Slipped and proceeded to anchorage.
 1100/21 Lieutenant Commander F.N. Allison R.A.N.R. discharged "Melville" for passage to "Lonsdale".
 1200/21 Weighed and proceeded in company "Parkes" and "Gympie".

5. Darwin to Dilli.

- 0304/22 Diverted to North about route, proceeding Dilli direct.
 0915/23 Rendezvoused with "Warnambool" and "Gladstone off Dilli.
 1020/23 Anchored in Dilli Harbour. 3 shackles in 13 fathoms.
 0550/24 "Moresby" arrived Dilli.
 1506/24 Weighed and proceeded to Koepang.

6. Koepang Bay.

- 0610/25 Anchored in Koepang Bay. 5 shackles in 20 fathoms. Assumed duties of W/T Guard Ship.
 1240/26 Embarked one Flying Officer for Liason duties with Catalinas. Ship's boats being used daily for unloading cargo from Catalinas to barges.
 0700/27 "Warnambool" and "Gladstone" arrived.
 0805/27 "Kangaroo" secured on Starboard side. Topped up with fuel and water.

7. Health and Conduct.

General health of Ship's Company is very good. *m*
 Conduct excellent.

8. Welfare.

Recreational leave has been granted on all possible occasions at Darwin, Koepang and West Bay. Picture parties and fishing parties have been arranged whenever convenient

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From.....

Date..... Reference No.....

To.....

Subject.....

9. Condition of Ship.

All machinery in satisfactory condition, No apparent defects.

10. Monthly Figures.

Distance steamed	-	1856.9 miles.
Hours under way	-	228.8 hours.
Average distance per. ton of fuel	--	10.878 miles.
Average Speed	-	8.11 knots.

11. Total Figures.

Distance steamed since Commissioning 17/12/41:-		114,801.5 miles
Hours under way	-	12,298.2 hours.
Average Speed	-	9.334 knots.

W. Evans
 LIEUTENANT R.A.N.R.
 COMMANDING OFFICER.

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "KATOOMBA"

Date 5th September, 1945. Reference No. KO 6/2/45

To Secretary, Naval Board.

Subject Monthly Letter of Proceedings.

Submitted:

For the information of the Naval Board, the following report of proceedings of H.M.A. Ship under my Command for the period 1st August, to 31st August, 1945.

1. Darwin Harbour.

- 0615/5 Weighed and proceeded, H.M.A.S. "BATHURST" in company escorting first Darwin - Moratai Convoy D.M.I. comprising one liberty ship Augustine Heard.
- 2120/8 Passed H.M.A.S. "GLENELG" on route to Darwin.
- 1200/9 Augustine Heard detached and proceeded to destination without escort. Escorts proceeded to Moratai.
- 1615/9 Secured alongside Bishopdale for fuel.

3. Moratai.

- 1850/9 Anchored in R.A.N. Anchorage at Moratai.
- 1140/10 Weighed and proceeded alongside "MERKUR" for stores
- 1515/10 Slipped and proceeded to relieve H.M.A.S. "FREMANTLE" at Position "Baker" to carry out A/S Listening Watch.
- 1840/10 Relieved by H.M.A.S. "FREMANTLE" and returned to R.A.N. Anchorage.

4. Moratai to Darwin.

- 0700/11 Weighed and proceeded to Darwin.
- 2135/12 Passed H.M.A.S. "BURDEKIN" with one ship in Convoy.
- 1045/15 Passed H.M.A.S. "BOWEN".
- 1140/15 Passed H.M.A.S. "STRACHAN" and "WAGGA" escorting 3 tankers.
- 1500/15 Anchored in Darwin Harbour, later fuelling, watering and storing.

5. Pilot Ship Duties Off Darwin.

- 1400/17 Weighed and proceeded to vicinity of No.1 Buoy to carry out Pilot Ship Duties, embarking and disembarking Clarence Strait Pilots as necessary.
- 1530/17 Passed Tanker "MOORS FIELD" inward bound to Darwin.
- 1800/17 Tanker "FORT ERIE" Eastward bound passed.
- 1030/18 R.N.N. Ship "MERAKI" passed outward from Darwin.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

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No. _____

5. Pilot Ship Duties off Darwin (contd.)

1230/18 H.M.A.S. MORESBY passed outward bound from Darwin.
 1640/18 Liberty Ship WILLIAM A. CAULTER passed inward bound to Darwin.
 1930/18 S.S. VAN DEN BOSCH passed inward bound to Darwin.
 2330/18 ABRAHAM CRIJNSSEN passed outward bound from Darwin.
 2020/19 Tanker Samoset passed inward bound to Darwin.
 2215/19 PRINCETON PARK passed inward bound.
 0520/20 H.M.A.S. "BARCOO" passed inward bound.
 1300/20 Tanker CRATER LAKE passed eastward bound.
 1415/20 H.M.A.S. "BARCOO" passed outward bound escorting 3 tankers.
 1857/20 SAMFREEDOM passed inward bound.
 1907/20 PRINCETON PARK passed outward bound.
 0945/21 APACHE CANYON passed inward bound.
 1500/21 BUENA VISTA passed inward bound.
 1800/21 SAMFREEDOM passed outward bound.
 0950/22 WHITE BIRD CANYON passed outward bound.
 1130/22 Returned to Harbour.
 1305/22 Secured alongside for fuel and water.
 1700/22 Slipped and proceeded to anchorage.

6. Darwin to West Bay.

0600/27 Weighed and proceeded.
 1023/28 Anchored in West Bay.

7. West Bay to Darwin.

1530/28 Weighed and proceeded with two R.A.A.F. Barges in tow in company with H.M.A.S. "PARKS".
 0800/30 Slipped tow off Elliott Point.
 0830/30 Secured alongside for Fuel and water.
 1335/30 Slipped and proceeded to Anchorage.

8. Health and Conduct.

Health of personnel good, one case of each. Urethritis and Malaria Relapse.
 Conduct very good.

9. Welfare.

Every opportunity has been afforded to personnel to visit pictures shows and swimming baths and participate in various sport

10. Condition of Ship.

All machinery in satisfactory condition no apparent defects.

11. Monthly Figures.

Distance Steamed	2803.5 miles
Hours under weigh	264.4 hours
Average distance per ton fuel	14.329 miles.
Average speed	10.600 knots

Royal Australian Navy.

IN REPLY PLEASE QUOTE

(3)

No. _____

12. Total Figures.

Distance Steamed since Commissioning 17/12/41	112,944.6 miles
Hours under weigh	12,069.4 hours
Average Speed.	9.358 knots.

Alison

Lieutenant Commander. R.A.N.R.
Commanding Officer.

Commonwealth of Australia.

Department of The Navy.

ACK. BY. A.S. 1330Y

14 AUG 1945

INIT.....

Royal Australian Navy.

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(See 12/5/50) J. Bailey 5/12/62
RESTRICTED

From The Commanding Officer, H.M.A.S. "KATOOMBA"

Date 10th August, 1945 Reference No. KO 5/2/45

To Secretary, Naval Board, Copy to N.O.I.C Fremantle, N.O.I.C. DARWIN.

Subject Monthly Letter of Proceedings.

Submitted:

For the information of the Naval Board, the following report of proceedings of H.M.A. Ship under my Command for the period 1st July to 31st July, 1945.

1. Annual Refit.

- 1st to 2nd July, Ship alongside Wharf at Fremantle refitting.
- 0930/3rd Ammunitioning Ship.
- 1320/3rd Basin Trials.
- 1230/4th Commenced Sea Trials, Slipped and proceeded
- 1655/4th Returned to Harbour, Secured alongside Wharf at Fremantle
- 0800/5th Storing Ship.
- 0910/6th Slipped and proceeded for D.G. Ranging and Compass Adjustment.
- 1600/6th Weather unsatisfactory: Secured alongside Wharf at Fremantle.
- 0900/7th Continued Storing Ship.
- 0830/8th Slipped and proceeded, to Continue Compass Adjustment.
- 1115/8th Secured alongside Wharf at Fremantle.
- 1630/9th Loaded Ammunition for transport to Onslow.
- 1200/10th Slipped and proceeded to Complete Compass Adjustment.
- 1420/10th Compass adjustment completed.

2. Passage from Fremantle to Onslow.

- 1430/10th Proceeded from Gage Roads to Onslow
- 1245/14th Secured alongside Onslow Jetty for Fuel, and to unload ammunition for U.S.S. "Hardhead" Passage without incident.

3. Passage from Onslow to Broome.

- 0700/15th Slipped and proceeded to Broome.
- 0910/17th Anchored in Inner Anchorage-Broome Unloaded two cases Fireworks and Ammunition Passage without incident

4. Passage from Broome to Darwin.

- 1200/17th Weighed and proceeded to Darwin.
- 1625/20th Secured alongside main Jetty at Darwin for water and Fuel Passage without incident.

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Royal Australian Navy.

IN REPLY PLEASE QUOTE

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No. _____

4. Passage from Broome to Darwin. (continued)

0805/21st Slipped and proceeded to Anchorage.

5. Pilot Ship Duties off Darwin.

1300/24th Weighed and proceeded to Vicinity of No 1 Buoy to Carry out Pilot Ship Duties embarking and disembarking Clarence Strait Pilots as necessary.

1830/30th Returned to Harbour- Secured at Main Jetty for water fuel, and stores

6. Health and Conduct.Health of personnel good.
Conduct very good.12. Welfare.

Whilst based at Darwin, every opportunity has been afforded to personnel to visit pictures, swimming baths, and participate in football and cricket matches.

13. Condition of Ship.

Ship has completed refit, and after usual amount of adjustment and running in period, Main Propelling and Auxilliary Machinery can be classed as satisfactory.

New Main Inlet Tubes were fitted and corrosian pieces fitted on Main Inlet Line.

Mine Sweeping Winch and gear landed at Fremantle.

14. Monthly Figures.

Distance Steamed	-	2025	miles
Hours under weigh	-	214	hours.
Average distance per ton of fuel	-	14.15	miles.
Average speed	-	9.463	knots.

15. Total Figures.

Distance steamed since Commissioning 17/12/41	108150.3	miles
Hours under weigh.	11600.2	hours
Average speed	9.323	knots

Alison

Lieutenant Commander. R.A.N.R.

COMMANDING OFFICER

H.M.A.S. "KATOOMBA"

ACK. BY. A.S. 1330Y
ACK. BY. A.S. 1330Y
30 JUL 1945
30 JUL 1945
INIT. K.J.D.

St 6339

Commonwealth of Australia.

Department of The Navy.

DEPT. OF NAVY
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Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "KATOOMBA"

Date 11th July 1945 Reference No. 5/2/45

To The Secretary Naval Board. Copy to N.O.I.C. Fremantle.

Subject Monthly Letter of Proceedings, 1st June- 30 June 1945

HM.

Submitted:

For the information of the Naval Board, the following report of proceedings of H.M.A. Ship under my command for the period 1st June to the 30th June, 1945.

1. Ship alongside wharf at Fremantle for Annual Refit.

2. Health, Conduct, and Welfare.

Except for C. and M. Party Ratings on long leave.

Alison

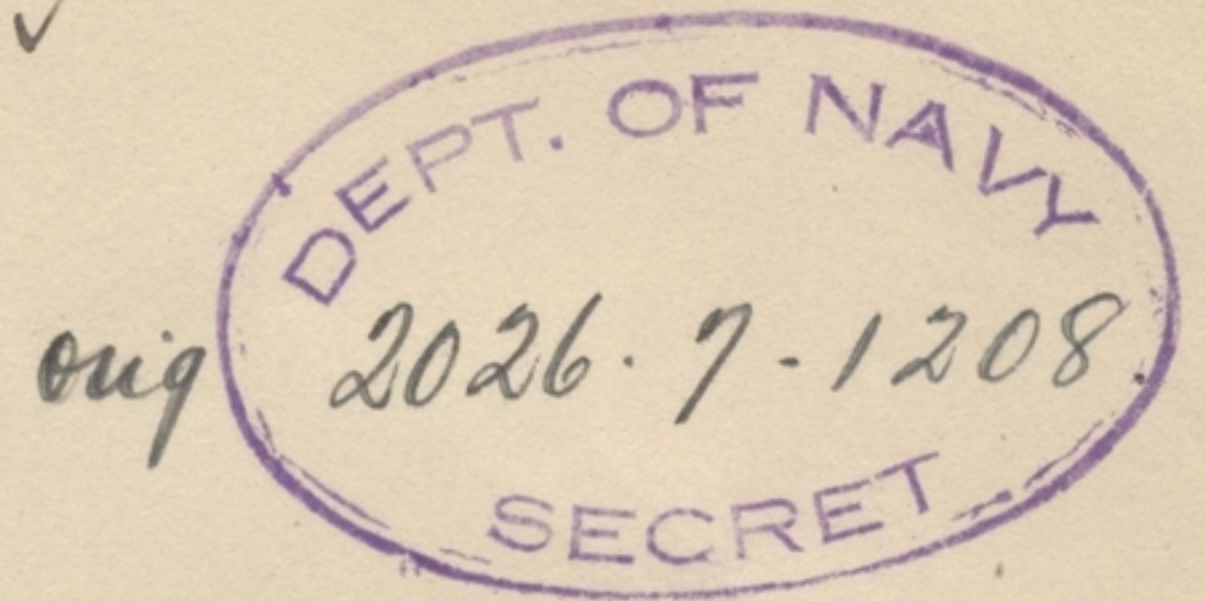
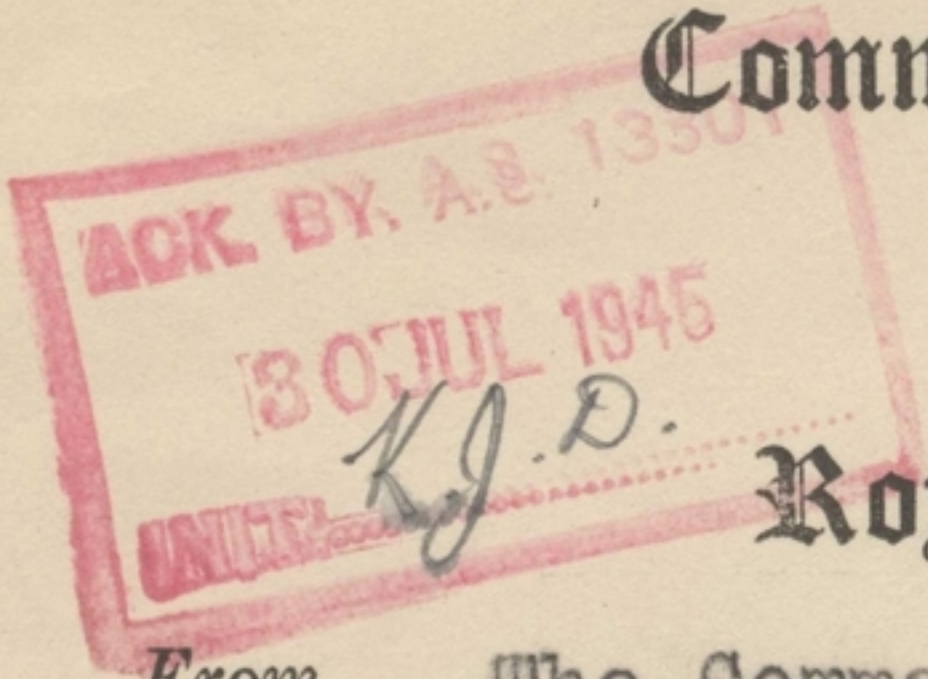
Commanding Officer.
Lieutenant Commander, R.A.N.R.

