

AWM78

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

HMAS KIAMA (I)

File number: AWM78 186/2

Title: December 1944 - January 1946.
Duplicate



RCDIG1072894

[186/2]

DUPLICATE

REPORT OF PROCEEDINGS

H.M.A.S. "KIAMA"

Declassification Authority—Defence Records
This record has been reviewed and has been
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(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 1990

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~~RESTRICTED~~ *Aug*

(See 12/5/50) *12/5/60*

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2046.7.1488
SECRET

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ACK. BY. S. 1330Y
11 FEB 1948
INIT. *J.A.*

H. A. S. KIAMA,
1st. February, 1946.

HN
The Secretary,
Naval Board,
Navy Office,
MELBOURNE. S.C.1.

Monthly Letter of Proceedings - January, 1946.

- 1st. to 3rd. At Madang.
- 4th. 1200: Proceeded to Aitape, via Wewak, to carry out a beach reconnaissance to determine a suitable beach point for two L.S.T.'s to evacuate R.A.A.F. personnel.
2125: Passed M.V. "Duntroon" on passage to Rabaul.
- 5th. 0615: Arrived Wewak.
1055: Departed Wewak.
1714: Arrived Aitape and anchored in lee of Tamara Island.
- 6th. to 8th: Engaged in beach reconnaissance. Conditions generally were not favourable. On the first day a landing was made through a heavy surf in the whaler and an inspection of the beach was made by jeep. The waves at the landing point were 5 feet high and breaking 100 yards out and the first attempt at getting out through the surf resulted in capsizing the whaler. The second attempt was successful but, in view of the risk of damage to the boat and possible injury to personnel, it was decided to carry out the survey with experienced surf swimmers swimming ashore from the motor boat. This method proved quite successful and the survey was completed satisfactorily. Leading marks were established with the aid of the R.A.A.F. A complete report and sketch plan of this operation was submitted to the Naval Officer-in-charge, New Guinea.
- 9th. 0600: Departed Aitape for Madang.
- 10th. 0700: Arrived Bostrem Bay and took on fresh water.
1000: Arrived Madang.
- 11th. 1400: Departed Madang for Port Moresby with G.P.V. 953 in tow.
- 12th.- 15th: On passage to Port Moresby. Fine weather was experienced throughout and the tow gave no trouble.

12/2 J.

The Secretary, Naval Board.

- 15th. 1830: Arrived Port Moresby. It was decided to stay in Port Moresby all day on 16th. in order to give both ship's companies some recreation before the tedious trip to Townsville.
- 17th. 0745: Departed Port Moresby for Townville with G.P.V. 953 in tow, via Great North Eastern Passage and inner Barrier Reef route.
- 17th.- 21st: On passage to Townsville. No strong winds were experienced but visibility was occasionally very poor due to monsoonal weather. The tow gave no trouble but the G.P.V.'s main engine was out of action and she had to be manhandled alongside before entering Townsville and towed alongside whilst berthing.
- 22nd. 1000: Arrived Townsville.
- 23rd. 0600: Departed Townsville for Sydney with G.P.V. 953 in tow.
- 24th.- 28th: On passage to Sydney. Fine weather with moderate sea and swell was experienced throughout. The tow gave no trouble.
- 29th. 0700: Arrived Sydney and commenced boiler cleaning.
- 30th.& 31st: At Sydney, boiler cleaning .

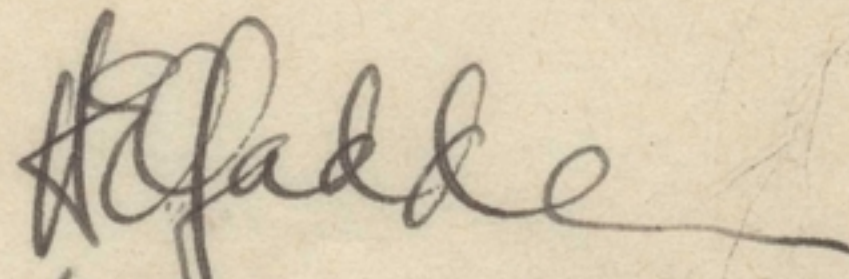
Notes for the Month:

Main Engines, Boilers and Steam Auxiliaries are in good condition. Diesel Auxiliaries are very worn and need complete overhauling.

The health of Ship's Company remains good. Recreation has been very limited during the month. Picture parties four times at Madang and once at Port Moresby and one night in Townsville was the only leave prior to the last two days of the month in Sydney.

Summary:

	<u>January 1946</u>	<u>Since Commissioning (26/1/44)</u>
Distance Steamed	3176 miles	60,750.6 miles
Hours underway	425 hours	6,356 hours
Average distance per ton of fuel	10.87 miles	
Average Speed		9.56 knots


A/Lieutenant-Commander, R.A.N.V.R.
COMMANDING OFFICER.

D U P L I C A T E .

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~~CONFIDENTIAL~~

LP.19

(see 72/51/50) J Bailey 5/12/60

DEPT. OF NAVY
2026. 7-1488.
SECRET

ACK. BY. A.S. 1330Y
- 8 JAN 1946
INIT. *JL*

H.M.A.S. KIAMA,
1st. January, 1946.

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The Secretary,
Naval Board,
Navy Office,
MELBOURNE. S.C.1.

Monthly Letter of Proceedings - December, 1945.

HA.

- 1st. 1510: Arrived Madang from Wewak.
- 2nd. At Madang.
- 3rd. Proceeded to Bostrem Bay, Alexishafen to take on water; Returned to Madang.
- 4th. 1500: Proceeded from Madang to Wewak.
- 5th. 0730: Arrived at Wewak and anchored in Dallmann Harbour; placed at disposal of G.C.C., 6th. Australian Division.
- 6th.-12th: At Wewak. On 9th., Divine Service was held on board by Chaplain Whitfield, A.I.F., 6th. Australian Division. On 10th., shifted anchorage to Wewak Harbour; placed at disposal of O.C., 8th. Brigade.
- 13th. 1400: Proceeded from Wewak to Madang to fuel and store.
- 14th. 0745: Anchored in Bostrem Bay, Alexishafen, and watered ship.
1042: Arrived Madang.
- 15th. 1430: Proceeded from Madang to Wewak.
1753: Passed S.S. "John Page" proceeding on Course 140°.
- 16th. 0600: Passed H.M.A.S. "Wollongong" on Course 106°.
0750: Passed H.D.M.L. 1347 on Course 106°.
0850: Arrived at Wewak and anchored in Wewak Harbour.
- 17th.-27th: At Wewak anchored in Wewak Harbour.
- 27th. 2340: Proceeded from Wewak to Madang with 23 Army personnel on board for Lae.
- 28th. 1700: Arrived Madang.
1730: Proceeded to Dreger Harbour with Naval Officer-in-Charge, New Guinea, on board.
2020: Passed S.S. "James Cook" on Course 290° en route to Madang.

g.j.

The Secretary, Naval Board.

- 29th. 0850: Arrived Dreger Harbour; N.O.I.C., New Guinea, disembarked.
 0855: Proceeded to Lae to discharge Army personnel and embark stores for Dreger Harbour.
 1409: Arrived Lae.
- 30th. 0100: Departed Lae for Dreger Harbour with approximately 5 tons of signal stores for Dreger Harbour, 5 tons of timber for Madang and 7 Australian Army personnel for Wewak.
 0600: Arrived Dreger Harbour and discharged cargo to H.M.A.S. "Ping Wo".
 1430: Departed Dreger Harbour for Madang with Naval Officer-in-Charge, New Guinea, on board.
- 31st. 0345: Passed H.M.A.S. "Po Yang" on Course 290° en route to Madang.
 0600: Arrived Madang; anchored in Binnen Harbour.

Notes for the Month:

Boilers are in good condition. Main Engines and steam auxiliaries are in good condition but are showing increasing wear. Southern Cross and Gardiner diesel auxiliaries are in very worn condition and need constant attention to keep them running.

The health of Ship's Company remains good. The supply of fresh provisions during the month has been very good.

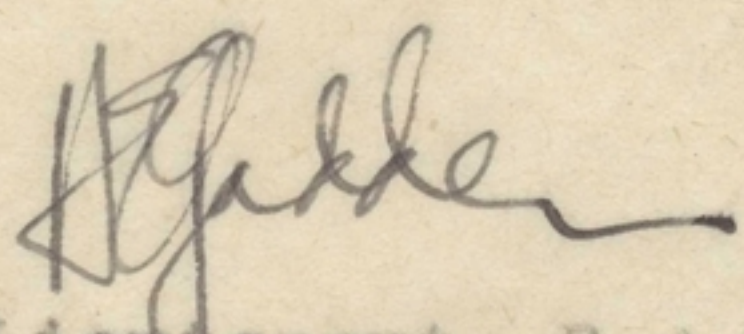
Recreation has been restricted to surfing, cricket and pictures. The Australian Army at Wewak has assisted in every way in providing transport facilities.

Owing to the change of military command from 6th. Division to 8th. Brigade and the consequent closing down of the Army signal tower at Wom Peninsular, it was found necessary to move from the comparatively sheltered conditions of Dallmann Harbour to Wewak Harbour. The ground swell at Wewak Harbour is so heavy that on only two occasions was it possible to open the lower deck scuttles. The resultant poor ventilation, combined with constant movement of the ship, created a certain amount of discomfort below decks.

Summary:

	December 1945	Since Commissioning - 26/1/44.
Distance steamed	1439 miles	57,574.6 miles
Hours underway	132 hrs. 42 mins.	5,931 hrs. 16 mins.
Average distance per ton of fuel	11.55 miles	
Average speed		9.71 knots

Copy to: N.O.I.C. (N.G.)


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

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~~RESTRICTED~~
(see 72/51/50) J. Bailey 5/1/60
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DEPT. OF NAVY
2026-7-1488
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H.M.A.S. KIAMA,
1st. December, 1945.

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ACK. BY A.S. 13807
- 6 DEC 1945
INIT. *J.B.*

The Secretary,
Naval Board,
Navy Office,
MELBOURNE. S.C.I.

Monthly Letter of Proceedings - November, 1945.

- 1st: Lieutenant H.E. Godden, R.A.N.V.R., assumed command from A/Lieutenant-Commander S.J. Benson, R.A.N.R.(S).
- 1st.- 5th: At Rabaul.
- 6th. 1300: Weighed and proceeded to Madang.
- 8th. 0700: Arrived Madang; proceeded to Bostrem Bay, Alexishafen to take on water and returned.
- 9th.-17th: At Madang, boiler cleaning. On 16th. took on water at Bostrem Bay, Alexishafen.
- 18th.1700: Weighed and proceeded to Wewak with Naval Officer in Charge, New Guinea, on board.
- 19th.0917: Arrived Wewak for duty at disposal of G.O.C., 6th. Australian Division.
- 20th: At Wewak.
- 21st: Engaged in making a sketch survey of Mushu Bay, Mushu Island, with view to determining anchorage for Japanese ships expected to evacuate Japanese troops from the island.
- 22nd: At Wewak.
- 23rd: Proceeded to Vokeo Island (Schouten Group) with G.O.C., 6th. Australian Division, Brigadier General Moten, D.M.S., 1st. Australian Army, Brigadier General Maitland and medical party on an inspection of the island. No anchorage could be found at the island, so Kiama lay off until the party re-embarked.
- 24th: At Wewak.

H.M.

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The Secretary, Naval Board.

- 25th: Proceeded to rendezvous, North of Kairiru Island, with Japanese de-militarised cruiser, "Kashima", and led her to anchorage in Dallmann Harbour. No difficulty was experienced with communications and "Kashima" complied with all orders. Her maximum speed had been reduced to 10 knots.
- 26th.0800: Proceeded to lead "Kashima" to Mushu Island. Sub-Lieutenant Salter, R.A.N.R., was placed on board as pilot and no difficulty was experienced in anchoring "Kashima" in Mushu Bay.
- 1135: Boarded "Kashima" in company with Brigadier General Moten and staff officers. She was in a filthy condition and appeared as if all maintenance had ceased for some time. The crew looked well fed and cleanly, if not uniformly dressed.
- 1630: Proceeded to accompany "Kashima" on the initial 80 miles of her return journey to Japan to ensure that she did not return during the night and embark unauthorised Japanese troops.
- 27th.0820: Anchored Dallmann Harbour.
- 28th-29th: At Wewak.
- 30th: Proceeded to Koil Island (Schouten Group) with Brigadier General Moten and medical party on an inspection of the island. The anchorage is very small and it would be impossible for any ship larger than an A.M.S. to swing.
- 2000: Weighed and proceeded to Madang for fuel, water and provisions.

Notes for the Month:

Main engines, Boilers and Auxiliaries are in good order and condition.

The health of Ship's Company remains good. W

Recreation has been good. 6th. Australian Division at Wewak have extended every facility in the way of transport to and from picture shows and surf beaches and in providing access to all amenities.

Summary:

	<u>November, 1945.</u>	<u>Since Commissioning.</u>
Distance Steamed	1095.0 miles	56,135.6 miles
Hours underway	106hrs 54min	5,798hrs 34min
Average distance per ton of fuel	9.65 miles	
Average Speed		9.66 knots

Copy: NOIC, N.G.

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

14/11

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~~CONFIDENTIAL~~

DEPARTMENT OF THE NAVY
MINUTE PAPER

2026/7/11488

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13/11

SUBJECT: *Amas "Kiama" Report of Proceedings October 1945*

~~D.P.S~~ *14/11*

~~RESTRICTED~~
(See 72/51/50) *5/12/60*

↓
~~D.T.S.R~~ *12.9/11*

~~D.O.D~~ *11/11*

~~DENS~~ *2/11*

Engaged on official visit to New Ireland 19-30 Oct. Raised the flag at Kawing 19th with due Naval ceremony. Natives gave occupying force a rousing welcome.

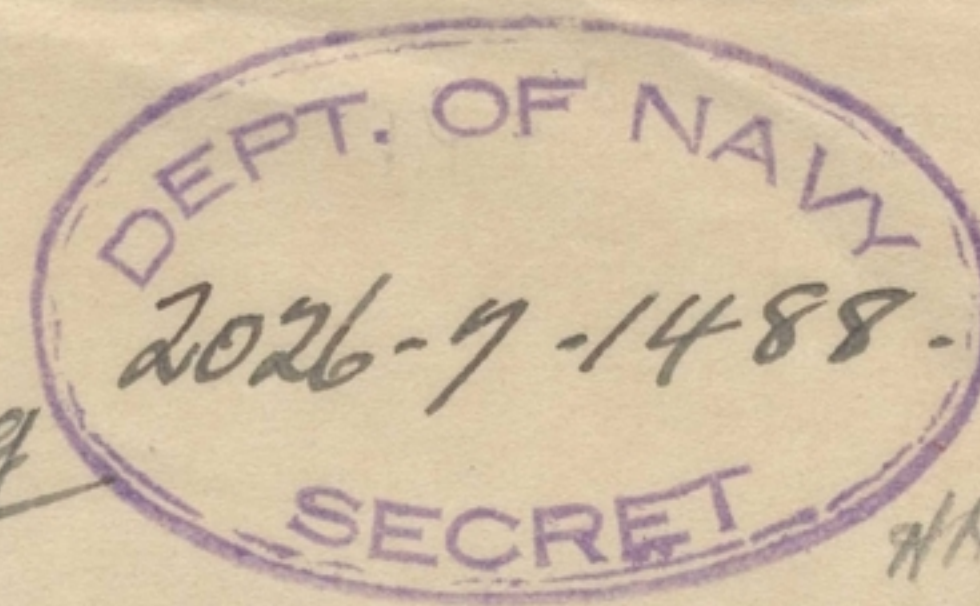
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Revised 5/12/60



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H.M.A.S. KIAMA,
1st. November, 1945.

The Secretary,
Naval Board,
Navy Office,
MELBOURNE. S.C.I.

HN

Monthly Letter of Proceedings - October, 1945.

- 1st. and 2nd. At Madang carrying out repairs to LL cable.
- 3rd. 1000: Ceased work on LL cable, all visible splits in cable covered. Owing to limited facilities, both of the ship and shore staff, the cable was not satisfactorily repaired and, in its present state, is considered dangerous should it be used for sweeping.
1600: Departed Madang for Rabaul via Langemak.
- 4th. 0800: Secured alongside oil lighter at Langemak for fuel.
1800: Slipped and proceeded towards Rabaul via Jacquinet Bay.
- 5th. 1645: Anchored off Port Directorate, Jacquinet Bay and discharged mail and stores.
1730: Weighed anchor and proceeded towards Rabaul.
- 6th. 0900: Anchored off Beehive Rocks, Rabaul.
- 8th. 0715: Weighed anchor and proceeded towards Ulaputui Plantation, west coast of New Ireland, having onboard Captain Warner Shand, ANGAU, who was desirous of contacting Japanese officers concerning the re-occupation of New Ireland.
1040: Anchored off Ulaputui Plantation.
1210: Embarked two RNZAF officers who had been searching New Ireland for lost New Zealand airmen who had, during previous months, crashed. Unfortunately no airmen were recovered.
1300: Weighed anchor and proceeded towards Rabaul.
1630: Anchored in Rabaul Harbour.
- 9th. to 17th. At anchor in Rabaul.
- 18th. Proceeded on official visit to New Ireland and the surrounding islands, having embarked administrative party under the command of District Officer, Captain Warner Shand, ANGAU.