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Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.



From The Commanding Officer H.M.A.S. "KATOOMBAN"
 Date 11th June 1945 Reference No. 4/2/45
 To The Secretary, Naval Board. Copy to N.O.I.C. Fremantle.
 Subject Monthly Letter of Proceedings.

Submitted:

For the information of the Naval Board, the following report of proceedings of H.M.A. Ship under my command for the period 1st May to 31st May, 1945.

1. Submarine Attacking, A/S Exercises off Rottnest Island.
 0700/1st Slipped and proceeded-carried out Submarine Attacking exercises.
 1653/1st Secured alongside wharf at Fremantle.
2. A/S Patrol off Fremantle.
 1740/1st Slipped and proceeded-carried out A/S Patrol off Fremantle Harbour.
 0800/2nd Patrol completed returned to Harbour
 0820/2nd Secured alongside wharf at Fremantle.
3. Submarine attacking, A/S Exercises off Rottnest Island.
 1130/3rd Slipped and proceeded-carried out Submarine attacking and A/S exercises.
 0645/5th Secured alongside wharf at Fremantle.
4. A/S Patrol off Fremantle.
 1300/6th Slipped and proceeded-carried out A/S Patrol off Fremantle Harbour.
 1300/7th A/S Patrol completed-proceeded to Submarine Exercise Area.
5. Submarine Attacking Convoy Exercises off Rottnest Island.
 1650/7th Commenced Submarine attacking ~~convoy~~ exercises off Rottnest Island.
 1020/8th Secured alongside wharf at Fremantle.
6. Boiler Cleaning.
 Boiler cleaning period 9th to 14th May, 1945.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

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7. Submarine Attacking and A/S Exercises off Rottnest Island.
 0730/15th Slipped and proceeded-carried out Submarine attacking exercises
 1135/16th Secured alongside wharf at Fremantle.

8. A/S Patrol off Fremantle.
 1335/16th Slipped and proceeded-carried out A/S Patrol off Fremantle.
 Harbour.
 0850/19th Secured alongside wharf at Fremantle.

9. Submarine Attacking Exercises off Rottnest Island.
 0730/21st Slipped and proceeded-carried out Submarine attacking exercises
 0745/22nd Secured alongside wharf at Fremantle.

10. General.
 0800/23rd Commenced De-storing Ship.
 0800/24th Commenced De-ammunitioning Ship, prior to commencing refit.
 1000/25th Pumped remaining fuel oil into H.M.A.S. "GERALDTON"
 0800/26th Commenced Annual Refit- Ratings, with the exception of C. and M.
 Party proceeded on long leave.

11. Health and Conduct.
 Health of personnel generally good. Urethritis cases reported in last
 report have with one exception all cleared up.
 Conduct has been good. wa

12. Welfare.
 Ratings continue to make own arrangements for their Amenities, while
 based at Fremantle. Majority of Ratings on long leave.

13. Condition of the Ship.
 Main Engines and Auxilliary Machinery under refit. Ship slipped 30th May.

14. Monthly Figures.

Distance Steamed	-	1725.7 miles.
Hours under weigh	-	178.5 hours.
Average distance per ton of fuel.	-	16.9 miles.
Average speed	-	9.668 knots.

15. Total Figures.

Distance steamed since Commissioning 17th Dec. 1941		106,125.3 mile
Hours under weigh		11,386.2 hours
Average Speed.		9.409 knots

McLison
 Commanding Officer.
 Lieutenant Commander R.A.N.R.

RESTRICTED COMMONWEALTH OF AUSTRALIA

(See 12/51/50) *J. B. ...*

~~SECRET.~~

From: Commanding Officer, H.M.A.S. "KATOOMBA"
Date: 10th May, 1945. Reference No KO 3/2/45
To: The Secretary, Naval Board. Copy to N.O.I.C. Fremantle.
Subject: MONTHLY LETTER OF PROCEEDINGS.
Submitted:

For the information of the Navy Board, the following report of proceedings of H.M.A. Ship under my command for the period 1st April to 30th April, 1945.

1. Melbourne to Fremantle.

0001/1st. Continuing passage from Melbourne to Fremantle.
1700/4th. Secured alongside wharf at Fremantle Harbour.
Passage made without incident.
5th. Refuelled.

2. Submarine attacking, A/S and Convoy Exercises off Rottnest Island.

1225/6th. Slipped and proceeded and carried out convoy Exercises
0925/7th. Secured alongside wharf at Fremantle.
0820/8th. Slipped and proceeded carried out Submarine attacking A/S
and Torpedo firing exercises.
1035/10th. Secured alongside wharf at Fremantle, refuelled.
0730/11th. Slipped and proceeded. Carried out Submarine attacking
A/S and Torpedo firing exercises.
0650/15th. Secured alongside wharf at Fremantle, refuelled.
1000/18th. Slipped and proceeded. Carried out Submarine attacking
exercises.
0750/19th. Secured alongside wharf at Fremantle. Refuelled.
0730/21st. Slipped and proceeded. Carried out Submarine attacking,
Convoy and Torpedo exercises.
1355/22nd. Secured alongside wharf at Fremantle.

3. Gunnery Practice Shoot.

0835/25th. Slipped and proceeded. Carried out 4" Practice Shoot
at a Mark 6 target.
1305/25th. Secured alongside wharf at Fremantle.

4. Submarine attacking A/S and Convoy exercises off Rottnest Is.

1000/26th. Slipped and proceeded. Carried Submarine attacking
exercises.
0950/27th. Secured alongside wharf at Fremantle.
0530/28th. Slipped and proceeded. Carried out Submarine attacking
exercises.
1515/28th. Secured alongside wharf at Fremantle.
1000/29th. Slipped and proceeded. Carried out Submarine attacking
exercises.
1915/30th. Secured alongside wharf at Fremantle.

5. Health and Conduct.

Generally health of personnel good. During month one case of malaria six of Urethritis received medical attention in addition to minor ailments. Conduct has been good.

6. Welfare.

With the transfer of the ship to Fremantle ratings have been able to take advantage of Capital City amenities, preferring to make their own arrangements.

7. Conditions of ship.

Ship still requires docking. Main engines satisfactory frequent

Duf. *In consultation with 1945*

adjustments necessary, due to general wear. Auxiliary machinery worn. Ship requires refitting which is due in May.

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8. Monthly Figures.

Distance Steamed.	2560.4 miles
Hours under weigh	249 hours 28 mins.
Average distance per ton of fuel.	13.04 miles
Average speed	9.373 knots.

9. Total Figures.

Distance steamed since commissioning 17th December, 1941.	104,399.6 miles.
Hours under weigh	11,207.7 hours.
Average speed.	9.312 knots.

ACK. BY. A.S. 1330Y
1 - JUN 1945
INIT. *[Signature]*

(Sgd.) F. Allison
Commanding Officer,
Lieutenant Commander
R.A.N.R.

~~RESTRICTED~~
~~CONFIDENTIAL~~ *W 5/24/60*

FO10/7.

II.

The Secretary,
NAVAL BOARD.

Submitted for the information of the
Naval Board.

2. H.M.A.S. "KATOOMBA" commenced refit on 25th May,
1945, vide my message T.O.O. 230759.

[Signature]

COMMODORE, R.A.N.,
NAVAL OFFICER-IN-CHARGE.

FREMANTLE.
30/5/45.

HN

YCA



Royal Australian Navy

Commander "D"
File No.
D34 117119

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RESTRICTED
see 12/51/50
Baird 5/10/60

The Commanding Officer, H.M.A.S. "Katoomba"
31st March 1945 Ref. No. K02/2/45
The Secretary Naval Board. Copies to N.O.I.C. New Guinea
& Commander(D) H.M.A.S. PLATYPUS.
Monthly letter of proceedings - March 1945.

Alph

SUBMITTED:-

For the information of the Naval Board, the following report of proceedings of H.M.A. Ship under my command for the period 1st March to 31st March 1945.

1. A/S PATROL OUTSIDE HUMBOLDT BAY.

0730/1st. Weighed and proceeded from harbour, relieving H.M.A.S. "Colac" of outer A/S patrol at 0800.
0735/3rd Relieved of outer A/S patrol by H.M.A.S. "Vendetta" and proceeded to harbour for fuel and stores prior to departing for Townsville via Madang.

2. HUMBOLDT BAY TO TOWNSVILLE.

2000/3rd Weighed and proceeded from Humboldt Bay anchoring at Madang at 0730/5th.
1340/5th Weighed and proceeded to Townsville via Raven Channel, China Straits and Grafton Passage.
0750/10th Secured alongside Harbour Trust Wharf at Townsville preparatory to Boiler Cleaning, Slipping and granting recreation leave to personnel. Passage without incident.
/20th As slipway had been damaged by H.M.A.S. "Lithgow" ordered to prepare for sea for passage to Fremantle via Melbourne.
0600/22nd Slipped from Harbour Trust Wharf and proceeded to oil berth.

3. TOWNSVILLE TO MELBOURNE.

1045/22nd Slipped and proceeded to Melbourne.
1435/28th Secured to Nelson Pier Williamstown for fuel, stores and minor engine repairs. Passage made without incident.

4. MELBOURNE TO FREMANTLE

1620/29th Slipped Nelson Pier and proceeded to Fremantle being still on passage at midnight 31st. Passage to the time without incident.

5. HEALTH AND CONDUCT.

Health of Ships Company generally good. Minor skin complaints clearing up with transfer of ship to temperate climate. Conduct has been good.

6. WELFARE.

Recreation leave in Townsville availed of with short country trips, swimming, pictures etc.

7. CONDITION OF SHIP.

Ship still requires docking. Main engines satisfactory but general wear making frequent adjustments necessary. Auxiliary Machinery. Worn, requires thorough refit F.A.O. Air pumps, steam chests worn out. Two in number new chests obtained in Melbourne to be fitted F.A.O.

8. MONTHLY FIGURES.

Distance steamed ----- 4380.3 miles
Hours under weigh----- 403 hrs 18 mins.
Average distance per ton of fuel----- 15.1 miles
Average speed----- 10.861 knots

*Comd 1/26/4
C/O 2/5
S.O.A.S.
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9. TOTAL FIGURES.

Distance steamed since commissioning 17th December 1941-----101,839.2
Hours under weigh----- 10,916.2
.Average Speed ----- 9.329

Commanding Officer.

Johnson

Lieutenant Commander. R.A.N.R.

Royal Australian Navy.

Commander "D"
File No.

134/17

~~SECRET~~
RESTRICTED
(See 72/51/56) 31/12/60

IN REPLY PLEASE QUOTE

No. _____

From:... The Commanding Officer, H.M.A.S. "KATOOMBA".
Date:... 1st March, 1945. Ref. No. K01/D/45.
To:..... The Secretary, Naval Board (Copies to The Naval
Officer-in-Charge, New Guinea; Commander(D).)
Subject. Monthly letter of Proceedings - February, 1945.

Duplicate

Submitted for the information of the Naval Board, the following report of proceedings of H.M.A. Ship under my command, for the period 1st February to 28th February, 1945.

1. A/S Patrol outside Humboldt Bay.

0001/1st 0735/1	Continuing outer A/S patrol. Relieved of patrol by H.M.A.S. "Townsville", and proceeded to harbour.
1640/1 0715/4	Anchored in Challenger Cove after fuelling and watering. Weighed and proceeded from harbour, relieving H.M.A.S. "Townsville" of outer A/S patrol, at 0800.
0745/8	Relieved of outer A/S patrol by H.M.A.S. "Townsville", and proceeded to harbour.
1110/8 1100/10	Anchored in Hollandia Bay after fuelling. Weighed and secured to dock for water, on completion anchoring in Hollandia Bay at 1545.
1200/13	Weighed and proceeded from harbour, relieving H.M.A.S. "Sootamundra" of outer A/S patrol at 1235.
0910/17	Relieved of outer A/S patrol by H.M.A.S. "Colac", and proceeded to harbour.
1740/17 0001/19	Anchored in Hollandia Bay after fuelling and watering. Commenced boiler cleaning. H.M.A.S. "Gympie" taking over the patrol during this period.
2359/25	Completed boiler cleaning. Reverted to two hours notice.
1200/26	Weighed and proceeded alongside dock for water, on completion anchoring in Hollandia Bay at 1600 until midnight 28th February.

A/S patrol during this period without incident.

2. Health and Conduct.

Health of the ship's personnel continues to be generally good. Medical and dental attention where necessary was obtained during boiler clean.

S.B.A. Wiltshire was discharged to Hollandia hospital with a swollen ankle.

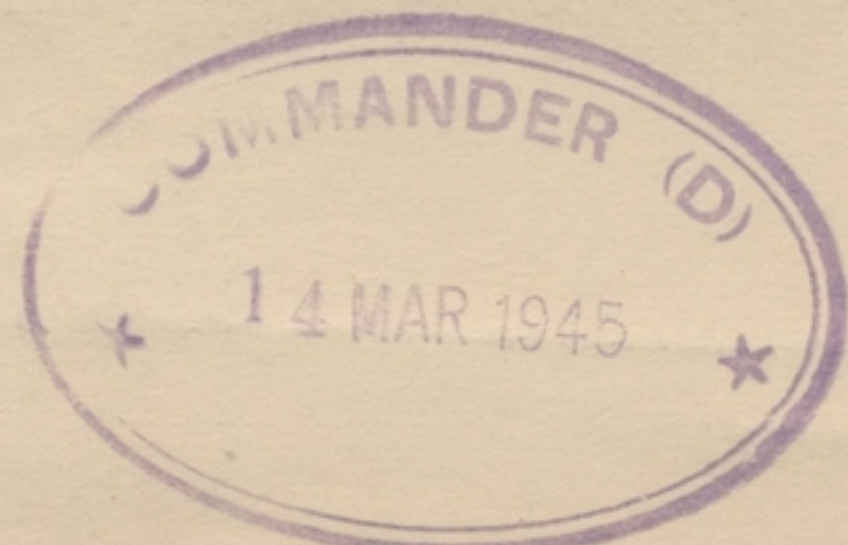
Conduct has been good with regular beer issue and mail service assisting greatly.