(2)

The Secretary, Naval Board.

19th. to 30th. Engaged in official visit to New Ireland and the surrounding islands as described in the attached copy of report to Naval Officer in Charge, Rabaul.

31st. At Rabaul.

Notes for the Month:

Main Engines and Boilers are in good condition, although valves and rings are showing wear. The Circulator engine of the starboard condenser has been immobilised since October 24th. due to a fractured piston head and the emergency system, using the fire and bilge pump is being used, with the result that maximum sustained speed is reduced to 10 knots. It is anticipated that repairs can be completed by ship's staff using material and machinery made available by Australian Army repair ship "Kalang". The remainder of the auxiliaries are showing wear that is to be expected at the hours run since overhaul.

No fresh water has been available since leaving Madang, but it is expected to carry out a survey of water facilities in Southern New Ireland in the near future.

The health of Ship's Company remains good.

Recreation is restricted to swimming, walks on shore and occasional picture parties, but it should improve as recreation facilities are established in the Rabaul area.

Summary.

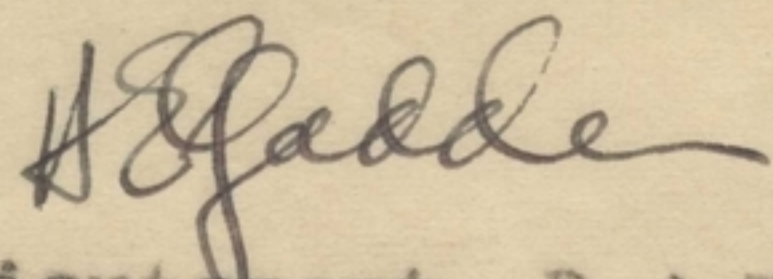
For the month:

Distance Steamed	1603.2 miles.
Hours under way	126 hrs. 32 mins.
Average distance per ton of fuel	10.98 miles.

Since commissioning - 26/1/44:-

Total Distance steamed	55,040.6 miles
Average speed	9.66 knots.
Total hours under way	5,691 hrs 40 mins.

Copies:
NOIC (NG) - 2
Naval Board - 1


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

H.M.A.S. KIAMA,
30th. October, 1945.

The Naval Officer in Charge,
RABAUL.

Sir,

Official Visit to New Ireland and the Surrounding Islands.

In accordance with your previous orders, RL 48/1, H.M.A.S. Kiama departed Rabaul at 0800 on 18th. October, 1945 with Captain Shand, ANGAU, in charge of the land forces for the occupation of New Ireland.

- 19th. 0700: Anchored in Lossuk Bay, New Ireland.
0800: Official party including a guard from Kiama, disembarked and proceeded towards Kavieng in Japanese staff cars and trucks. Natives along the whole route of 25 miles from Lossuk to Kavieng gave the occupying force a rousing welcome.
1300: Raised the flag at Kavieng with due Naval ceremony.
- 22nd. 0515: Weighed anchor and proceeded towards Lobangai, New Hanover.
1500: Anchored in Lobangai Harbour.
- 23rd. 0800: Raised the flag at Lobangai.
1000: Departed Lobangai for Lai Bay.
1330: Arrived Lai Bay. Captain Shand disembarked in order to officially explain to the natives that the war is over.
- 24th. 0700: Departed Lai Bay for Hamburg Bay, Emirau.
1240: Anchored in Hamburg Bay, Emirau, where Captain Shand inspected ANGAU establishments.
2000: Departed Emirau for Lossuk Bay with one ANGAU launch in tow.
- 25th. 1240: Anchored in Lossuk Bay and commenced discharging stores previously loaded at Lobangai, Lai Bay and Emirau. Stores were off-loaded at Lossuk into a Japanese barge which stranded itself on the reef when making its first trip in; thereafter, stores were off-loaded into the ANGAU launch.
- 28th. 1800: Departed Lossuk for Namatanai.
- 29th. 0600: Anchored in Namatanai Bay and handed over to M.L. 1355.
1700: Departed Namatanai for Rabaul.

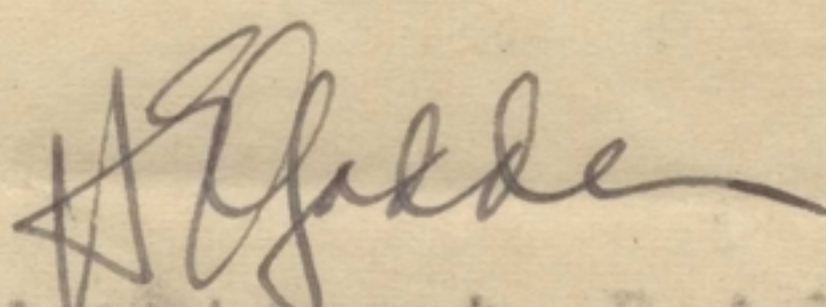
(2)

The Naval Officer in Charge, Rabaul.

30th. 1130: Anchored in Simpson Harbour, Rabaul.

During the voyage, some 300 natives were given medical attention by Kiama, the Japanese having left them in a pitiful state

At 1003 on 24th. October, the starboard circulator pump became defective. On examination, the piston head was found to be fractured. This defect reduced Kiama's speed to 6 knots on the starboard engine.


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

10 SEP 1945
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DEPT. OF NAVY
2026-7-1311
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~~CONFIDENTIAL~~
(See 22/5/50) J.B. Bailey 5/12/60
~~RESTRICTED~~

H.M.A.S. KIAMA,
5th. September, 1945.

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The Secretary,
Naval Board,
Navy Office,
MELBOURNE. S.C.1.

Monthly Letter of Proceedings - August, 1945.

- 1st. to 4th. En route from Torokina to Brisbane.
- 5th. 1200: Berthed Newstead Wharf, Brisbane and commenced fuelling.
- 1350: Completed fuelling, slipped and proceeded to South Brisbane.
- 1440: Secured alongside H.M.A.S. Deloraine.
- 7th. 0730: Slipped and proceeded into South Brisbane Dry Dock astern of H.M.A.S. Kalgoorlie.
- 14th. 1300: Proceeded out of Dock.
- 1522: Secured alongside H.M.A.S. Kalgoorlie.
- 15th. Japan accepts Allies' terms, a general holiday announced - ship piped down.
- 16th. V.P.1 Day observed. One officer and 15 ratings marched through Brisbane with the Naval contingent for the Victory parade.
- 18th. Ammunitioned and stored ship.
- 19th. 0700: Slipped and proceeded towards Pile Light for de-perming.
- 1040: Secured to de-perming buoys.
- 1400: H.M.A.S. Kianga secured alongside and commenced de-perming.
- 1615: Completed de-perming.
- 1700: H.M.A.S. Kianga slipped and proceeded.
- 20th. 0615: Proceeded towards de-gaussing range for magnetic tests.
- 0705: "D.G" Officer embarked and commenced ranging.
- 0822: Completed ranging and proceeded towards Pile Light with Lieutenant Elliott, R.N.R., compass adjuster, for the swinging of compasses.
- 1000: Completed adjusting compasses, disembarked Lt. Elliott, and proceeded towards Milne Bay for fuel and orders.

The Secretary, Naval Board.

- 21st. 1015: Exchanged identities with Netherlands warship "Tromp".
- 24th. 0940: Secured alongside Modewa wharf, Milne Bay, and commenced fuelling.
- 1130: Completed fuelling, slipped and proceeded towards Ladava anchorage.
- 1240: Anchored off Ladava.
- 26th. 0700: Departed Milne Bay for Samarai.
- 0940: Anchored off Samarai. Libertymen landed so as to witness native peace celebrations.
- 27th. 1600: Embarked one badly burned soldier and proceeded with all despatch towards Ladava. This man was working on the engine of a small Army boat when the engine blew up. Fortunately Kiama was handy, and, within fifteen minutes of the explosion, the man was on his way to hospital.
- 1820: Anchored off Ladava and discharged injured man.
- 30th. 0945: H.M. Sloops Amethyst and Hart entered harbour and anchored off Ladava.
- 31st. 0900: Weighed anchor and proceeded to the middle of Milne Bay to carry out exercises in the laying and recovery of dan buoys, which from information received from N.O.I.C., New Guinea, Kiama will be engaged in for the occupation of Rabaul.
- 1400: Completed exercises and anchored off Ladava.

Notes for the Month.

The greatest news of the month has been the surrender of Japan. Kiama was fortunate in being in Brisbane undergoing half yearly docking when the news came through. One officer and fifteen ratings from this ship, being the complement allowed by N.O.I.C.(B), marched in the Victory Parade through the streets of Brisbane.

Three ratings only have volunteered to join the permanent R.A.N. I fully expected a greater response.

Two ratings deserted in Brisbane - Leading Cook (O) McGeachie and Ordinary Seaman Haase. McGeachie has since given himself up to Moreton and as far as I know, Haase is still an absconder.

Health of Ship's Company generally remains good. Five ratings were admitted to hospital in Brisbane, two with dermatitis, one with an abscess on the right thigh, one with sinusitis and one for interim medical survey.

(3).

The Secretary, Naval Board.

During the docking period at Brisbane, each member of the Ship's Company was granted four days leave. Before leaving Brisbane, a good supply of comforts was had from the A.C.F.

Main engines, boilers and auxiliaries are in good condition.

Monthly figures:

Distance steamed	2,366 miles.
Hours under way	226 $\frac{24}{60}$ hours.
Average distance per ton of fuel	11.32 miles

Total figures:

Total distance steamed since commissioning (26/1/44)	52,065 miles
Average speed since commissioning	9.68 knots
Total hours under way since commissioning	5,374.9 hours.

S. J. Benson.

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

Copies: NOIC(NG)-Original &
TriPLICATE.
Naval Board- Duplicate.

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ACK. BY. A.S. 1330Y

(See 72/51/50) Bailey
5/12/60

10 AUG 1945

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~~CONFIDENTIAL~~

DEPT. OF NAVY

2026-7-1311

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H.M.A.S. KIAMA,
3rd. August, 1945.

HP 23
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The Secretary,
Naval Board,
Navy Office,
MELBOURNE. SCL.

Monthly Letter of Proceedings - July, 1945.

- 4th. 0930: Embarked H. R. H. The Duke of Gloucester and his Staff, also G. O. C. First Army, G. O. C. Second Australian Corps, B. G. S. Second Australian Corps and several Press representatives.
- 0945: Departed TOROKINA for MOTUPINA POINT.
- 1145: Disembarked H. R. H. at MOTUPINA POINT, from whence he proceeded on a tour of forward army units.
- 1640: Re-embarked H. R. H. and proceeded towards TOROKINA.
- 1830: Anchored in TOROKINA Inner Harbour and disembarked H.R.H.
- 8th. 1700: Departed from TOROKINA with H.M.A. Ships Dubbo and Lithgow in accordance with previous instructions received from G.O.C. 2nd. Australian Corps, to carry out a searching sweep for enemy mines presumed to have been laid in the Western approaches of BOUGAINVILLE STRAIT. G.O.C. 2nd. Aust. Corps requested this sweep with the idea of establishing a forward base at TOKUAKA, an old enemy barge landing point, thereby shortening his line of communication along the BUIN ROAD, which at present has its source at MOTUPINA POINT.
- On passing H.M.A.S. Diamantina, anchored in the outer harbour, orders were received from Commander A.E. Fowler who had just arrived in TOROKINA to assume the duties of N.O.I.C., cancelling this operation. At a subsequent conference with N.O.I.C., it was pointed out that this operation was not necessary until 2nd. Aust. Corps were ready to establish their base at TOKUAKA.
- 1800: Returned to anchorage in TOROKINA Inner Harbour.
- 11th. 0700: Proceeded alongside Joseph Habersham (Liberty ship), and discharged 112 tons of furnace fuel.
- 1500: Completed discharge of fuel and proceeded alongside Michael Moran (Liberty ship) and re-fuelled to the extent of 126 tons. Original orders were for Kiama to supply Joseph Habersham with 200 tons from Michael Moran. Owing to the greater specific gravity of Michael Moran's oil, and taking into consideration that Kiama had already pumped 112 tons into Joseph Habersham thereby imposing great strain on the fuel pump, it was decided not to supply Joseph Habersham with further oil.

H.N.

R.C.
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The Secretary, Naval Board. (2)

This situation could have been avoided, but the master of the Joseph Habersham would not berth his ship alongside the Michael Moran, as he feared that he would do damage to his vessel. This being the case, I consider that, as Joseph Habersham required the fuel, the risk of damage should have been accepted by him and not by Kiama.

- 12th. 1800: Departed TOROKINA with 80 troops for BLANCHE HARBOUR, TREASURY ISLANDS.
- 13th. 0800: Anchored in BLANCHE HARBOUR and discharged troops who were proceeding on leave to the mainland.
- 16th. 1700: Departed BLANCHE HARBOUR with N.O.I.C. Torokina (Force Commander) in company with M.L. 427 and M.L. 428 for Central BOUGAINVILLE STRAIT for the purpose of intercepting enemy barge traffic between BOUGAINVILLE and SHORTLAND ISLANDS.
1800: M.L. 427 reported a breakdown in his port engine and returned to harbour.
2123: Anchored off MOILA POINT in BOUGAINVILLE STRAIT (having penetrated a probable enemy minefield) on account of continuous heavy rain and lack of visibility.
- 17th. 0600: Weighed anchor and proceeded towards BLANCHE HARBOUR.
0930: Anchored in BLANCHE HARBOUR and discharged N.O.I.C.
- 18th. Owing to continuous heavy rain and lack of visibility, operations for the night were cancelled.
- 19th. 1500: Departed from BLANCHE HARBOUR with M.L. 428 for the western entrance of BOUGAINVILLE STRAIT.
2000: Entered probable minefield and carried out search for enemy barges.
- 20th. 0600: When in the vicinity of MOILA POINT, steering engine became defective and instead of stopping when twenty degrees of starboard wheel was applied, it continued and jammed in a "hard to starboard" position. By stopping the port engine and going full ahead on the starboard engine, it was found that the ship could not be stopped from turning to starboard in a circle with a final turning diameter of approximately 600 yards.
When day broke, being still in the minefield and within range of enemy guns on MOILA POINT, Kiama was unfortunately in a somewhat awkward position.
0715: Repairs were effected to the steering gear and course was set for BLANCHE HARBOUR.
No fire was experienced from MOILA POINT, although the enemy was in a very favourable attacking position.
1100: Anchored in BLANCHE HARBOUR.
- 22nd. 0500: Departed from BLANCHE HARBOUR with 45 Army personnel taking passage to TOROKINA.
1200: Anchored in TOROKINA Inner Harbour.

The Secretary, Naval Board.

- 23rd. 1700: Weighed anchor and proceeded towards MADANG to load stores for Kiama and H.M.A. Ships based at TOROKINA.
- 25th. 1530: Arrived MADANG and anchored in Binner Harbour.
- 26th. 1700: Storing completed, weighed anchor and proceeded towards TOROKINA via LANGEMAK.
- 27th. 0930: Secured alongside No. 10 Dock, LANGEMAK, and commenced loading 4" fuses for H.M.A. Ships based at TOROKINA.
1700: Departed LANGEMAK for TOROKINA.
- 29th. 1230: Anchored in Inner Harbour, TOROKINA.
- 30th. 0010: Weighed anchor and proceeded towards BLANCHE HARBOUR with all despatch to convey a sick rating from M.L. 427 to TOROKINA for a probable operation for acute appendicitis.
0807: Anchored in BLANCHE HARBOUR, TREASURY ISLANDS.
0912: Embarked sick rating, weighed anchor and proceeded towards TOROKINA.
1630: Anchored in TOROKINA Inner Harbour and discharged sick rating.
1830: Secured alongside H.M.A.S. Lithgow and discharged all surplus ammunition.
- 31st. 0800: Secured alongside S.S. Clan Chattan for fuel. Clan Chattan claims that 75 tons of oil fuel were supplied, whereas, by taking three independent checks of the capacity and soundings of Kiama's tanks, 54 tons only of fuel were supplied. It is considered that no more than 54 tons of oil was received, as Kiama's tank soundings, in the past, have been found to be very accurate.
1200: Departed TOROKINA towards BRISBANE for six monthly docking.

NOTES FOR THE MONTH:

Main engines, auxiliaries and boilers are in good order and condition.

Recreation for the month has consisted mainly of swimming. Football matches (Rugby) were played against Lithgow, Dubbo and Diamantina. Kiama has yet to be defeated.

Eleven members of Ship's Company gained their Surf Life Saving bronze medallion and certificate. After a lot of drill and training, they were examined at the Solomon Islands Surf Life Saving Club.