3. Welfare.

Whilst in harbour and during the boiler cleaning period, picture parties, swimming, and water polo matches were arranged. Ratings were allowed to make short trips inland.

4. Condition of the Ship.

State of machinery good. Hull is becoming foul with weed. Orders have been received to proceed to Townsville for docking.



Comd of 14/3
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So R 16/3
MS 17/3
G 18/3
A 19/3
T 20/3
E 21/3
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Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. _____

B.

5. Refrigerator Motor.

Motor has now been repaired and is running satisfactorily. Fresh provisions previously landed have been embarked.

6. Monthly Figures.

Distance steamed.....	1090.8 miles.
Hours under way.....	20hrs. 52 mins.
Average mile per ton of fuel....	15.5 miles.
Distance	
Average Speed.....	9.914 knots.

7. Total Figures.

Distance steamed since commissioning	
17th December, 1941.....	99,449.7 miles.
Hours under way.....	10,714.7 46/60hrs
Average speed.....	9.282 knots.

Stenson
Lieutenant Commander, R.A.N.R.

Commonwealth of Australia

Department of The Navy.



Royal Australian Navy.

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

From 31st January, 1945 KO 148/14/45.

Date The Secretary, Naval Board. Reference No. To The Secretary, Naval Board. (Copy to :- H.O.I.C. New Guinea, Commander (D), H.M.A.S. "SWAN".)

Subject LETTER OF PROCEEDINGS FOR JANUARY.

SUBMITTED :-

For the information of the Naval Board, the following Report of Proceedings of H.M.A. Ship under my command for the period 1st January to 31st January, 1945.

1. BIAK TO MOROTAI (Cont'd)

- 1403/1 Ordered to take up position "A" whilst H.M.A.S. "GLADSTONE" (SOB) identified a vessel ahead of the convoy.
- 1458/1 Gained A/S contact at 1400 yards on the starboard side of convoy's track, who gave indications of a possible sub.
- 1506 Fired full pattern of five charges (150 ft mean setting) and lost contact. About 1512, still unable to regain contact. Approached Depth Charge disturbance to investigate, and found a large "Palm Tree", protruding about five feet from the water. As the tree was in the centre of the Depth Charge disturbance, it could not have failed to have been sighted during the first run. After investigating outside the Depth Charge disturbance and still not gaining contact, it was assumed that this tree previously submerged, was our echo, and the detonation of the charges may have brought it to the surface. (dislodging something)
- 1525/1 Classified contact as non submarine. Proceeded to regain position on convoy in company with "GLADSTONE", who had arrived just as we were about to make our second attack.
- 1530/1 The R.A.A. in charge (R.A.A. 111 D. Kennedy) reported that the Port Main Inlet Tube was leaking, due to the depth charges detonations exposing corrosion. The Port engine was stopped to effect temporary repairs, 8 knots being maintained on the Starboard engine. 1610. 12kts on both engines
- 1630/1 The R.A.A. reported leakage in the Starboard Main Inlet Tube, but that he had already effected repairs. Red lead and canvas was bound around the tubes in both cases.
- 0515/2 Regained station on convoy. 1640/2. entered Morotai harbour.
- 1710/2 The engineer Officer from H.M.A.S. "BUNDABERG" (Eng Lt Triggs R.A.N.R(S) boarded H.M.A.S. "KATOOMBA" to inspect the tubes.
- 1830/2 At anchor awaiting instructions.

2. MOROTAI TO MDIS WOBEDI :-

- 0600/3 Anchor weighed and proceeded to position for stationary A/S Patrol.
- 1642/3 Relieved by H.M.A.S. "LATROBE". H.M.A.S. "KATOOMBA" proceeded from harbour to join H.M.A.S. "BUNDABERG" (SOB) to escort three vessels to BIAK.
- 2155/3 H.M.A.S. "KATOOMBA" gained A/S contact. We had been instructed not to fire charges, owing to the doubtful strength of the repairs to the main inlet tubes. Therefore contact was held and reported to H.M.A.S. "BUNDABERG" who proceeded to join us. Shortly afterwards it was classified as "non-submarine". H.M.A.S. "KATOOMBA" although maintaining 10.5 knots was unable to overtake the convoy, who was supposed to be doing 8 knots.
- 2300/3 Detached by H.M.A.S. "BUNDABERG" to rendezvous with an allied submarine.

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2. MOROTAI TO MISC WOENDI :-

0955/5 Sighted Submarine (U.S.S. "STRINGRAY"). 1015/5 In station "A", speed 11.5 knots escorting U.S.S. "STRINGRAY".
 0812/6 Entered Mois Woendi, detached U.S.S. "STRINGRAY". H.M.A.S. "KATOOMBA" proceeded to anchorage after watering and fuelling.
 1725/6 At anchor, S.O.2 inspected Main Inlet Tubes.
 0900/9 Welding plant secured alongside to weld Main Inlet Tubes.
 1620/9 Welding Plant barge slipped.
 1300/12 Cement boxing around Port Main Inlet Tubes, tested for watertightness and found to be in fair condition. (Damage report forwarded)

*Port & Star Main Inlet Tubes
 Tested & found Water-tight*

3. MISC WOENDI TO HOLLANDIA :-

0600/13 Weighed anchor and proceeded.
 0620/13 Cleared Boom Gate.
 0625/14 Entered Humbolt Bay. 0701/14 Secured alongside Liberty Ship at No 1 Navy Dock.

4. A/S PATROL OUTSIDE HUMBOLT BAY :-

1135/14 Weighed and proceeded to relieve H.M.A.S. "EDGEMHAMPTON" of A/S Patrol.
 1200/14 Took over A/S Patrol, in company with H.M.A.S. "TOWNSVILLE" (30) and S.O. 636.
 1500/15 Relieved H.M.A.S. "TOWNSVILLE" of her patrol to enable her to return to harbour. S.O. 991 took up our previous patrol.
 1030/18 Relieved of A/S Patrol by H.M.A.S. "TOWNSVILLE" and proceeded to harbour.
 1710/18 Anchored in Challenger Cove after fuelling and embarking stores.. A/S Patrol without incident.

5. A/S PATROL OUTSIDE HUMBOLT BAY :-

0800/21 Slipped and proceeded from harbour. 0925, relieved H.M.A.S. "TOWNSVILLE" of A/S Patrol.
 2300/21 S.O. 742 (Patrol) reported A/S contact. H.M.A.S. "KATOOMBA" increased speed to assist investigation. 2335/21 S.O. 742 reported A/S contact lost.
 0640/22 Unable to regain contact, assumed "non sub", resumed normal patrol.
 1140/23 H.M.A.S. "TOWNSVILLE" (30) joined patrol, relieving S.O. 742.
 1750/23 Proceeded to harbour to land a suspected case of appendicitis. 1830 Transferred Seaman to H.M.A.S. "THREE CHEERS" for transportation to hospital. 1910 Resumed A/S Patrol.
 1720/24 Proceeded to harbour to pick up Lt Cdr ALLISON, R.N.R. (relieving C.O.) and Eng Lieut Jenkins, D.T., R.N.R.(S) returning from leave.
 1735/24 Intercepted by a small craft that had three American Officers on board who had missed their ship in a convoy, that had departed an hour ago at 5 knots.
 1750/24 Embarked the Americans and proceeded to contact convoy.
 1840/24 Contacted convoy, but owing to closing darkness the Americans were unable to identify their ship. They were transferred to the nearest small craft in the convoy.
 1845/24 Returned to harbour to pick up Lt Cdr ALLISON and Eng Lieut JENKINS. 1950, Lt Cdr ALLISON and Eng Lieut JENKINS on board. Proceeded to resume A/S Patrol.
 0445/25 Investigated Radar contact 1000 yds. 0450 Contact was Sonar Buoy, resumed A/S Patrol.

Royal Australian Navy.

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1550/25. Relieved of A/S Patrol by SC742. Proceeded to harbour.
 1656/25. Secured to Tanker "Clyde" for fuel.
 1050/25. Anchored in Challenger Cove. 2200/26. Received instructions to go to assistance of ~~us~~ a vessel disabled 30 miles outside Humbolt Bay.
 2306/26. Anchor aweighed and proceeded out.
 0120/27. Sighted lights of vessel towing.
 0150/27. Exchanged identities, H.M.A.S. "Falie" towing MSL 701, the craft that had signalled for assistance.
 0200/27. H.M.A.S. "Katoomba" being of no further assistance returned to harbour. 0505/27. At anchor in Challenger Cove.
 1200/27. Lt. Cdr. F.N. Allison, RANR assumed command of H.M.A.S. "Katoomba" superseding Lt J.A. Grant, RANR(S).
 1400/28. Weighed and proceeded from harbour. 1510. Relieved HMAS, "Townsville" of outer A/S Patrol.
 0650/30. Returned to harbour to embark four ratings. 0730. Ratings onboard. Proceeded to resume patrol which was continued to midnight 31st January.

6. DAMAGE TO STEM POST:-

1230/27. Whilst H.M.A.S. "Katoomba" was at anchor in Challenger Cove, a Liberty Ship (John Swett) when attempting to berth got into difficulties and whilst going astern across H.M.A.S. "Katoomba's" bows from Port to Starboard made impact with this Ship's Stem Post causing slight damage resulting in a bent stem post for a distance of 9 inches. This defect can be made good when ship refits. H.M.A.S. "Katoomba's" cables ^{was} were veered in an endeavour to prevent the above.

7. HEALTH CONDUCT:-

The health of the Ship's Company is generally good with the exception of an attack of diarrhoea during period 23rd to 26th January when 24 of the personnel were affected. The services of the U.S. Naval Doctor, Cdr Hunter, was obtained but he was unable to account for the outbreak. Conduct has been good, conditions improving by the recent issue of beer together with frequent and fast mail service.

8. WELFARE :-

Whilst in harbour arrangements were made for a swimming picnic for ratings who could be spared and all appeared to have a good day. Every opportunity was taken to enable personnel to attend pictures.

9. CONDITION OF SHIP :-

The state of Machinery is good. Damage was sustained to Main Inlet Tubes when pattern of 5 Depth Charges was dropped on 1st January, 1945. These have been temporarily repaired by casing in cement. (Refer my report 13th January ref HO13/D/45.

10. BREAKDOWN OF REFRIGERATOR MOTOR :-

Refrigerator motor broke down on 19th January and efforts to have this repaired have not to date been successful. Fresh Provisions were landed and are obtained when opportunity provides.

Royal Australian Navy.

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11. MONTHLY FIGURES :-

<p>Distance Steamed</p> <p>Hours under Way.</p> <p><i>Miles</i> Speed per ton of fuel.</p> <p>Average Speed.</p>	<p>4088.2 miles.</p> <p>386 hrs, 57 mins.</p> <p>16.5 Knots.</p> <p>10.49 1 Knots.</p>
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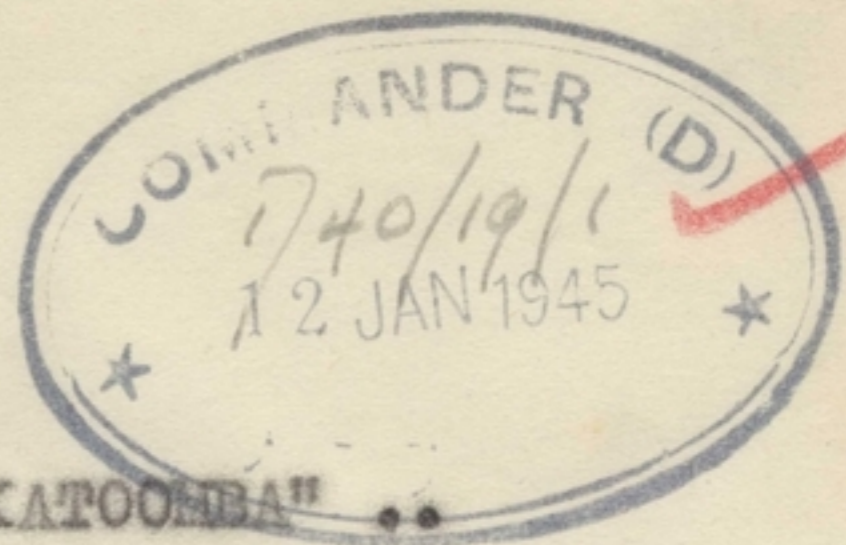
12. TOTAL FIGURES :-

<p>Distance steamed since Commissioning 17/12/41.</p> <p>Hours under way.</p> <p>Average Speed.</p>	<p>97458.9 miles.</p> <p>10512.9 54/60 hours.</p> <p>10.570 knots.</p>
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Allison

LIEUT. CMDR. RAHR.
COMMANDING OFFICER.

~~RESTRICTED~~
(Sec 12/51/50) *Barley 5/12/60*
~~CONFIDENTIAL~~



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

31st. December, 1944 .

KO 139/14/44.

The Secretary, Naval Board. (Copy to :- N.O.I.C. NEW GUINEA, COMMANDER "D", HMAS "SWAN".

REPORT OF PROCEEDINGS FOR DECEMBER .

SUBMITTED :-

For the information of the Naval Board, the following report of Proceedings for the period 1st. December to 31st. December, 1944 of H.M.A. Ship under my Command.

1. MORATAI TO MIOS WOENDI (VIA BIAK)

- 0658/3 Weighed and proceeded from Morotai in company with HMAS "COLAC" to conduct an A/S search whilst awaiting convoy.
0900 Convoy consisting of 2 Liberty Ships, 1 Tanker, and 1 Small Craft, proceeded with HMAS "KATOOMBA" (SOE) and HMAS "COLAC".
1738 "KATOOMBA" investigated A/S Contact. Proved to be non Sub (Whales sighted) 1800 Resumed Station.
0655/4 HMAS "COLAC" broke down, "KATOOMBA" took Station "A".
0920 "COLAC" and "KATOOMBA" resumed former stations.
1800 HMAS "COLAC" detached with Tanker for Biak, "KATOOMBA" took up position "A" ahead of remaining convoy.
0735/5 Proceeded independently off Biak to report to the Port Director that the convoy was continuing to Hollandia, and that "KATOOMBA" was proceeding to Mios Woendi for fuel and stores.
0935/5 Signals passed to Biak, proceeded to Mios Woendi, and at 1105 Entered Mios Woendi Harbour.
1734 Anchored, having completed with fuel and water. Voyage with out incident.

2. A/S EXERCISES OUTSIDE MIOS WOENDI .

- 0800/6 Weighed and proceeded, escorting U.S. Submarine S.47, to exercise area. 0945 Cleared the Harbour, and the Submarine submerged for exercises. 1020 Commenced A/S exercises.
1350 Exercises completed, having carried out nineteen attacks. HMAS "KATOOMBA" and S.47 then returned to Mios Woendi. During the 19 attacks, 12 hand grenades were thrown, the remaining 7 attacks were practice runs. All Officers participated carrying out 4 - 5 runs each. In this our first series we were credited with 50% possible hits.
1510 Entered Boom, detached from S.47. Staff Officers disembarked by 1722, then we proceeded to Biak.