On 8th. July Church Service (Protestant) was conducted on board by Chaplain Lt. Colonel Hume-Moir A.I.F., Dubbo's and Lithgow's ship's companies attending. Other religious denominations have been given every opportunity to attend services ashore.

(4)

The Secretary, Naval Board.

Health of Ship's Company generally remains good. A few minor skin rashes have broken out and two cases of upper respiratory tract infection occurred.

Fresh vegetables, eggs and meat were obtained from H.M.A.S. Wilcannia on 30th. July, until that date Army rations only being available. The food supplied by Wilcannia was of excellent quality. It was good to see the troops enjoying a meal of fresh food. Although dehydrated and tinned food becomes very monotonous, I have not noticed a falling in the health of ship's company over a period of time.

Distance steamed for the month		1994 miles
Hours under way during the month		181.7 hours
Average distance per ton of fuel		8.82 miles
Distance steamed since commissioning		49,699 miles
Hours underway	" "	5,148 hours
Average speed	" "	9.65 knots

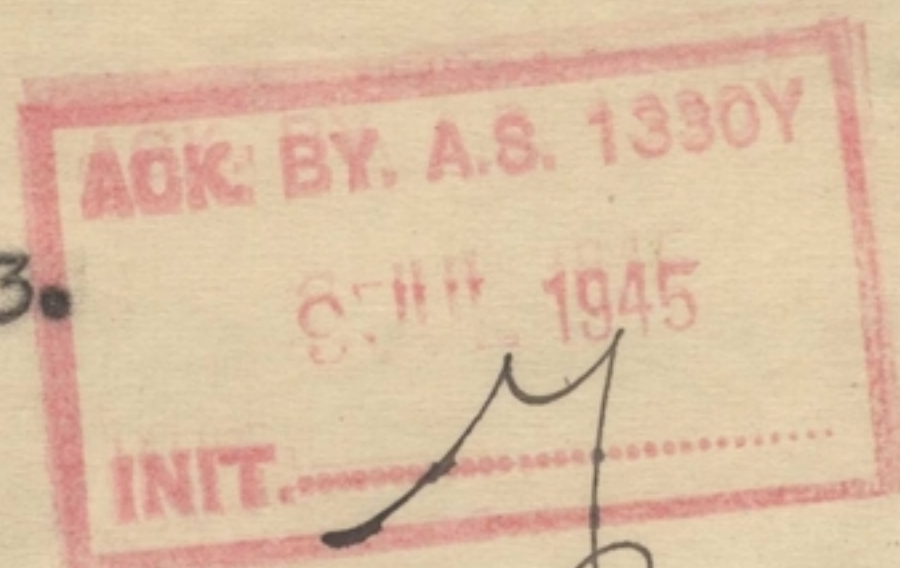
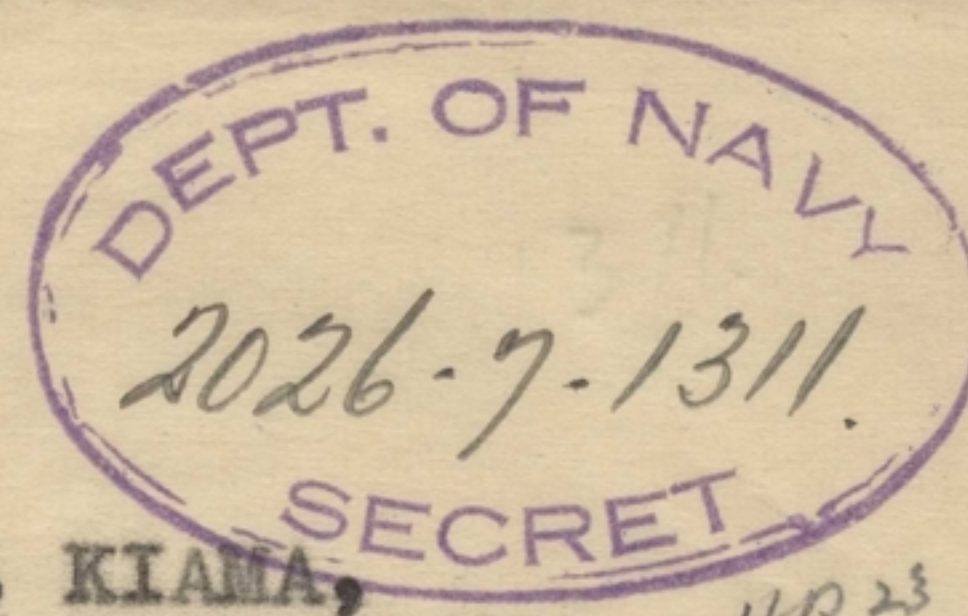
S. Pearson

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

Copies: N.O.I.C. New Guinea (2).

(See 72/51/50) Bailey 5/12/60

~~CONFIDENTIAL~~



L.P. 13.

H.M.A.S. KIAMA,
1st. July, 1945. *HP 23/5*

The Secretary,
Naval Board,
Navy Office,
MELBOURNE, S.C.I.

Monthly Letter of Proceedings - June 1945.

June 4th. : Completed boiler cleaning at TOROKINA.

June 5th. ; Attended conference at 2nd. Aust. Corps concerning the landing of 230 troops by Kiama on the east coast of BOUGAINVILLE Island in the vicinity of NUMA NUMA.

June 6th. : As a result of the conference held on the previous day, it was decided to go ahead and land B Company of 7th. Battalion at TEANIN in the vicinity of TORUTA Island.

June 11th. : In company with Lt.Col. Challon, A.I.F., a trip was made by Catalina to TEANIN to inspect the beach and ascertain its suitability for a landing. On arrival off TEANIN, it had been intended to use the flying boat's rubber raft to go ashore, but, as the enemy were in strength in the vicinity and it would take 1½ hours to deflate the raft, this idea was abandoned and Lt.Col. Challon and myself swam ashore. One hour was spent ashore examining the beach and its surroundings. I considered this beach an excellent one for the proposed operation. During our stay ashore the Catalina left the vicinity so as not to draw enemy fire. When the flying boat alighted on its return the pilot found it necessary to keep taxi-ing in order to prevent being carried on to the reefs and shore by a considerable swell which had developed in his absence. Great difficulty was experienced in our efforts to board whilst the Catalina was making way through the water. After hanging on for some time, lines were eventually thrown and we were parbuckled aboard.

June 12th. : Attended another conference at 2nd. Aust. Corps, at which it was decided not to proceed with the operation. This decision was influenced by the failure of a similar landing which had been attempted at PORTON PLANTATION on BONIS Peninsular some three days earlier.

June 16th. : Owing to an attack of Dengue fever, I was admitted to the 2nd. 1st. Australian General Hospital. Lieutenant Godden, R.A.N.V.R., assumed temporary command.

June 19th. 0700 : Departed from TOROKINA in company with H.M.A.S. Dubbo (S.O.) and H.M.A.S. Lithgow in order to carry out a

10/7 D

bombardment of selected positions on the east coast of BUKA and BOUGAINVILLE Islands.

June 20th. 0200 : Commenced bombarding HAHEILA MISSION. Results were unobserved.

0900 : Commenced bombardment of huts and bivouac area at CAPE TANABOM. Spotting aircraft reported destruction and damage to huts and boarded up caves in the area.

1400 : Off TABUT. Lithgow and Dubbo bombarded the area. Kiama engaged what appeared to be a pill box - results unobserved.

June 21st. 0900 : Bombarded enemy positions at ASITAVI. The target area was well covered.

1230 : Bombarded and strafed enemy bivouac area at CAPE NEHUSS.

1500 : Bombarded and strafed hut concentrations on AITA RIVER. Tac-R aircraft reported the area well covered.

June 22nd. 1130 : Bombarded Naval gun position and concentration area at TOIMONAPU. Aircraft reported gun position destroyed.

During the nights of these operations, an anti-barge patrol was carried out close in-shore.

June 23rd. 1700 : Anchored in TOROKINA Harbour.

1800 : On discharge from hospital, I resumed command from Lieutenant Godden.

June 25th. 0700 : Weighed anchor and proceeded with H.M.A.S. Dubbo and Lithgow towards the east coast of BUKA and BOUGAINVILLE Islands.

2230 : Arrived off BUKA PASSAGE and commenced anti-barge patrol.

June 26th. 0400 : With H.M.A.S. Dubbo and Lithgow arrived in position half a mile off WARIKI and commenced bombarding CHINATOWN and adjacent area. 106 rounds of 4 inch D.A. fuse were fired between the three ships. On completion of the shoot which took two and a half minutes, the enemy returned fire. The exact number of rounds fired by the enemy is not known but it is estimated that it did not exceed twelve. Two rounds were observed coming from the vicinity of MANOB, the remainder were fired from HAHEILA MISSION. One shell passed over Kiama, one fell 40 feet astern of Dubbo and one about 1,000 yards short of Lithgow. On encountering return fire, range was increased at maximum speed.

In view of the fact that the enemy returned fire within two and a half minutes of being fired upon, it is indicated that he is wide awake.

1030 : Commenced bombardment of CAPE TANABOM area, targets consisting of caves and huts along the fore-shore. Tac-R aircraft reported damage to huts and direct hits into caves.

1125 : On completion of the shoot and whilst withdrawing to seaward, fire was returned by the enemy from HAHEILA MISSION, range of HAHEILA at this time being 16,000 yards. The nearest fall

(3)

of shot was approximately 1,000 yards short and in line.

June 27th, 0900 : Commenced bombardment of enemy bivouac area at KEVISA, 105 rounds being fired into the area. Results were unobserved but Tac-R aircraft reported the area as being well covered.

1400 : Commenced bombardment of ASITAVI area. Tac-R reported 4 huts and one iron shed destroyed, and one additional hut, which was unobserved by the aircraft being apparently only visible from seaward, was also destroyed. This hut was situated on the north bank of the AITA River.

June 28th, 0930 : Commenced bombardment of HANAHAN. Tac-R aircraft reported 7 huts destroyed and 14 damaged in cave entrances.

1130 : Departed from the area and proceeded towards TOROKINA.

June 29th, 1130 : Anchored in TOROKINA inner harbour.

As before, during the nights of these operations, anti-barge patrols were carried out.

June 30th. As a result of a talk with G.O.C. 2nd. Aust. Corps, it was revealed from reports made by spotting aircraft, that considerable damage and destruction resulted from bombardments carried out during this month.

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Notes for the Month.

Health of Ship's Company continues to be good.

Main engines, auxiliaries and boilers are in good order and condition.

Recreation for the Ship's Company has consisted of swimming and visits to various picture shows on the Island.

No fresh vegetables have been obtained. A limited supply of fresh meat has been obtained from the Army. As three ships are now stationed in this area, and it is believed that some M.L.'s will shortly be stationed here, it is suggested that one of the R.A.N. supply ships include Torokina in its itinerary.

S. J. Benson
A/Lieutenant Commander R.A.N.R. (S),
COMMANDING OFFICER.

Copies to : N.O.I.C. New Guinea (2)
Commander (D)

(4)

H.M.A.S. KIAMA.

Summary for June 1945.

Distance steamed for the Month -	1694 miles.
Hours underway during the Month -	208 hours.
Average Distance per ton of fuel -	12.46 miles.
Distance steamed since commissioning -	47,705 miles.
Hours underway since commissioning -	4,967 hours.
Average speed since commissioning -	9.61 knots.

S. J. Benson
A/Lieut. Commander R.A.N.R.(S),
COMMANDING OFFICER.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. L.P.12~~RESTRICTED~~
(see 72/51/50) Bailey 2/12/60
~~CONFIDENTIAL~~H.M.A.S. "KIAMA",
1st June 1945.The Secretary,
Naval Board,
Navy Office,
MELBOURNE S.C.1.

NAVAL OFFICE - MELBOURNE,

6 JUN 1945

Monthly Letter of Proceedings - May 1945.

May 1st:- 2015, Anchored off Thursday Island entrance being en route from Darwin to Thursday Island.

May 2nd:- 0700, Weighed anchor and proceeded to fuelling jetty. 0800, Secured alongside Main Jetty and commenced fuelling.

May 4th:- 0800, Army Barge 1278 secured alongside, towing gear rigged in readiness for tow to Madang. It was intended to depart as soon as the barge was secured, but as the whole of the harbour was blotted out by continuous rain, sailing was postponed.

May 5th:- 0630, Weather conditions more favourable proceeded out of harbour with tow.

May 7th:- 1230, Secured alongside Town Jetty Port Moresby for fuel and adjustment to towing bridles on barge.

May 8th:- 0800, Departed Port Moresby for Madang.

May 13th:- 1030, Arrived Madang and anchored in Binnen Harbour.

May 14th:- 1600, Departed Madang for Bougainville via Langemak in accordance with previous orders.

May 15th:- 0900, Secured alongside tanker Brajara in Langemak Bay and commenced fuelling. 1700, Departed Langemak for Torokina - Bougainville Island.

May 17th:- 1300, Anchored in the inner harbour Torokina.

May 19th:- 0700, Departed Torokina in accordance with previous orders to bombard the eastern coast of Buka Island and the north eastern coast of Bougainville Island. A separate report of bombardments carried out is attached.

May 23rd:- 2000, In accordance with instructions received from N.O.I.C. (New Guinea) departed from bombardment area and proceeded towards Manus for replenishment of ammunition and fuel.

May 25th :- 1440, Arrived Manus and secured alongside U.S.S.

Victoria for fuel.

1100,

May 26th:-/ Secured alongside R.A.F.A. Corinda and embarked 1000 rounds of 4 inch ammunition.

May 26th:- 2230, Departed Manus in accordance with instructions received from N.O.I.C. (New Guinea) to render assistance to H.M.A.S. "Colac" which had been holed amidships by enemy action.

May 27th:- Set course for Torokina on receipt of a signal from N.O.I.C. (New Guinea) saying Kiama's assistance was now not required.

May 27th:- 0835, Sighted a mine about 200 yards ahead of the ship. Visual examination revealed that the mine was similar in type to the German G.V.Star, moderate barnacle and weed growth was present. Mine was sunk from a safe distance by rifle fire, no explosion took place.

May 27th:- 1500, Anchored in inner harbour Torokina and commenced boiler cleaning.

May 27th:- 1630, Attended conference with G.O.C. Lieut. General Savige, who expressed his thanks for what he termed a good job in bombarding the East Coast of Bougainville.

By reports received from the A.I.B., Kiama was indirectly responsible for the killing of 190 Japanese.

These Sons of Nippon were camped at Kesivil $1\frac{1}{2}$ miles west of Cape Nehuss. When the bombardment began they evacuated the place carrying their wounded with them., and walked right into an ambush set by A.I.B.

After marching for the remainder of the day they carefully stacked their ammunition and piled their arms and set about making a rough lean-to for the night. It was while they were engaged in making their lean-to that the A.I.B. together with native police boys rushed on top of them. Their only escape lay ahead where, unfortunately for them and fortunately for us, the ground was very marshy and it was in this area where, except for the wounded, everyone of them was killed. When the A.I.B. patrol sprang the trap the wounded were killed by the native boys where they lay.

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Notes of the Month

Health of ships company remains good although fresh food has not been obtainable. Victualling costs for the month will be higher

6

than previous months as tinned food, besides being not as attractive as fresh food is much dearer.

Whilst at Manus a total of 27 tons of ammunition was loaded for future bombardments in the Bougainville area. Working on the figures as supplied for H.M.A.S. "Gladstone" that is, a K.G. of 10.99 feet and a G.M. of 1.6 feet, the G.M. on completion of loading was 1.57 feet and was only reduced by .03 feet. 18 tons was stowed aft on the bed of the minesweeping winch, and 9 tons in the main magazine. The fact that 9 tons was placed so close to the keel practically counteracted the weight placed on the upper deck. Although not more than 10 tons should be placed on deck, on this occasion, as ammunition was being carried I was able to fill the magazine thereby counteracting any loss in stability.

Boiler, Main Engines and auxiliaries are in good order and condition.

Recreation for the ship's company has consisted mainly of swimming over the side, and attending pictures on the invitation of others. A 16 millimetre projector would be ideal for these ships for besides the recreational pleasures obtained, great benefit could be had by all by showing instructional films.

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Summary:-

Distance steamed for the month,4089.1 miles
Hours underway for the month,472.5 hours
Average distance per ton of fuel,12.43 miles
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Distance steamed since commissioning,46011.4miles
Hours underway since commissioning,4,758.7hours
Average speed since commissioning,9.67 knots

S. J. Benson.

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

Copies to:-

- N.O.I.C. New Guinea (2)
- Commander (D), (1)
- Naval Board (1)

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. LP12

H.M.A.S. "Kiama",
24th May, 1945.

CONFIDENTIAL

The Secretary,
Naval Board,
Navy Office,
Melbourne.

At 0700L on 19th May weighed anchor and proceeded towards the North East coast of Buka and Bougainville Islands in accordance with previous instructions to bombard enemy positions between Cape Putputun (Buka Island) and Numa-Numa, Bougainville Island.

Before departing from Torokina Major Tatchell R.A.A. Major Vertigan ANGAU and two native boys with local knowledge of the bombardment areas were embarked.