3. MIOS WOENDI TO BIAK & AT BIAK .

- 1746/6 Cleared Mios Woendi Harbour, and at 2010 anchored outside Sorido Lagoon, proceeding inside the Lagoon at 0830/7 to anchor.
1845/7- Stores procured for the ship had to be transported to the Liberty Wharf. We were unable to procure the services of a barge until the weather abated, the wind then being S.W. Strength 5 - 6. The Stores, therefore, either had to be left on the Wharf under an armed guard provided by the ship on the "Off Chance" that the weather would be calm by the morning; or had to be embarked immediately by our own boats. The latter course was decided upon. Owing to the rough seas difficulty was experienced by our own boats, Motor Boat and Whaler, in transporting the stores to the ship, causing great strain on both the crew and the boats. Three trips of half a mile either way were necessary to embark all stores, each trip

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taking approximately two hours owing to the Heavy Weather .

4. BIAK TO MIOS WOENDI .

1456/8 Weighed and proceeded. 1650 Entered Mios Woendi, securing to HMAS "WILCANNIA" at 1800 for Stores. 1900 Secured to Tanker "VICTORIA" for fuel.
0625/9 Slipped from "VICTORIA" and anchored.

5. MIOS WOENDI TO BIAK.

1200/9 Weighed and proceeded in company with HMAS "COLAC". 1236 Cleared entrance, and at 1440 Entered Sorido Lagoon.

6. BIAK TO MOROTAI.

1615/10 Weighed and proceeded with HMAS's "STAWELL " & " COLAC" to conduct A/S search whilst awaiting convoy.
1735 Convoy of 1 Liberty Ship , and 1 small Tanker mustered. Convoy proceeded to Morotai. 2145 Ceased Zig Zag until clear of Reefs off Rani Island (Only one mile clearing in places).
0205/11 Cleared Reefs , resumed Zig Zag.
1330/13 Entered Morotai Harbour and anchored at Southern Entrance to carry out stationary A/S Patrol. Voyage with out incident.

7. MOROTAI TO BIAK.

1722/14 Weighed and proceeded with convoy , consisting of F.S. 183, towing a Barge with Pile Driver. Speed 4 Knots.
0210/18 Ceased Zig Zag until clear of reefs off Rani Island. 0538 resumed Zig Zag . 1407 Detached from Convoy and proceeded into Sirodo Lagoon , entering at 1425. Disembarked Eng.Lieut. D.T. Jenkins for onward passage to Sydney on leave. During latter part of the voyage experienced frequent heavy tropical rain, reducing visibility considerably; otherwise the voyage with out incident.

8. SORIDO TO MIOS WOENDI.

1447/18 Proceeded , clearing entrance at 1456, and at 1645 Entered Mios Woendi. 1725 Secured alongside Tanker "VICTORIA" to fuel.
0600/19 Proceeded to anchorage for Boiler Clean, at Anchor 0632/19.

9. BOILER CLEANING AT MIOS WOENDI.

1200/21 V.S.I.S."MERKUR" arrived with Christmas Stores but with out Beer. December 25th. Hands enjoyed Christmas Festivities as far as circumstances and facilities would permit. 2000/25 Boiler Cleaning period completed, assumed 4 hours notice for steam.

10. MIOS WOENDI TO BIAK .

1100/29 Weighed and proceeded to Biak. 1333 At anchor outside Sorido Lagoon,(Biak) Joined Group One .

BIAK TO MOROTAI

1400/31 Anchor weigh. 1420 In station "E" escorting " FORT WILHEMUSEN" in company with HMAS" GLADSTONE (SOE) .

11. HEALTH AND CONDUCT.

The Health of the Ship's Company seems to have made a marked improvement, probably due to the more frequent supply of fresh vegetables etc. The conduct of the Ship's Company is good, appearing to be mainly due to the now more frequent arrival of personal mail .

12. WELFARE.

12. WELFARE.

* The timely arrival of the V.S.I.S. "MERKUR" with Christmas Stores and Hampers, cheered the Ship's Company considerably. Their Spirits were partially dampened when they found they were "Dipping Out" on their beer issue; but this was compensated by the excellent dinner provided by the Cooks. They had worked until 0200 on Christmas Day to make the dinner a success, and they are to be congratulated on saving the day by their untiring efforts. Everyone seemed to enjoy them selves, taking advantage of the Boiler Cleaning period to relax. The night before we departed HMAS "LITHGOW" arranged a concert on board. The Entertainers from my Ship's Company assisted. The programme was excellent. The stage and the surrounding decorations were a credit to all the assistants concerned. During the Boiler Clean recreational parties visited the various islands in the vicinity ..

13. CONDITION OF THE SHIP

The State of the Machinery is good, as much necessary maintenance was attended to during the Boiler Clean, as time would permit.

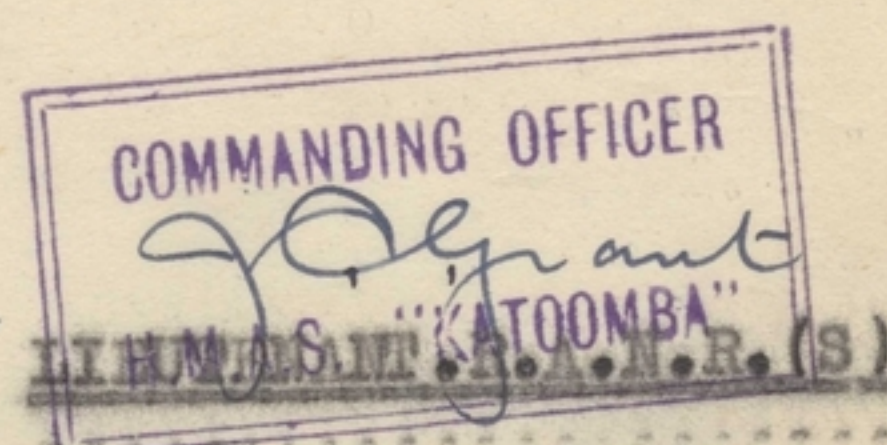
14. MONTHLY FIGURES.

Distance Steamed .	2425.1 Miles.
Hours Under Way .	244 H's 51 Minutes .
Average Distance per Ton of Fuel .	13.83 Miles.
Average Speed .	9.99 Knots.

15. TOTAL FIGURES .

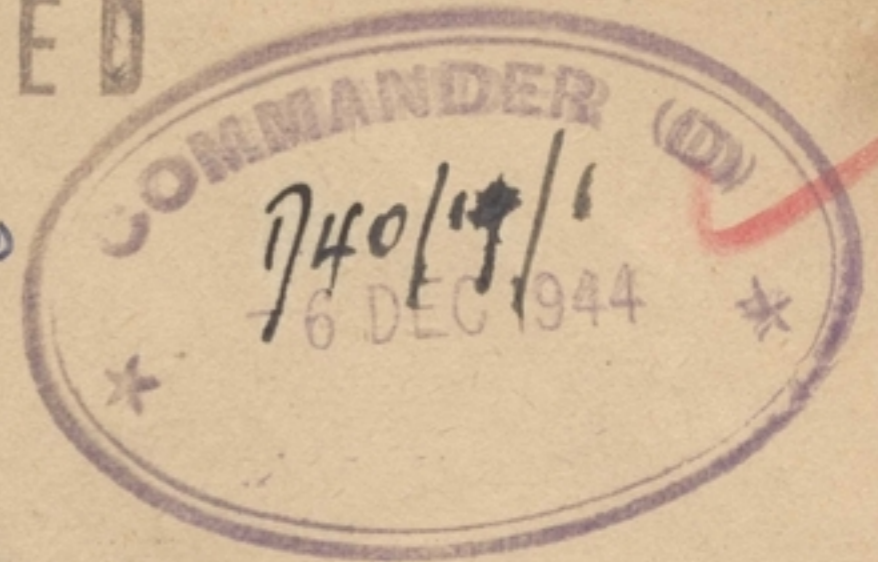
Distance Steamed since Commissioning Dec 17th, 1941	93430.7 Miles.
Hours Under Way	10125.95 Hours.57/60.
Average Speed	9.229 Knots.

* Lower deck slang to be discouraged



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See 12/5/50 *Barlin 5/1/60*



The Commanding Officer, HMAS "KATOOMBA".

1st. Decenber, 1944.

KO 111/14/44. *duplicate*

The Secretary, Naval Board. (Copies to :- N.O.I.V. New Guinea, Capt. "D" HMAS "SWAN".

LETTER OF PROCEEDINGS

NOVEMBER, 1944.

Submitted:-

For the information of the Naval Board, the following report of proceedings of H.M.A. Ship under my Command, for the period 1st. November to 30th. November, 1944.

1. MIOS WOENDI TO SORIDO.

0530/1 Cleared MIOS WOENDI Harbour, entering SORIDO LAGOON at 0730.

2. SORIDO TO MAFFIN BAY.

1215/1 Cleared Lagoon and proceeded to MAFFIN BAY to collect C.B.'s landed by A.M.S., and take them to Mios Woendi.

0610/2 Arrived MAFFIN BAY without incident; but was informed that all C.B.'s has been dispatched to Hollandia.

3. MAFFIN BAY TO MIOS WOENDI.

1200/2 Proceeded from Maffin Bay. 2009/2. Vessel aground off CAPE D'URVILLE (Cape bearing 239° 2.2. miles) in charted depth of 26 ft. At low water vessel was in only four ft. (A complete report of the Grounding has already been forwarded) From 2115 several attempts were made to refloat ship by means of the Kedge Anchor. From 0530/3 Air Cover was provided by the R.A.A.F. throughout the day. This is the first time Air Cover has been adequately provided, even when anticipated, and we very much appreciated the co-operation of the R.A.A.F., their attention to us from dawn until the towing operations commenced was admired by all on board.

During the morning of the 3rd, a small U.S. Army Vessel and a Liberty Ship were warned to give the Cape a wide berth, as the charted depths were unreliable owing to the silting.

1300/3 HMAS "ROCKHAMPTON" & "DELORAINÉ" were sighted. 1430 Commenced passing tow line to "ROCKHAMPTON", "DELORAINÉ" remaining at anchor two to three miles to seaward as guide. 2010 Commenced towing (High water 2115) and at 2030 vessel was afloat, being well clear of shallows by 2130. Mud was cleared from the Engine Room pumps, and tow line heaved in board. 0140/4 Proceeded in company with "ROCKHAMPTON" "DELORAINÉ" & U.S. Tug "CHETCHO" (who was standing by if required), for Mios Woendi. 2000/4 Entered Mios Woendi Harbour, anchoring near wharf.

4. AT MIOS WOENDI (BOILER CLEAN)

After returning "Rockhampton's" towing gear, fuelled, and then anchored in the vicinity of H.M.A.S. "BINGERA". Eng. Lt. Cdr. McPhedran (S.O.E.) and Lieut. Hinchliffe (A/S.O.), both of Commander (D)'s staff, conducted an internal examination of the ship's hull and A/S dome, reporting no damage. This report was further confirmed by an American diving party inspecting the under-water fittings.

Orders were obtained on 7th confirming the intended boiler clean, six days being allotted for this purpose. (Boiler hours then were 865.). During the boiler cleaning period picture parties were arranged; sailing, swimming, and rowing competitions between all A.M.S. present were organised by "Bingera". A concert party from this ship also provided entertainment on "Bingera".

5. MIOS WOENDI TO SORIDO LAGOON.

At 0600/14th proceeded in company with H.M.A.S. "Cowra" and

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"LITHGOW" , entering SORIDO at 0845. Midshipman . I.T. McKensie was discharged for passage to HMAS "AUSTRALIA".

6. A/S PATROL OFF SORIDO.

1200/14 Proceeded to take over A/S Patrol off Sorido , relieving "COWRA".
1630 Anchored outside Sorido Lagoon to repair defective A/S training gear.
A/S Patrol being resumed by "LITHGOW".

7. SORIDO TO MOROTAI.

2000/14 A/S gear repaired , proceeded in company with "LITHGOW" , escorting S.S. "JAMES. B. FRANKLIN".
1050/16 "LITHGOW" diverted to SANSAPOR (Per signal from P.D. BIAK.) to escort ship from SANSAPOR to MOROTAI. "KATOOMBA" continued with "JAMES. B. FRANKLIN" to MOROTAI. 1800 "LATROBE" & "BENDIGO" passed on opposite course escorting one ship.
0138/18 Oil Fuel Pumps broke down for 12minutes. Voyage otherwise without incident. 0600/18 Entered MOROTAI Harbour.

8. AT MOROTAI.

0830/18 Relieved "WAGGA" of stationary A/S Patrol at Northern Entrance to Harbour. During the night of the 18th - 19th , two Air Raid Alerts were experienced. 1230/20 Relieved of A/S Patrol by "BURDEKIN".

9. MOROTAI TO BIAK (VIA SANSAPOR.)

1442/20 Proceeded from MOROTAI in company with "GOULBURN" (S.O.E.) escorting Convoy G.B. 717 (T.W. DRENNAN . and Four L.C.T's) 0545/21 Remained behind convoy to stand by L.C.T. 260 , who was disabled, being able to maintain only four knots. 1100 / 1228 Took L.C.T. 260 in tow, in order not to delay convoy, and to maintain convoy speed of 7½ Knots. Speed was gradually increased in 5 Rev. steps , every 5 minutes, until 150 Rps were obtained by 1315, then maintaining 7 Knot towing speed. 1530 L.C.T. 922 also developed Engine trouble. As "KATOOMBA" was already towing, and "GOULBOURN" was the only ship able to provide A/S protection to the Convoy, the convoy speed was reduced to 5 Knots , to remain with L.C.T. 922. "KATOOMBA" took station astern of convoy towing L.C.T. 260 , to keep in touch with L.C.T. 922.
1620/22 Slipped tow off SANSAPOR and proceeded at 8 knots to BIAK, escorting "T.W. DRENNAN". "GOULBOURN" continued to "SANSAPOR ROADS" with L.C.T's .
2353 Overtaken by "GOULBURN" proceeding independently (Per instructions from P.D. Morotai.)
0430/24 "T.W. DRENNAN" detached. Proceeded at 12 Knots entering MIOS WOENDI Harbour at 06 42.