At 0830L 20th May bombarded Asitavi Mission and known barge landing position and staging area, 59, 4 inch D.A. shells and 40 bofors shells were fired into the area. Spotting aircraft reported area damaged.

1230L 20th, Bombarded Watakwasila. 40, 4 inch D.A. shells fired into target area, results unobserved, aircraft report area as damaged.

0900L 21st, Bombarded huts and caves in the vicinity of Lonahan, Buka Island, fired 41 4 inch D.A. shells and 25 bofors. Spotting aircraft reported 4 huts destroyed 4 damaged, one hideout cave damaged.

0930L 22nd, Bombarded Tinputz Harbour Bougainville Island, fired 46 D.A. and 5 time fused shells into target area, Spotting aircraft reported Nissan type huts damaged.

1030L, Fired 64 rounds of bofors into 3 barges hidden on the beach ^{3/4} west of Tinputz Harbour. Aircraft report one barge destroyed, one damaged and one probably damaged.

1700L, Bombarded huts 3 miles west of Tinputz, destroyed one hut, and further damaged barge that was probably damaged during the morning bombardment; fired 28 H.E. time fuse, 5 D.A. and 60, 20 millimetre.

1200L 23rd, Bombarded Teop Mission and Kakuring Plantation sheds, shells landed in target area in both places; fired 25 D.A., 1 time fuse shell, huts and Mission appeared to be damaged no aircraft available to confirm results. Teopasino foreshore strafed fired 85 bofors.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

-- 2 --

1700L, Bombarded caves and huts between Cape Tanobom and Cape Putputun-two huts destroyed, and direct hits were observed in one hideout cave. Fired 19 time fuse and 8 bofors shells.

During the nights of 20th, 21st, 22nd and 23rd a close inshore search was carried out between Cape Putputun and Numa-Numa for barge traffic. No barges were observed. At 0500L. 21st radar contact was gained on what could have been a barge moving close inshore; as this target was inside a mine field and moving in towards Buka Passage, it was deemed unwise to penetrate the minefield and come within range of Coast defence guns known to be installed on Cape Hatsia.

S. J. Benson

.....
A/Lieutenant Commander R.A.N.R.(S).
Commanding Officer.

Copies :-

Naval Board (2)
N.O.I.C. New Guinea.(2)
Com.(D.)
N.O.I.C. Torokina.
2nd Aust. Corp.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. LP 11

ACK. BY. A.S. 1330Y

10 MAY 1945

~~CONFIDENTIAL~~H.M.A.S. "Kiama".
1st May, 1945.

20116-7-1311

SECRET

The Secretary,
Naval Board,
Navy Office,
Melbourne S.C.1.*(see 72/51/50) 5/12/60*
RESTRICTEDMonthly Letter of Proceedings - April, 1945.

April 1st :- 0158, Completed exercises with Dutch Submarine "O-19" and proceeded towards Fremantle. 0830, Secured alongside H shed.

April 5th :- 0600, Departed Fremantle for exercises with U.S. Submarine "Blower. 0910, Commenced exercises. 1153, "Blower" developed a leak in pressure hull, set course for harbour. 1447, Anchored in Gage Roads.

April 6th :- 0300, Weighed anchor and proceeded for exercises with H.M.S. "Solent". 1820, Completed exercises. 2300, Commenced convoy exercise with H.M.A.S. "Katoomba" (S.O.E.) AND U.S.S. "Isabel", attacking submarines H.M.S. "Solent" Dutch Submarine "Zwaardvisch" and U.S.S. "Croaker".

April 7th:- 0555, Completed exercises, set course towards Fremantle. 0910, Secured alongside G and H ramps.

April 8th :- 0930, Departed Fremantle for Exercises with H.M.S. "Sleuth".

April 9th:- 0745, Rendezvoused with H.M.A.S. "Katoomba", H.M.S. "Sleuth" carrying out torpedo runs. 1122, H.M.S. "Solent" joined company and continued exercises with "Katoomba" "Sleuth" and "Solent". 2100, Commenced convoy exercises with "Katoomba" and U.S.S. "Isabel", attacking submarines H.M.S. Sleuth and "Solent".

April 10th :- 0455, Completed exercises and returned to harbour. 1043, Secured alongside H shed. 2000 Blew down boilers and commenced boiler cleaning.

April 19th:- 0600, Completed boiler cleaning. 1530, In accordance with previous instructions departed Fremantle for Madang via Onslow and Darwin.

April 22nd:- 1420, Secured alongside Onslow jetty and commenced fuelling. 1600, Completed fuelling slipped and proceeded towards Darwin.

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Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

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April 27th;- 1010, Arrived Darwin, secured alongside Main Jetty and commenced taking in fuel and water. 1115, Ship was observed to list 6° to starboard. 1130, Completed fuelling and tanks pressed up hard. 1145, A loud crack was heard port side amidships and it is presumed that the port bilge keel rested on a submerged object. As soon as the list developed soundings were taken around the ship which revealed a least depth of 36 feet.

An inspection of the port side by a naval diver revealed a bend in the port bilge keel in the vicinity of frame 42 to the extent of 18". Careful inspection showed no loose rivets all underwater compartments in the vicinity were found to be, and still are, watertight. It is considered that the seagoing efficiency of the ship is in no way affected. P-orms 8232 have been raised and forwarded.

April 28th:- 2300, Departed Darwin for Thursday Island for fuel and water and also for the purpose of towing one army lighter to Madang.

I feel very concerned at the towing of this lighter for such a great distance; as this ship is not fitted with a winch aft, it is practically impossible to shorten the tow should it be necessary.

It is important when towing in a seaway to use such a length of tow between the two ships that both ships meet the waves and ride over them together, but as aforesaid, having no winch aft, I shall not be able to carry out this evolution to my satisfaction.

Taking into consideration the fact that the S.E. season has now begun, which is very much evidenced by the buffeting that the ship is receiving at the present moment whilst on passage between Darwin and Thursday Island, it does not augur well for a successful passage.

Main engines, auxiliaries and boilers continue to give satisfaction.

Health of ship's company remains good.

Whilst boiler cleaning at Fremantle, N.O.I.C. Fremantle caused the new depth charge firing clock and repeater gear to be fitted and wired.

I was very pleased to receive a signal promoting C.E.R.A. Suggate to Warrant Rank. This new officer will I feel prove worthy of his

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

--- 3 ---

promotion. I shall be very sorry to lose him when he goes south for kitting up.

Summary:--

Distance steamed for the month ---	3,435 miles.
Hours underway for the month ----	306 hours.
Average distance per ton of fuel -	11.7 miles.

Distance steamed since commissioning	41,922 miles.
(26-1-1944)	
Hours underway since commissioning ---	4,286 hours.
Average speed since commissioning ----	9.78 Knots.

S. J. Benson

.....
 A/Lieut-Commander R.A.N.R.(S).
COMMANDING OFFICER.

LP10.

(See 12/51/50) J. Bailey 5/12/60
RESTRICTED

H.M.A.S. "KIAMA"
1st April, 1945.

~~CONFIDENTIAL~~:

The Secretary,
Naval Board,
Navy Office,
MELBOURNE S.C.1

Monthly Letter of Proceedings - March, 1945.

March 1st :- 0615 Departed Fremantle for S/M exercise with U.S.S. Bream. 2238, Completed exercises, and returned to harbour.

March 2nd :- Secured alongside H wharf.

March 3rd :- 0530, Departed for exercise with U.S.S. Kraken. 1552, Completed exercises, 1900, Anchored in Gage Roads.

March 5th :- 0700, Departed for exercises with U.S.S. Bluegill. 2250, Completed exercises.

March 6th :- 0900, Joined company with U.S. Submarines Boarfish and Perch and commenced exercises. 1640, Completed exercises and proceeded. 1905, Anchored off Rottnest Island.

March 7th :- 0400, Weighed anchor and proceeded for exercises with U.S. Submarines Kraken, Perch and Gurnard. 2245, Completed exercises.

March 8th :- 0600, Commenced exercises with U.S. S submarines Perch and Gurnard. 0852, Completed exercises and returned to harbour. 1121, Secured alongside H wharf. 1340, Departed harbour for convoy exercises with U.S.S. Hutchinson Corpus Christi and H.M.A.S. Bunbury, U.S. Submarines Boarfish, Bluegill and Cobia being the attacking force. 2320, Completed exercises and returned to harbour.

March 9th :- 0851, Secured alongside G and H ramp.

March 10th :- 1000, Departed for exercises with H.M.S. Spark.

March 11th :- 0035, Completed exercises and returned to harbour. 0900, Secured alongside H.M.A.S. Bunbury at H wharf.