10 AT MIOS WOENDI.

0740/24 Store Party proceeded ^{ashore} , fished but unable to obtain water.
1532 Store Party returned but were unable to procure fresh stores , until the following morning, although arrangements had been made to collect such stores that afternoon. The delay was caused by the fact that , a U.S. Major paid a social call on the Victualling Assistant , lasting until the hour the store closed. No reflection is cast on the Victualling Asst. , who was obliged to show respect to his Senior Officer. "Katoomba" was scheduled to sail at 0600/25 , but was delayed until 1100, to enable the store party to obtain the fresh stores. Such fresh stores were essential to the ship, as one week's supply only is allowed, and as each voyage lasts approximately two weeks, this small supply is quite inadequate, necessitating the consumption of the rapidly depleting dry stores. On the return of the Store Party it was discovered that they were only able to procure fresh meat and butter , but no fresh vegetables.

0920/25 HMAS "SWAN" bearing the Headquarters of Captain (D) arrived in the Harbour. 1135 Proceeded from Harbour, entering Sorido Lagoon at 1305.

11. A/S PATROL OFF SORIDO.

1730/25 Proceeded from SORIDO LAGOON to commence A/S Patrol. 1000/26 Returned to SORIDO for orders.

12. BIAK TO MOROTAI VIA SANSAPOR.

1200/26 Proceeded from Sorido bound for Sansapor. 0930 to 1020/27

Carried out Minesweeping and Signal Exercises, streaming both sweeps.
 1220 Anchored In SANSAPOR ROADS to shorewards of MIDDLEBERG IS.
 1930/27 Proceeded from SANSAPOR to Patrol Entrance. 2100 Contacted S.S. "MELFRANCO" and proceeded to escort her to MOROTAI. Voyage without incident.
 0630/29 Entered MOROTAI HARBOUR.

13. AT MOROTAI.

1030/29 Relieved "BROOME" of stationary A/S Patrol at Southern Entrance to Harbour.

0305-0345/30 Air Raid Alert, but only shore installations bombed.

0810/30 Two "Boston" Aircraft collided, crashing in flames into the Harbour two miles away. We were unable to assist, but small craft rapidly closed the fiercely burning wreckage, although the Air Crews must have met an instantaneous death.

14. HEALTH & CONDUCT.

The majority of the Ship's Company have broken out in a rash, or other Tropical skin disease, probably due to the lack of fresh fruit or vegetables. Under my orders, the issue of fresh meat was increased to attempt to counteract the lack of vitamins; and it appears to have been helpful as most cases show signs of improvement.

The Conduct of the Ship's Company is good, particularly so now that Private mail is arriving more frequently and regularly.

15. WELFARE.

The Ship's Company joined wholeheartedly in various inter-ship competitions held at Mios Woenda during the Boiler Cleaning period, and showed good sportsmanship throughout. The Ship's Company gave a Concert on "BINGERA" further fostering the comradeship displayed in the preceding days.

16. CONDITION OF THE SHIP.

The state of the machinery is fair. There have been occasional minor defects, affecting the ship's speed; and this is due to the continuous running, short notice for steam, and insufficient time to pay thorough attention to running repairs.

17. MONTHLY FIGURES.

Distance Steamed .	2595 . 4 Miles.
Hours under Way .	277 Hs 15 Minutes.
Average Distance per Ton of Fuel .	14.03 Miles.
Average Speed .	9.361 Knots.

18. TOTAL FIGURES .

Distance Steamed since Commissioning, Dec. 1941.	91,005.6 Miles.
Average Speed.	9.213 Knots.
Hours under Way.	9878 .1, 6/60 Hours.

COMMANDING OFFICER

J. Grant

U.S.S. "MOROTAI" (3)

~~RESTRICTED~~ ~~CONFIDENTIAL~~ ~~CONFIDENTIAL (D)~~
(See 72/51/50) Baly's Royal Australian Navy.

13 NOV 1944
 740/19/1

IN REPLY PLEASE QUOTE

No. THE COMMANDING OFFICER, H.M.A.S. "KATOOMBA".

31ST. OCTOBER, 1944.

REFERENCE NO KO 64/14/44.

THE SECRETARY, NAVAL BOARD. (COPIES TO: - N.O.I.C. NEW GUINEA, COMMANDER (D) MADANG.)

LETTER OF PROCEEDINGS FOR OCTOBER.SUBMITTED →*Duplicate*

FOR THE INFORMATION OF THE NAVAL BOARD, THE FOLLOWING LETTER OF PROCEEDINGS FOR H.M.A.S. "KATOOMBA UNDER MY COMMAND FROM OCTOBER 1ST TO OCTOBER 31ST, 1944.

(1) CAIRNS TO MILNE BAY.

1000/2 Entered CHINA STRAITS. 1317/2 Secured at Naval Jetty, VLADAVA. Voyage with out incident, discharged part of cargo.

(2) MILNE BAY TO LANGEMAK.

0800/3 Slipped and proceeded, after passengers and cargo arrived on board. Exercised Action Stations at 1330, fired 4 Star Shells to exercise main A/A armament and close range weapons (7 H.E. Fired) 1348/3 Dropped over side an oil drum with flag for surface main armament shoot, open target to 3000 yards, fired 7 D.A. (5 near misses (100 yards) being gained) 1402/3 Closed on oil drum to sink with close range weapons. 1412/3 Secured. Exercised Depth Charge Crews and A/S Plot. 1936/3 Approached TUFU LEADS. 1120/4 Secured to Tanker "AASE MEARSK" at Megin Bay. 1130/4 Clocks restarted one hour to local time (Zone - 9 hours) All times from now on are "I" time (Zone - 9 hours) 1135/4 Completed fueling, slipped and proceeded, secured to Liberty Ship in Langemak Harbour for water at 1310/4; discharged part of cargo.

(3) LANGEMAK TO MADANG VIA FINSCHHAFEN.

1630/4 Slipped and proceeded to anchorage in FINSCHHAFEN HARBOUR, Passangers and cargo embarked, anchor weighed and proceeded. 0630/5 Entered Madang Harbour, 0807 Secured to Liberty Wharf to discharge cargo, and take on 30 Army Personnel and Equipment.

(4) MADANG TO AITAPE.

1245/5 Slipped and proceeded, 1300 cleared Entrance. 0910/6 Anchored in AITAPE BAY to discharge Army Personnel and Equipment. Voyage with out incident.

(5) AITAPE TO HOLLANDIA.

2000/6 Slipped and proceeded out. 0615/7 Secured to Tanker "BISHOPDALE" for fuel, completed fueling at 0722, secured along side Liberty Ship for water from Wharf 0800/7; slipped and proceeded to anchorage, 1705/7 at anchor in Humbolt Bay.

(6) HOLLANDIA TO MAFFIN BAY.

1800/8 Slipped and proceeded independently at reduced speed (HMAS "ROCKHAMPTON" (S.O.) delayed) 0015/9 "ROCKHAMPTON" joined "KATOOMBA" and both proceed in company. 0550/9 Both at anchor in Maffin Bay, very heavy swell breaking in shore.

(7) MAFFIN BAY TO MOROTAI.

1255/9 Five Liberty Ships in convoy escorted by HMAS "ROCKHAMPTON" and HMAS "KATOOMBA". 1335/9 All ships in station. Proceeded. 1030/11 Streamed and tested F.X.R Gear. (see attached Report) 1155/12 Anchored in Morotai Harbour. Voyage with out incident. 1700/12 Proceeded out on Patrol of Morotai Straits through night. 0148/13 Challenged two targets detected by Radar, in as two friendly M.T.B's.

DR (D)

N.O.

C.

O. (T)

O. (T-T)

O. (A/S)

O. (RADAR)

O. (E)

O. (G)

O. (S)

*much too verbose**J**11/4/44**Q**D**11/5/44**UR**J*

Royal Australian Navy.

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0800/1e Relieved by HMAS "ROCKHAMPTON" on Patrol. 0920 Secured along side "ANTOINE SAUGRAINE" for fuel. 1310 Completed fueling and proceeded to anchor in side Southern and South Western Entrance of Morotai Harbour, for A/S Patrol (See attached Report) 1408/13 Anchor and commence A/S sweep. 1500 Received Signal from U.S.S. "TANGIER" (S.O.P.A.) to close on her for orders. 1503/13 Proceeded and at 1553 anchored near "TANGIER" Commanding Officer goes on board for instructions.

1730/13 Weighed anchor and returned to continue A/S sweep till relieved by HMAS "ROCKHAMPTON". 1900 Relieved by "ROCKHAMPTON" ~~and~~ "KATOOMBA" proceeded to Outer KAOE BAY HALMAHERA, to block and engage a Submarine, whose periscope was said to be sighted by Aircraft, heading inside Inner KAOE BAY off BOBALE IS. 2100/13 Arrived at Patrol area, in conjunction with American M.T.B.'s, to cover area between MITI IS and BOELI PT., the M.T.B.'s to cover land on either side of the Bay to 6000 yards, it being reported that 3" Guns were placed along the coast on either side of the Bay. Firing seen ashore, also flares near us 2300/13 by aircraft. 0710/14 Sighted object towards Inner KAOE BAY, when closed it proved to be a large canoe which we sunk by Oerlikon Gun fire. 1340/14 Relieved by HMAS "ROCKHAMPTON" and returned to Morotai, and anchored near "TANGIER" to report on the results of the Patrol. 1830/14 Proceeded to A/S Patrol Area inside Morotai Harbour (Southern Entrance) 1903 At anchor and commenced sweep.

0915/15 Proceeded to KAOE BAY, 1030 relieved "ROCKHAMPTON" and at 1230 arrived in Patrol area in KAOE BAY and resumed A/S Patrol between MITI IS. and BOELI PT. 1455/15 Object sighted towards inner KAOE BAY, 1510 identified as a large Japanese Conical Buoy, which we sunk by Oerlikon Gun fire (Recoil spring of the Port Bridge Oerlikon broke and was replaced)

1522/15 South of BOELI PT. two Jap barges with stern up on the beach were sighted, closed to 5000 yards in case there were any shore batteries. 1531 Opened fire with 4" Fired 10 D.A. rounds, and damaged one barge by one hit. There were probably several casualties, Japanese personnel on the beach. Fired two of the ten rounds into the clearing, behind the barges whither most of the Japanese fled. Ceased fire at 1536. The Gun's Crew enjoyed the gunnery practice and saw the results of their good marksmanship - resumed A/S Patrol.

1935/15 Flare dropped by Aircraft illuminating Ship.

2145/15 Detached from Patrol per signal from Morotai, 2215 Radar contact closed up Gun's Crew, 2230 Identified as U.S.S. "BELFAST" relieving us on Patrol.

0050/16 Arrived off Morotai Harbour, and Patrolled outside till dawn. 0545/16 Entered Harbour and waited off "ROCKHAMPTON" for further orders, 0630/16 Proceeded out of Harbour on A/S Patrol of Western Approaches to Morotai. ("ROCKHAMPTON" A/S Patrol at anchor inside Morotai covering South and South Western Entrances.

1330/16 Ordered to return to Harbour by U.S.S. "SAN PABLO" (C.T.U. 70.2.1.) to anchor in Harbour to carry out Stationary A/S Patrol of the North and North West Entrances. 1350 At anchor and commenced A/S sweep.

0900/17 Relieved of A/S duties and proceeded to "TANGIER" for stores etc., thence to "SAN PABLO" for orders. 1110/17 Anchored off HMAS "BURDEKIN" with HMAS "ROCKHAMPTON", both Commanding Officers reported on board "BURDEKIN" for convoy orders (S.O.E.)

(8) MOROTAI TO SORIDO LAGOON.

1210/17 Weighed and proceeded out, H.M.A.S "KATOOMBA" in escort station "E" with HMAS "BURDEKIN" (S.O.E) "A" and "ROCKHAMPTON" "O" escorting 8 Liberty Ships 0500/19 Convoy dispersed, escort vessels proceeded independently. "KATOOMBA" was detailed to call at SORIDO by SOB for mail. Fuel pumps defective, slowed down, 1655 repaired and proceeded. 1813/19 At anchor outside SORIDO LAGOON, sent whaler ashore for mail as advised by R.A.N.L.O., only to find it to be OFFICIAL Mail, which created quite an element of discontent on board, having been already a fortnight with out mail.

(9) SORIDO TO MIOS WOENDI.

0325/20 Weighed and proceeded, arrived MIOS WOENDI HARBOUR 0530/20.
 0710/20 At anchor waiting HMAS "BURDEKIN" to clear fuel berth.

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0803/20 H.M.A.S. "BURDEKINE" cleared fuel Tanker U.S.S. "VICTORIA", and at 0815 "KATOOMBA" secured alongside "VICTORIA", and commenced fueling, completed at 1145, slipped and proceeded to anchor near Wharf, to send Store Party ashore, and take on fresh water from water boat. 1226/20 At Anchor. 1330/20 Received orders from Port Director to proceed to water boat, which was already on the way to Tanker "VICTORIA", and at 1410/20 Secured along side Tanker. 1700 Store Party returned with provisions, but without Lubricating Oil, thus causing the ship to be delayed until next day, before it was procurable. 0605/21 Slipped and proceeded to Wharf to send off Store Party, 0630/21 At anchor off Wharf, 0700 Whaler departs with Store Party. 0830 L.C.M. arrived with 6 drums of Admiralty Compound and Store Party.

10. MIOS WOENDI TO SORIDO.

0850/21 All Stores aboard, weighed and proceeded in company with HMAS "ROCKHAMPTON" (S.O.) 1130/21 Entered SORIDO LAGOON, at anchor at 1200/21.

11. SORIDO TO MOROTAI.

1255/22 Weighed and proceeded with HMAS "ROCKHAMPTON", 1313 Cleared Entrance and was joined by HMAS "DELORAINÉ" outside. Carried out A/S Sweep whilst waiting for the Convoy of Three Liberty Ships and Three Small Craft, to assemble 1440/22 Convoy in station, escorted by H.M.A.S. "ROCKHAMPTON" in "A" station (SOE) "KATOOMBA" in "O" station and "DELORAINÉ" in "E" station and proceeded. 0340/23 Investigated A/S Contact, a doubtful sub echo, dropped Depth Charge from After Port Chute set to 150 Ft, which detonated with a slight delay. 0355/23 Contact proved to be a Whale, resumed escort duties. 0415/24 Passed on opposite courses 4 Liberty Ships escorted by one A.M.S., out of V/S Range, passed One Liberty Ship at 0520 escorted by an AMS, again out of V/S Range. 1045/24 Carried out Radar Calibration Test with HMAS "ROCKHAMPTON" 1223/24 "ROCKHAMPTON" gained an A/S Contact, "KATOOMBA" approached to assist, at 1235 identified as non - sub by "ROCKHAMPTON". 0735/25 Entered Morotai Harbour after sweeping astern of Convoy, at anchor in Harbour at 0810. 0940/25 Secured along side U.S.S. "SOLON TURMAN" for fuel. 1225 H.M.A.S. "DELORAINÉ" secured alongside "KATOOMBA" for fuel also, 1345 "KATOOMBA" completed fueling, both "KATOOMBA" & "DELORAINÉ" slipped, at anchor at 1507/25. Weighed anchor and proceeded to U.S.S. "TANGLIER" for orders at 1725, but was instructed by "TANGLIER" to report to U.S.S. "SAN PABLO" for orders (C.T.U. 70.2.1.) 1825/25 "SAN PABLO" instructed us to near Northern Approach to carry out A/S Sweep of that area. 1900/25 At anchor and A/S set to cover Northern Approaches. 2135 Air Raid Alert, 2200 All Clear. 0420/26 Air Raid Alert 0440 All Clear. 0700/26 Weighed and proceeded to relieve H.M.A.S. "BENDIGO" of A/S watch covering North Western Entrance, ~~and~~ at 0716 at anchor and A/S set to cover North and North Western Approaches. 2310/26 Air Raid Alert, 2350 All Clear. 1950/27 Air Raid Alert, 2010/27 All Clear. 1520/28 Relieved by H.M.A.S. "LITHGOW" of A/S Patrol, 1635 at anchor near "SAN PABLO" awaiting orders. 0045/29 Air Raid Alert, 0100 All Clear

12. MOROTAI TO MIOS WOENDI.

0600/29 Weighed anchor and proceeded, 0710 Closed HMAS "ROCKHAMPTON" for Convoy Orders. 0800 In station "O" escorting two Liberty Ships (Convoy G.B.710) with "ROCKHAMPTON" in station "E" (SOE). 1040/30 HMAS "ROCKHAMPTON" reported A/S Contact, 1050 classified as non - sub by "ROCKHAMPTON" 1400/30 Detached Convoy off SANSAPOR. HMAS "ROCKHAMPTON" & "KATOOMBA" in company to Mios Woendi 223/31 Entered SORIDO LAGOON and waited on store party from "ROCKHAMPTON", which arrived at 1245, and we proceeded to Mios Woendi alone. Entered Harbour at Mios Woendi at 1440, anchored off wharf to land store party, which returned at 1630 with out any stores. 1640 Slipped and proceeded out to water barge along side HMAS "BINGERA" prior to Boiler Clean. Received change of orders at 1745/31 to sail at 0500/1, so had to fuel immediately, having taken on only part of fresh water, slipped and proceeded to Tanker "VICTORIA" for fuel, secured at 2220/31, and completed fueling at 2335/31.

13. HEALTH & CONDUCT.

The Conduct of the Ship's Company is good, taking into consideration the disappointments they have had regards the lack of Mail.

~~The Health of the Crew is beginning to show signs~~

Royal Australian Navy.

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The Health of the Crew is beginning to show signs of lack of fresh vegetables and provisions (No supply since Cairns 30/9/44) and exhausted fresh provisions three weeks ago, some of the Ship's Company are breaking out in a rash or sores, have been unable to contact any fresh provisions up to date.

14. WELFARE.

The main thing lacking at the moment is the regularity of Mails, the average delivery is about one every Three Weeks to date.

15. CONDITION OF THE SHIP.

The state of the Machinery is reasonably good, the Hull condition is good.

16. MONTHLY FIGURES.

Distance Steamed .	4663.5 MILES.
Hours under Way .	437 Hours 23 Minutes.
Average Speed .	10.662 Knots.
Average Distance per Ton of Fuel .	15.75 Miles.

17. TOTALS.

Distance Steamed since Commissioning December 17th, 1944.	89410.2 Miles.
Average Speed .	9.512 Knots.
Hours under Way .	9600.85 51/60 Hours.

COMMANDING OFFICER
J. D. Grant
H.M.A.S. "KATOOMBA"
LIEUTENANT, R.A.N.R. (S)

Commonwealth of Australia.
Department of The Navy.



Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. "KAROONDA".
Date 30TH SEPTEMBER, 1944. Reference No. EO 40/25/44. *Duplicate*
To THE SECRETARY, NAVAL BOARD. (COPIES TO : - H.O.I.O., NEW GUINEA, AND CHIEFMASTER (D) MADANG.)
Subject REPORT OF PROCEEDINGS FOR SUPPLIER.

SUBMITTED: FOR THE INFORMATION OF THE NAVAL BOARD, THE FOLLOWING
OF PROCEEDINGS OF H.M.A.S. "KAROONDA" UNDER MY COMMAND FOR
SEPTEMBER 1ST TO 30TH, 1944.

- (1) HOLLANDIA TO MADANG.
2050/1 - Anchored at Madang, voyage with out incident.
- (2) MADANG TO LANGONIAK.
1500/2 - Anchored Pincobhafen, (too rough to enter Langonak)
- (3) PINSCHHAFEN TO MILNE BAY.
1800/3 - Slipped and proceeded out.
0950/3 - Secured to tanker "ARAYAT" for fuel in Harbour at Milne Bay. Voyage with out incident except for strong S.E. winds.
- (4) MILNE BAY TO TOWNVILLE.
1500/4 - Slipped and proceeded out. Experienced very heavy weather from Bruner Island to Grafton Passage, Wind S.E. 5-7 very heavy seas on our beam causing excessive lurching & labouring, decks wash all the way. Heavy rain and over cast skies made it difficult to locate the entrance to Grafton Passage. 1037/7 duly found Easton Reef after cautious approach, having been unable to get a "fix" since 1500/6, therefore unable to ascertain the amount of Set and Drift with certainty.
1200/7 - Off Fitzroy Island inside Barrier Reef.
0700/8 - Entered channel and secured at Wharf at 0740. *Townsville*
0800/8 - Commenced pumping out fuel to lighten vessel for slipway.
0700/9 - Slipped and proceeded to Hynes Wharf, Ross Creek, and commenced Boiler Cleaning.
1115/9 - Warrant read out to Ship's Company, against A.B. Shanchan for 60 days detention at Charles Towers.
- (5) RECREATIONAL LEAVE - 48 HOURS.
1200/10 - Commenced recreational leave for the Ship's Company as suitable for the Shore facilities. Unable to use slipway due to damage sustained in bearing H.M.A.S. "KAROONDA".

CDR (D)	
S.S.O.	<i>U/R 10/10</i>
SEC.	
S.O. (T)	
S.O. (W/T)	
S.O. (A.S.)	
S.O. (RADAR)	<i>10/10</i>
S.O. (E)	
S.O. (G)	
S.O. (S)	

Royal Australian Navy.

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- 1950/23 - H.M.A.S. "LATHOBE" after refloating secured along side H.M.A.S. "KATOO"
 0000/19 - Slipped and proceeded to A.U.S.N. Wharf to fuel, secured and
 commenced to fuel.
 1600/19 - Completed fuelling.

(6) TOWNSVILLE TO GAIRNS.

- 1700/19 - Slipped and proceeded.
 1000/20 - Secured along side H.M.A.S. "LINDROW" at "KURANDA" JETTY Cairns.
 Awaiting clearance to Floating Dock.

(7) ENTERTAINMENT.

- 2000/23 - Ship's Company assisted by the Wrens from H.M.A.S. "KURANDA" gave a
 Concert ashore to the Public, the proceeds to the A.C.F. (by Collect

(8) S.S. "EDNA" AGROUND ON FIFE ISLAND.

- 1600/25 - Information received that H.M.A.S. "KATOOMBA" would be required to
 endeavour to refloat the S.S. "EDNA" aground on Fife Island Reef.

GAIRNS TO FIFE ISLAND.

- 0522/24 - Slipped and proceeded to fuel lighter, completed fuelling and returned
 to Wharf to collect Power Pump and 3 Americans.
 0920/24 - Slipped and proceeded out.
 0740/25 - At Anchor off S.S. "EDNA" aground off Fife Island (10 fms of water &
 Shackles)
 0815/25 - Commenced running towline, secured, and awaited favourable tide
 (L.W. 0845 H.W. 1645)
 1510/25 - Commenced towing operations (See fuller report attached)
 1755/25 - S.S. "EDNA" afloat, we proceed to anchor for the night off Fife Is.
 1850/25 - At anchor on H.W. side of Fife Island (15 Fathoms - 5 Shackles)
 0630/26 - Secured along side S.S. "EDNA" to return to her Hauser and Shackle
 (Slipped to us the previous night)

(9) FIFE ISLAND TO GAIRNS.

- 0700/26 - Slipped and proceeded to Cairns, secured along side No 2 Wharf
 Cairns at 0730/27. Voyage with out incident.
 1445/27 - Entered American Floating Dock, all hands over side scrubbing and
 scraping.
 1945/27 - Commenced painting with anti-corrosive, raining all the time.
 Completed painting at 2300/27.
 0630/28 - Commenced painting with anti-fouling, completed cleaning the
 propeller and anti-fouling at 1030.
 1225/28 - Vessel afloat, hove ship half out of Dock to warm up engines, then
 proceeded to fuel lighter.
 1617/28 - Completed fuelling and slipped and proceeded to secure along side
 H.M.A.S. "LINDROW" at "KURANDA" Wharf.
 1530/30 - Cleared Lower Dock to read out to Ship's Company Warrant against
 Stoker Bowers, J.O. 14 days cells at H.M.A.S. "KURANDA".

(10) GAIRNS TO MILNE BAY.

- 1545/30 - Prepared to slip, but delayed owing to the fact that H.M.A.S. "
 RESERVE" secured along side.

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- 1609/30 - Slipped and whilst trying to clear the side of H.M.A.S. "LITHGOW" and being held by H.M.A.S. "RESERVE" by the strong wind on her beam, a depth charge was dropped overboard (In the after chute, Port Quarter) and caught the rail of H.M.A.S. "LITHGOW", the charge dropped along side "LITHGOW" set to safe and not primed) and damaged Depth Charge Chute, the incident was reported to H.M.A.S. "KURANDA" through H.M.A.S. "LITHGOW".
- 1650/30 - Cleared Channel, 1915 cleared Grafton Passage.

(12) HEALTH.

THE HEALTH AND CONDUCT OF THE SHIP'S COMPANY WAS VERY GOOD.

(13) WELFARE.

THE RECREATIONAL FACILITIES GIVEN TO THE SHIP'S COMPANY WERE EXCELLENT IN TOWNSVILLE, ALL GIVEN THE OPPORTUNITY OF 48 HOURS LEAVE TO MAGNETIC ISLAND AND OTHER RESORTS. ALL SEEMED VERY REFRESHED WHEN H.M.A.S. "KATOOMBA" DULY DEPARTED FOR CAIRNS WHERE AN EXTENDED CHANGE OF ENVIRONMENT WAS APPRECIATED. AT CAIRNS 25% OF MY SHIP'S COMPANY STAGED A NAUTICAL REVUE "SHIP AHOY" ASSISTED BY THE WRANS FROM H.M.A.S. "KURANDA", WHO DELIGHTED THE AUDIENCE WITH A BALLET. THE SHOW PROVED VERY SUCCESSFUL, ALL PROCEEDS GOING TO THE LOCAL A.C.F. (COLLECTION ONLY). THE REVUE RECEIVED THE SUPPORT OF THE LOCAL FIGHTING FORCES, WHICH WAS GREATLY APPRECIATED. THE SHIP'S COMPANY HAVE FORMED THIS CONCERT PARTY TO HELP ENTERTAIN IN NORTHERN AREAS WHEN THE OCCASION ARISES.

(14) CONDITION OF THE SHIP

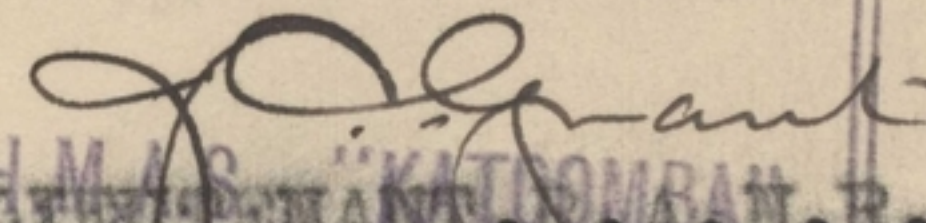
THE STATE OF THE MACHINERY IS REASONABLY GOOD.

(15) MONTHLY FIGURES.

DISTANCE STEAMED.	2311.3 MILES.
HOURS UNDER WAY.	213 HOURS.
AVERAGE SPEED.	10.809 KNOTS.
AVERAGE DISTANCE PER TON OF FUEL.	14.47 MILES.

(16) TOTALS.

DISTANCE STEAMED SINCE COMMISSIONING	.
17TH. DECEMBER, 1940.	84746.7 MILES .
AVERAGE SPEED.	9.358. KNOTS .
HOURS UNDER WAY.	9163 .28/60 HOURS.

COMMANDING OFFICER

 H.M.A.S. "KATOOMBA" R.(S)

Commonwealth of Australia

Department of The Navy.

RESTRICTED

St 6339

See 22/51/60 Bailey 5/12/60



Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "KATOOMBA".

Date 31st August, 1944. Reference No. RO 22/14/44.

To The Secretary, Naval Board. (Copies to :- The Naval Officer - in - Charge, New Guinea, Commander (D))

Subject Report of Proceedings for August, 1944. Duplicates

no remarks

Submitted:-

For the information of the Naval Board, the following Report of Proceedings of H.M.A.S. "KATOOMBA" under my command for August, 1st to August, 31st, 1944.

- CDR (D)
- SEC
- S.O. (T)
- S.O. (W/T)
- S.O. (AS)
- S.O. (RADAR)
- S.O. (F)
- S.O. (G)
- S.O. (S)

1. Escorting Madang to Aitape (Contd)

1100/1 At anchor in Aitape Harbour, with 7 M.L.'s tied up each side of H.M.A.S. "KATOOMBA", these slipped and fueled in turn. Voyage with out incident.

2. Aitape to Mios Woendi.

0810/2 H.L.'s completed fuelling, anchor away and proceeded to Mios Woendi in company with 7 M.L.'s.

1630/2 Exercised A/A action for H.L.'s and H.M.A.S. "KATOOMBA", we fired 2 Star Shells on each bow for the respective columns of H.L.'s and our own "close weapons", and one Star Shell ahead for our own 4" H.A. using 3 HRTF 1500 yards, total fired by 4" was 5 Star Shells, 3 H.A. 1645/2 Secure.

0940/2 Entered Mios Woendi Harbour. 1009/2 At Anchor in Harbour. During voyage, the M.L. 430 reports losing her dome probably due to striking some submerged object, there being no foul ground in the vicinity.

0900/4 Discharged all cargo into H.M.A.S. "KOOPA" when she secured alongside, as well as Lt. Comdr. Knox and Lt. Piper, and Ratings on passage to H.M.A.S. "KOOPA". 1900/4 All cargo discharged.

0455/5 Air Raid alert, closed up to Action Stations, and commence heaving up anchor, 0500/5 Vessel under weigh. 0515/5 "All Clear" "Secure" returned to anchorage.

3. Mios Woendi to Hollandia.

0700/5 Anchor aweigh aweigh and proceeded out, cleared Entrance

0729 escorting H.M.A.S. "WAIO" and 2 Liberty Ships.

2230/6 At Anchor in Humbolt Bay, voyage with out incident. 0645/7 Proceeded along side tanker "BISHOPDALE" for fuel. 0930/7 Complete fuelling, slipped and stood off T.S.S. "NERKUR" whilst our whaler collected stores. 1100/7 Stores on board, proceeded to water

4. Hollandia to Seeadler Harbour.

1715/7 Slipped and proceeded out to await convoy. 1800/7 Escorting Liberty Ship "CHARLES. E. HUSSEL". 0132/8 Investigated A/S contact, 0145 classified as non - sub, resumed normal station ahead.

1302/9 Entered Seeadler Harbour, anchored off Rara Is. During trip experienced strong head winds and seas, vessel lurching uncomfortably, most of the Ship's Company were sea sick.

5. Seeadler to Madang (No Escort Duties)

1200/10 Anchor aweigh and proceeded to Madang (Unattached) 0645/1 Entered in to Madang Harbour. 0713 At Anchor, voyage with out incident.

6. Madang to Hollandia.

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Royal Australian Navy.

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6. 0458/12 Weighed and proceeded to Hollandia. 1200/12 Arrived at rendezvous to contact H.M.A.S. "VENDETTA", both of us cruising to contact convoy (3 Liberty Ships) 1225 Convoy sighted. 1305/12 Attached convoy already being escorted by H.M.A.S. "GYMPIE" and 2 S.C.'s. 1130/13 Investigated A/S contact, classified as non-sub. 1225/13 H.M.A.S. "Vendetta" gained A/S contact, "Katoomba" joined in search. 1240 "Vendetta" dropped one depth charge - result - 2 large sharks. "Classified as non-sub and friendly". 2210/13 Investigated Radar contact, identified as friendly. 0700/14 Convoy entered Humboldt Bay, 0800 Escorts entered. 0830 Secured alongside H.M.A.S. "Gympie", who was secured to "BISHOPDALE" both of us to water and fuel, 1200/14 Slipped to water berth, secured at 1311.

7. Hollandia to Noemfoor (Via Wadke and Sorido)

1715/14 Slipped and proceeded out. 1830 Convoy formed up (3 Liberty Ships with H.M.A.S. "LATROBE" (S.O.B.) "GYMPIE", "STRAHAN", 0550/15 H.M.A.S. "LATROBE" detached with Wadke section. 0650 "LATROBE" rejoins convoy. 0815/15 H.M.A.S. "GYMPIE" detached to Sorido Lagoon. 0910 standing off Sorido Lagoon after detaching remaining convoy, and awaiting return of H.M.A.S. "GYMPIE". 1036/15 "GYMPIE" rejoins escort vessels (4), no convoy, and proceeded to Noemfoor. 1700/15 Arrived off Kamiri (Noemfoor Is.).

8. Noemfoor to Hollandia via Sorido, Mios Woendi, and Wakde.

Awaiting Convoy, 2000/16. Convoy formed up, (one Liberty ship towing barge and FL27). Proceeded to Sorido. 0830/17 Convoy arrived at Sorido. H.M.A.S. "LATROBE", "GYMPIE", "STRAHAN" anchored in Lagoon, H.M.A.S. "KATOOMBA" on A/S Patrol. 1243/17 H.M.A.S. "KATOOMBA" entered Sorido Lagoon. 1445/17 Weighed anchor and proceeded out with H.M.A.S. "LATROBE" and "GYMPIE" to join convoy and H.M.A.S. "STRAHAN". 1455/17 Cleared entrance, H.M.A.S. "KATOOMBA" detached to round up any ships ~~in the vicinity~~ at anchor five miles to the westward. 1535/17 proceeded to join convoy with one Liberty ship. 1630/17 Joined convoy, now four Liberty ships. 1745/17 Detached H.M.A.S. "KATOOMBA" to pick up S.S. "ORESTES" at Mios Woendi to join convoy. 1845/17 Informed by signal station she had left. Proceeded to rejoin convoy. 2000/17 rejoined convoy, "ORESTES" also in convoy (5 ships). 1330/18 H.M.A.S. "LATROBE" detached to Wakde Is. 1705/18 H.M.A.S. "LATROBE" rejoined convoy (no ships at Wakde to join convoy). 2050/18 Investigated Radar contact. 2110/18 Contact proved to be driftwood. 0019/19 Investigated Radar and A/S contact. 0030/19 Identified contact as friendly (tug towing crane). Rejoined convoy. 0845/19 Secured alongside "BISHOPDALE" at Humboldt Bay to take fuel (alongside H.M.A.S. "GYMPIE"). 1030/19 Slipped and proceeded alongside "SEA SNIPE" at water berth. 1350/19 Commenced watering. 1722/19 slipped and proceeded to anchorage. 1900/19 At Anchor in Humboldt Bay. 1220/22 Liberty men sent ashore to Bob Hope's show.

9. A/S PATROL off HUMBOLDT BAY.

0729/23 Anchor aweigh. 0800/23 Relieved S.C. on A/S Patrol outside bay in company with H.M.A.S. "BENDIGO". 2315/24 Investigated A/S contact which proved negative. 1630/25 Relieved from A/S Patrol by S.C. 743, and proceeded into harbour. 1705/25 Secured alongside tanker U.S.S. "VICTORIA" for fuel. 0800/26 Slipped from tanker, anchored in Humboldt Bay off H.M.A.S. "SHROPSHIRE".

10. Humboldt to Wakde for A/S Patrol.

1815/26 Anchor aweigh and proceeded out with H.M.A.S. "BENDIGO" (S.O.). 0740/27 Relieved YMS 334 on A/S patrol off Wakde Is. in company with

Royal Australian Navy.

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H.M.A.S. "BENDIGO". 0855/28 Investigated A/S contact. Classified non-sub. 2310/28 Investigated A/S contact. Classified non-sub. 2320/28 H.M.A.S. "BENDIGO" reported A/S contact and ordered H.M.A.S. "KATONBA" to close her and help search. 0115/29 Classified non-sub. resumed normal A/S patrol.

12. Wakde Is. to Hollandia.

0815/30 Relieved of A/S patrol by H.M.A.S. "KAPUNDA" and YMS. 0900/30 H.M.A.S. "BENDIGO" and "KATONBA" proceeded to Hollandia. 1845/30 Secured alongside tanker "VILLA LOBOS" for fuel. 1900/30 Commenced fuelling. 2045/30 Completed fuelling.

13. Hollandia to Samarak via Madang.

0830/31 Slipped and proceeded to water berth. 0845/31 secured at water berth and commenced watering. 1131/31 slipped and proceeded to Madang.

13. Health.

Health and conduct of ship's Company was very good.

14. Welfare.

Welfare of the ship's Company was very good, except for a little discontent due to the long delay of mail (no mail for 5 weeks). This was beginning to tell on the ship's Company's morale. The arrival brightened the atmosphere considerably, showing a marked difference. Regular delivery of mail wards off an element of discontent, otherwise the ship's Company are in good spirits with their own entertainment.

15. Condition of ship.

The state of the machinery was reasonably good.

16. Monthly Figures.

Distance steamed.	4412.4 miles.
Hours under way.	447 hours 39 minutes.
Average speed.	9.854 knots.
Average distance per ton of fuel.	14.2 miles.

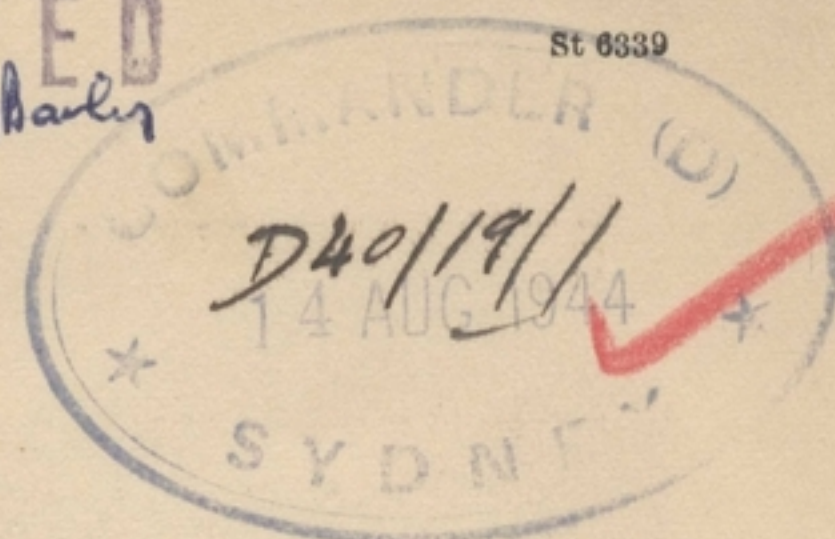
17. Totals.

Distance steamed since commissioning (17/12/41.)	82435.4 miles.
Average speed.	9.223 knots.
Hours under way.	8949.5 hours.
	0949.5 30/60 hrs.

COMMANDING OFFICER
J. J. Grant
 LIEUTENANT COMMANDER (S) R.N.A.

RESTRICTED
(see 12/1/50) J. Bailey
Commonwealth of Australia

Department of The Navy.



Royal Australian Navy.

From The Commanding Officer, HMAS "KATOOMBA".

Date 31st. July, 1944. Reference No. EO 2/14/44.

To The Secretary, Naval Board. (Copies to:- NOIC New Guinea, Commander (D).

Subject Report of proceedings for July, 1944.

Submitted:-

For the information of the Naval Board, the following Report of proceedings of HMAS "KATOOMBA", under my command for 1st to 31st. July, 1944.

2. Solomon Sea Patrol.

- 0105/1 Proceeded to Langemak to refuel and water.
0736/1 Secured to Tanker "AASE MAESK" for fuel.
1100/1 Returned to Langemak.
1200/1 LT. COMDR. N.J. TRACE, RANR. relinquished command to LIEUT. J.A. GRANT, RANR(S)
1720/1 Slipped to rejoin "GYMPIE" on A/S Patrol reliving "ROCKHAMPTON", who had departed to Milne Bay.
1750/1 Oil fuel pumps broke down. Unable to maintain necessary speed, ordered back to Langemak at 1810/1, but laid off till dawn (approaching anchorage after dark not recommended in Langemak)
0714/2 Anchored in Langemak Bay, requested 48 hours "Stand Off" to effect Engine Room repairs necessary to maintain Patrol, this being approved by NOIC Langemak.

3. Convoy to Hollandia (HMAS "KATOOMBA" diverted to Aitape.)

- 0800/4 Engine Room repairs effected and ready for sea.
1450/4 Proceeded to sea with HMAS "BUNDABERG" (S.O.E.) "GYMPIE" and "GLADSTONE", also S.C.'S 746 and 648 as escorts for 3 Liberty ~~ships~~ ships L.S.T'S and L.C.I.'S
0640/5 HMAS "GLADSTONE" detached to escort L.C.I.'S to Aitape but developed engine room trouble. "KATOOMBA" diverted to Aitape in "GLADSTONE'S" stead. Arrived Aitape 1325/5 with out incident.

4. Convoy to Langemak.

- 1355/7 HMAS "KATOOMBA" (S.O. E.) with S.C.'S 746 and 648, proceeded as escorts for 3 Liberty ships and one L.C.I. (S.C.'S 746 and L.C.I for Madang) from Aitape.
1548/7 A/S contact 1500 yards, closed to 200 yards, and a school of Black Fish broke the service. 1815/8 detached S.C. 746 and L.C.I. to proceed to Madang.
2200/9 Arrived Langemak after experiencing strong head winds affecting speed of Liberties in light trim, stood off till dawn HMAS "KATOOMBA" detached from convoy.
0626/10 Secured to Tanker "AASE MAERSK" in Dreger Harbour for fuel
0915/10 Arrived Langemak Bay and watered.
1845/10 Anchored in Langemak Bay.

5. Proceeding to Seadler Harbour.

- 1030/12 Proceeded in company with HMAS "BUNDABERG" (S.O.) to Seadler Harbour. 1221/13 entered Seadler Harbour.
1253/13 Anchored off Rara Island. Voyage without incident.

6. Convoy to Langemak.

- 0635/14 Under way. 0700/14 Cleared Harbour with HMAS "BUNDABERG" (S.O.E.) escorting 2 ships to Langemak.

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Royal Australian Navy.

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1135/15 Anchored in Langemak Harbour without incident. 1625/16 weighed anchor and proceeded to Dreger Harbour for fuel.
 1730/16 Secured to Tanker "MEADOWS" but no fuel available. 1813/16 Anchored in Langemak Bay. 0630/17 Secured to Tanker "MEADOWS" and commenced fueling.
 1110/17 Slipped and returned to anchor in Langemak.

7. Langemak to Madang (Boiler Clean)

1800/17 Under way and proceeded to Madang with NOIC. NEW GUINEA and Staff on board. Raining heavily.
 0120/18 Fan Engine Broke down, speed 9 Knts. 0205 repaired. 0756/18 Entered Madang Harbour and anchored off Bede Point.
 1345/18 Secured alongside HMAS "ORARA" for water, slipped at 1545/18 and proceed to anchorage.
 1612/18 Shut down for boiler clean (Boiler Hours 785.5)
 0900/21 V/S exercises conducted (and daily thereafter)
 0600/26 Steam raised after Boiler clean and ready for operations.

8. Madang to Langemak.

1710/27 Embark one Officer and 24 other A.I.F. ranks as hospital cases for Dreger Harbour. 1725 our port boiler door ~~blowout~~ packing blew out, let off steam to readjust packing.
 1755/27 Anchor aweigh and proceed to Langemak, at reduced speed until pressure raised on port boiler.
 1830/27 Port Engine stopped (Hot Bearing) 1925 Port Engine in operation.
 1115/28 Secured to "AASE MAERSK" for fuel in Dreger Harbour. 1332 slipped and proceed to Langemak after disembarking 25 Hospital Cases. 1500 Secured at water berth Langemak.
 1640/28 Slipped and stood off awaiting Stores.
 1750/28 Stores arrived, proceed to anchorage. 1815. At anchor in Langemak.

9. Langemak to Madang.

1650/29 Anchor aweigh, proceeded to Finschhafen for stores. 1800 at anchor in Finschhafen Harbour.
 1904/29 4 Officers on passage and stores on board. 1910/29 Cleared Harbour for Madang.
 0600/30 Entered Madang Harbour. 0650 At Anchor in Harbour. Discharged 4 Officers. 0920/30 Secured along side "ORARA" to load Depth Charges, Drums of Oil and Targets for Mois Woendi.
 0710/31 Secured to "PING WO" to load Depth Charges and drums of oil.

10. Madang to Mois Woendi, Via Aitape.

1100/31 Completed loading. 111 Depth Charges, Pistols etc. 35 Drums of Oil, Ammunition, 2 Targets and miscellaneous stores (Approx 23 tons) placed thus:-
 15 Tons on Deck and waist, 6 Tons D.C'S in M.S. Flat, and 2 tons ^{amm} etc. in for'd Magazine. The draft before loading was F. 10' -2" A. 11' -9" (1' -7" by Stern) and after loading F. 9' -9" A. 12' -3" (2' -6" by the stern)
 1230/31 Slipped and proceeded out of Harbour in the company of 7 M.L'S in charge of LT. COMDR. KNOX, who was on board HMAS "KATOOMBA". Also 2 other Officers on board, (One for Aitape, and the other Mois Woendi) 2045/31 Engine trouble, 2305/31 Engine trouble.
 NOTE: HMAS "KATOOMBA" behaved very well with the placing and trim of cargo, experiencing moderate beam swells at times enroute to Mois Woendi.

11. Health.

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

12. Welfare.

The welfare of the Ship's Company is very good, and having their own costumes, talents etc, they have developed in into a Concert Party, giving "burns" on shore depots.

~~SECRET~~ 5/12/60 RESTRICTEDRoyal Australian Navy.

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and assisting other ships that may be in harbour. During the Boiler cleaning at Madang facilities for any leave is poor owing to the locality, but cricket, water polo, boats trips, and pictures parties were arranged.

13. Condition of the Ship.

The state of the machinery is fair, although trouble was experienced with the fuel pumpsets, being due to frequent running last month which has hindered routine maintenance work.

14. Monthly Figures.

Distance Steamed. 2655.6 Miles.
 Hours under Way. 274 Hrs 21 Mins.
 Average Speed. 9.712 Knots.
 Average Distance per
 Ton of fuel. 15.6 Miles.

15. Total.

Distance steamed since
 Commissioning 17th. Dec, 1941 78023 Miles.
 Average Speed. 9.177 Knots.
 Hours under Way. 8501.85 51/60 Hours.

COMMANDING OFFICER

Grant
 H.M.A.S. "ATOOMBA"
 LIEUTENANT. R.A.N.R. (S)

RESTRICTED

(See 12/57/50)

Booby 5/12/60

SECRET.

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

1 March, 1943.

K.026/43.

The Secretary to the Naval Board, VICTORIA:

Copy to:- The Naval Officer-in-Charge, TOWNSVILLE.

LETTER OF PROCEEDINGS OF H.M.A.S. "KATOOMBA"
FROM 1 FEBRUARY 1943, TO 28 FEBRUARY 1943.

All times given are in Eastern Australian Summer Time.

1st February, ship lying at Wyne's Wharf, Townsville alongside "COLAC" having completed boiler cleaning. At 0700 cast off and proceeded out of harbour anchoring in Cleveland Bay at 0750 awaiting convoy. At 1305 proceeded with "SWARTENHONDT" and "BANTAM" for Fall River. At 2325 passed "BALLARAT" escorting two ships southbound. At 2353 passed "GLENSIDE" escorting one ship southbound. At 1501, 3rd, cleared Grafton Passage and shaped course for Fall River. Speed of convoy varying between 3 and 3½ knots due to "SWARTENHONDT" being unable to keep steam. Experienced smooth seas and fine weather throughout the voyage.

At 0230 6th, February, convoy crossed sunken barrier reef and entered China Strait at 0430. At 0950 convoy was anchored at Fall River and "KATOOMBA" proceeded alongside "CHARON" for oil fuel and some victualling stores. Cast off from "CHARON" at 1240 and anchored to seaward of shipping at Fall River and commenced A/S stationary patrol. Continued A/S stationary patrol until 1910, 8th, when anchor was weighed and A/S patrol was carried out with vessel drifting and using engines in keeping position.

At 0810, 9th, carried out A/S Patrol under way at 6 knots. At 1407 proceeded escorting "STEPHEN J. FIELD" towards Townsville until dark. At 2030 left "STEPHEN J. FIELD" and returned to Fall River at 12 knots passing through China Straits at 0030, 10th arriving at Fall River at 0230, 10th, and resumed A/S Patrol under way.

NOTE-- At 0030, 10th, when clearing China Strait, identity was established with P.W.S.S. and permission to enter was granted at 0034. A signal was then received from P.W.S.S. at 0044, "Military unable to raise Dowa Dowa please be ready to give Dowa Dowa ship shore letter."

Dowa Battery did not challenge "KATOOMBA" and as stated above vessel proceeded to Fall River arriving at 0230.

At 1310, 10th, proceeded at 3½ knots escorting "BANTAM" to Ore Bay. At 1705 passed through Raven Channel and arrived at Ore Bay at 1850, 11th, and "BANTAM" proceeded alongside the wharf. "LATROBE" and "SWARTENHONDT" were still lying in Ore Bay where "SWARTENHONDT" was completing discharge.

On arrival "KATONBA" assumed A/S stationary patrol with "LATROBE" at entrance to Ore Bay. At 0625, 12th, "LATROBE" and "SWARTENHONDT" sailed from Ore Bay.

Continued A/S stationary patrol at Ore Bay throughout 12th, 13th, 14th, 15th and 16th and sailed escorting "BANTAM" to Fall River at 0500, 17th. speed 8 knots. Lieutenant-Commander Legg on board as passenger to Moresby. At 0655, 18th, passed through Raven Channel and arrived at Fall River at 1100. At Fall River the Naval personnel of "GEORGE PEAT" were embarked and "KATONBA" sailed for Port Moresby at 1400, 18th.

At 1727, Lieutenant E.M. Gordon, U.S.N. was transferred to U.S.S. "HILB", at Sariba in China Strait. Lieutenant Gordon had been on board "KATONBA" for passage to Ore Bay and return as observer.

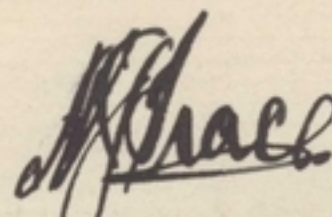
At 1727 "KATONBA" proceeded for Port Moresby at 11.8 knots (180 Revs.) Smooth sea and fine weather was experienced on passage. Basilisk Beacon was passed at 1405, 19th, and anchored 1435, at 1608 weighed and proceeded to oil wharf. 1630 secured alongside wharf. On the 20th Commander Cousin R.A.N.R.(S), relinquished Command and Lieutenant Commander Trace, R.A.N.R., assumed Command. At 1715 on the 21st, slipped and proceeded to anchorage. 1735 anchored carrying out stationary A/S Patrol. 1900 weighed and proceeded escorting S.S. "KATONBA" to Townsville. At 1930 on 23rd passed through Grafton Passage. Anchored Cleveland Bay, 0240, 24th. 0558, weighed and proceeded into harbour securing alongside "WARRAMUNGA" West side No.1 wharf at 0640. Slipped 1055 on completion of ciling and proceeded alongside Harbour Trust Wharf, Ross Creek. 1125 secured. Fires died out and boiler cleaning commenced. 24th to 28th inclusive ship alongside wharf boiler cleaning.

The General Health of the Ship's company has been good except for a number of cases of Pinca due to the difficulty of drying out the floors of the wash places. These will require attention at the next refit. Conduct of ship's company excellent.

The number of mechanical defects is increasing and numerous A and A's are accumulating which can be put in hand at overhaul. Last docking was April, 1942.

Monthly Figures:-	Distance steamed.	2122.2 miles.
	Hours under way.	270 hrs. 31 minutes.
	Average Distance per ton of fuel.	13.5.

Total Figures.:- Total distance steamed since commissioning on 17 December, 1941 - 25,838 at an average speed of 8.17 knots.
Total hours under way from commissioning to 28 February, 1943, 3160 hours 40 minutes.



LIEUTENANT-COMMANDER R.A.N.R.

RESTRICTED

(See 72/51/50) D. S. W. 5/17/60

~~SECRET.~~

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

1 February, 1943.

K.023/43.

Copy to:- The Secretary to the Naval Board, VICTORIA.
The Naval Officer-in-Charge, TOWNSVILLE. Q'ld.
REPORT OF PROCEEDINGS OF H.M.A.S. "KATOOMBA."
PERIOD 1 JANUARY to 31 JANUARY, 1943.

All times given are Australian Eastern Summer Time.

At 0630, 1st, cast off from Pier I Townsville and proceeded independently for Port Moresby, speed 12 knots. Cleared Grafton Passage at 2000, 1st; strong S.W. wind, rough sea and heavy rain squalls. At 1210, 3rd, anchored off wharf at Port Moresby. At 1454, weighed anchor and proceeded alongside inner end of wharf for oil fuel, water, and to make good repairs to feed water heaters. At 1130, 4th, cast off from Moresby wharf and proceeded to anchorage. At 1403 anchor was weighed and proceeded escorting "VAN HEUTZ" for Oro Bay. At 1633, 4th, passed "WHYALLA" bound for Moresby and at 2017 passed "COLAC" also bound for Moresby. Identified ourselves with P.W.S.S., Milne Bay at 1230, 5th, and proceeded with "VAN HEUTZ" through Raven Channel for Oro Bay. At 0055, 6th, exchanged identities with "BENDIGO" escorting "BALIK PAPAN" southbound from Oro Bay. The Pilot, Lieutenant Champion, was transferred from "BENDIGO" to "VAN HEUTSZ" and at 0135, vessels proceeded.

Oro Bay was reached at 1320, 6th, and "VAN HEUTSZ" was anchored up the bay off the landing pontoons. "KATOOMBA" lay off the entrance to the bay carrying out A/S Patrol and at 1908 anchor was let go about 2 cables to seaward of "VAN HEUTSZ". Anchor was weighed at 0830, 7th, and "KATOOMBA" manoeuvred on A/S Patrol at the entrance to the bay. Returned to anchorage at 1845 and maintained stationary A/S Patrol throughout the night. At 0845, 8th weighed anchor and maintained A/S Patrol under way throughout the day and again anchored at 1822 that evening.

At 1355, 9th, Japanese dive-bombers raided Oro Bay, scoring one direct hit on "VAN HEUTSZ", also 2 near misses, and shot through "KATOOMBA's" aerial down lead, one mast backstay and one yardarm stay. Two ratings received very slight splinter cuts. (Separate report of Air-Raid has been rendered.)

Continued discharging No.1. hold of "VAN HEUTSZ" until 2400 and "KATOOMBA" escorting "VAN HEUTSZ" sailed at 0115, 10th, for Fall River at 12½ knots. At 1820, 10th, when nearing Raven Channel, Lieutenant Champion was transferred to H.M.A.S "PIRIE" escorting "BOTH" and "LORINNA" for Oro Bay. At 2302, "KATOOMBA" anchored with "VAN HEUTSZ" at Fall River.

At 1538, 12th, weighed anchor at Fall River and sailed escorting "VAN HEUTSZ" for Townsville, speed 12 knots. At 1556, passed U.S.S. "HILO" inward bound. Cleared China Strait at 1800 and at 2000 reduced speed to 10½ knots. Fine weather with smooth sea was experienced to Grafton Passage which was entered at 1253, 14th. At 0640, 15th, entered channel and secured alongside H.M.A.S. "STUART" at West Pier, Townsville, at 0710 and commenced oiling.

Cast off from alongside "STUART" at 1115, 17th, and proceeded out of harbour - passed U.S.S. Destroyer "SELFRIDGE" in Platypus channel.

Sailed at 1200, 17th, escorting convoy consisting of "BONTOEKOE," "TASMAN," "AROONA," "WILLIS VAN DEVANTER," "BAN HONG LIONG," "STEPHEN J. FIELD," and "CLEVELAND ABBE." At 0600, 18th, when off Fitzroy Island, H.M.A.S. "BENDIGO" and "YUICHOW" joined convoy.

At 0739, convoy cleared Grafton Passage and course was set with speed $9\frac{1}{2}$ knots. Fine weather and smooth seas were experienced. At 1630, 19th, Section 'B' was detached, escorted by "BENDIGO" for Fall River, and at 1700, 'A' section consisting of "BONTOEKOE," "TASMAN," "WILLIS VAN DEVANTER" and "AROONA" set course for Port Moresby.

At 0950, 20th January, convoy passed through Basilisk Passage and "KATOOMBA" made fast alongside "TASMAN" at 1055 and commenced embarking troops. Landed 1st. load of troops (356) at wharf at 1200, and returned to Tasman for balance of troops. (about 350.) These were finally landed at main wharf at 1358, when we commenced fuelling and taking fresh water. Cast off from wharf at 1815, 21st, and proceeded to anchorage awaiting "JASON LEE." Weighed at 2130 and proceeded out of harbour and cleared Basilisk Passage at 2246 for Townsville escorting "JASON LEE" at $11\frac{1}{2}$ knots. Experienced fine weather and smooth sea throughout.

At 1519, 23rd, entered Grafton Passage and at 1615 set course for Townsville at 9 knots - "JASON LEE" proceeding to Cairns. At 1645 reduced speed to 9 knots. At 0900, 24th, arrived in Cleveland Bay, proceeded in and berthed alongside "STUART" No.1 Pier westside, at 0935, and commenced fuelling. Completed with fuel at 1100, cast off and proceeded up Ross Creek to Hyne's Timber Wharf and berthed alongside "COLAC" at 1155, 24th, Dried out fires and commenced boiler cleaning.

Boiler cleaning completed 1200, 29th, awaiting sailing orders.

The general health of the ship's company has been very good, and conduct has been above the average.

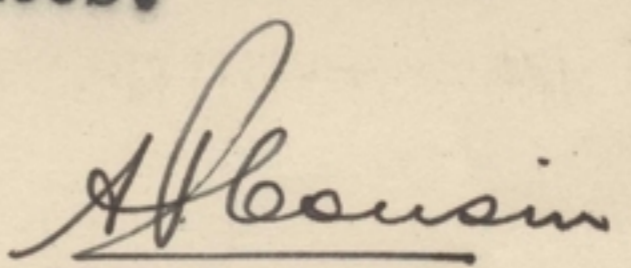
Some complaints of lack of Annual leave have arisen particularly from ratings joining from other ships in the south. It is hoped that some of these complaints, which appear to be general throughout A.M.S.'s working in Northern waters, may be attended by loan draft when H.M.A.S. "MAGNETIC" can be built up to the required standard.

The condition of the ship is satisfactory but certain mechanical defects are developing and numerous A and A's are accumulating which will probably be put in hand when ship is again docked and overhauled. Last Docking date was April, 1942.

Monthly figures:-	Distance steamed.	3083. miles.
	Hours under way.	360 hours 0 min.
	Average Distance per ton of fuel.	12.8 miles.

Total Figures:- Total Distance steamed since commissioning, on 17 December, 1941 -- 23, 716 miles, at an average speed of 8.20 knots.

Total hours under way from commissioning to 31 January, 1943, 2890 hours, 10 minutes.


COMMANDER R. A. N. R. (S).

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AWM 78