March 12th :- 0800, Departed for exercises with H.M.S. Stygian and U.S. Bluegill. 1810 Completed exercises, 2000, Commenced convoy exercises with H.M.S. Stygian U.S. Bluegill and H.M.A.S. Bunbury.

March 13th :- 0500, Completed exercises and proceeded back to harbour. 0850, Secured alongside G and H ramps.

March 15th :- 0730, Departed with H.M.A.S. Bunbury for exercises with U.S. Submarines Hardhead, Besugo and Gatelin.

March 17th :- 0925 - Completed exercises. 1140 Secured alongside H.M.A.S. Bunbury at G and H ramps.

March 20th :- 0930, Departed for gunnery exercises in company with M.L's 824 and 826, U.S.S. Hutchinson and Corpus Christi. 1330, Completed exercises and proceeded with U.S. Hutchinson and Corpus Christi for exercises with U.S. Submarines Hardhead, Babelin and Besugo. 2255, Completed exercises.

March 21st :- 0530, Rendezvoused with H.M.S. Sleuth and proceeded into harbour as escort. 1130 Secured alongside G ramp.

March 22nd :- 0930, Departed for exercises with U.S. Submarine Charr, 2205 Completed exercises.

March 23rd :- 0920, Secured abngside G and H ramps.

March 26th :- 0930, Departed from harbour and proceeded to 100 fathom line to dump 6½ tons of defective ammunition, under the instruction of A.S.O. Fremantle. 1300, Completed the dumping of ammunition. 1530 Anchored of Rottnest Island.

March 27th :- 1330, Weighed anchor and proceeded to exercise area for exercises with U.S. Submarine Charr. 2215, Completed exercises.

March 28th :- 0800 Entered harbour and secured alongside G and H ramps.

March 31st :- 1630, Slipped and proceeded to exercise area for exercises with Dutch Submarine 0-19.

Notes for the Month.

Boilers main engines and auxiliaries are in good order and condition.

Health of ship's company has been very good.

Victualling continues to be excellent V.S.O's staff being very helpful; they leave no stone unturned to give satisfaction. The quality of food supplied is of the highest order - it is always fresh and well-crated.

The ship's company generally are restless over the decisions of the Fremantle Collector of Customs not to allow this ship the privelege of duty-free tobacco. This is the only port in Australia where this restriction has been enforced. Kiama has been classified as a non-seagoing ship, which is contrary to the instructions contained in K.R. AND A.I. Art. 916 para. 1 and C.N.O. 484/44. It is readily understood by all that this ship is available at a moments notice to proceed to any part of the world and serve where required.

ACK. BY. A.S. 1330Y

13 MAY 1945

INIT. *[Signature]*

Duplicate

DEPT. OF NAVY
L0116-7-1311
SECRET

Summary.

Distance steamed for the month:-	2,760	miles
Hours underway for the month:-	304	hours
Average distance per ton of fuel	10.1	miles

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Distance steamed since commissioning	38,487	miles
Hours underway since commissioning	3,980	hours
Average speed since commissioning	9.67	knots

(Sgd.) S.J. Benson

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

F010/5.

II.

~~RESTRICTED~~
~~CONFIDENTIAL~~ *NS/12/60*

The Secretary,
NAVAL BOARD.

Submitted for the information of the Naval Board.

2. During the "Kiama's" short stay under the administrative and operational control of Naval Officer-in-Charge, Fremantle, she proved an efficient ship commanded by a capable officer.
3. It is observed that the omission of the supply of duty free tobacco was due to a misunderstanding in the office of the Collector of Customs and has since been rectified.

[Signature]

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

FREMANTLE.
10/5/45.

14/5

St 4539

RECEIVED
and Act by AS 1330 y
30 JAN 1945
NAVY CONFIDENTIAL RECORDS

~~SECRET~~

(See 72/51/50) J. Bailey 5/12/60.

DEPT. OF NAVY
2026-7-1146
SECRET

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. F.R. 191/43/14.

OFFICE OF THE N.O.I.C. ³/₄₄
NEW GUINEA, MADANG,
21 JANUARY, 1945.

HN

The Secretary,
Naval Board,
MELBOURNE.

H.M.A.S. "Kiama" - Report of Proceedings
December, 1944

Submitted for the information of the Naval Board.

J. J. Davis

A/CAPTAIN R.A.N.
NAVAL OFFICER IN CHARGE
NEW GUINEA.

10/19

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. LP7

H.M.A.S. "KIAMA",
1st. January, 1945.

The Secretary,
Naval Board,
Navy Office,
Melbourne S.C. 1.

Monthly Letter of Proceedings - December, 1944.

Dec. 1 - 1700 Arrived Mios Woendi from Morotai and fuelled from U.S.S. "Victoria".

Dec. 3rd. - 0600 Departed Mios Woendi for Sorido Lagoon with H.M.A.S. "Gympie". 0840 Anchored off Sorido Lagoon. 1730 Departed Sorido in company with H.M.A.S. "Wagga" (S.O.) and "Gympie".

Dec. 5th. - Anchored off Mitita Island, Morotai, and commenced stationary A/S sweep.

Dec. 6th. - 0945 Departed Morotai with H.M.A.S. "Strahan" (S.O.) for Mios Woendi.

Dec. 8th. - 0600 Arrived Mios Woendi and fuelled from U.S.S. "Victoria". 1700 Departed Mios Woendi for Port Adelaide via Madang, Langemak, Brisbane and Sydney for annual refit.

Dec. 11th. - 0600 Arrived Madang and anchored in Binnen Harbour. 1700 Departed Madang for Langemak.

Dec. 12th. - 0840 Berthed alongside Tanker "Brajara" for fuel, 1700 departed Langemak via Kirriwina Is. for Brisbane.

Dec. 18th. - 0800 Berthed Newstead wharf and refuelled.

Dec. 19th. - 1100. Departed Brisbane for Newcastle.

Dec. 21st. - 0400 Arrived Newcastle, disembarked stores and Naval personnel.

1/21

Dec. 21st - 1200 Departed Newcastle for Sydney. 1700 Secured to No. 7 buoy in Sydney Harbour.

Dec. 25th - 0500 Ship's company recalled from leave and steam raised. 0952 Slipped and proceeded to render assistance to U.S. "Robert J. Walker" in latitude $36^{\circ} 32' S$. longitude $180^{\circ} 45' E$. 2340 Arrived off "Robert J. Walker", investigated vessel which was well down by the stern and awash to the midship house. 2400 H.M.A.S. "Quickmatch" arrived and under his orders commenced patrolling off the wreck.

Dec. 26th - 0300 "Robert J Walker" sank. 0520 Closed Quickmatch who was rescuing survivors from lifeboats and rafts. 0800 Proceeded to Latitude $36^{\circ} 28' S$ longitude $150^{\circ} 44' E$ in accordance with instructions received from Captain (D) 4th D/F in H.M.S. "Quilliam" to rendezvous with H.M.A.S. "Yandra". 1835 Closed H.M.A.S. "Yandra" and proceeded to patrol between Montagu Island and Green Cape. 2300 In accordance with instructions received from N.O.I.C. Sydney altered course to 350° and commenced a searching sweep along the fifty fathom line towards Sydney.

Dec. 27th - 1400 In accordance with N.O.I.C.(S) instructions increased speed and proceeded towards Sydney with all despatch to complete loading refit stores for Port Adelaide. 1900 Secured alongside H.M.A.S. "Stuart" at Garden Island.

Dec. 28th - 1700 Storing completed, departed Sydney for Melbourne.

Dec. 29th - 0935 Altered course to 061° and proceeded with all despatch to position latitude $36^{\circ} 34' S$. longitude $151^{\circ} 10' E$., the future position of a submarine that had earlier been sighted by an aircraft proceeding on course 100° speed 4 knots. 1345 In position latitude $36^{\circ} 34' S$. longitude $151^{\circ} 10' E$., and commenced a square search. 1847 Left area to rendezvous with H.M.A.Ships Ballarat, (S.O.), Quiberon, Burnie, Maryborough, Kalgoorlie, Goulburn and Bathurst. 2000 Exchanged identities with H.M.A.S. "Ballarat" and took station on the port wing. Owing to very rough weather maximum speed of advance was restricted to 7 knots.

Dec. 30th - In accordance with N.O.I.C. (S) instructions parted company and proceeded towards Melbourne.

Dec. 31st - 1600 Secured alongside Nelson Pier, Williamstown, and commenced fuelling.

Health of the ship's company continues to be good, all dhoby itch, tropical sores and singapore ears as suffered by a few members of the ship's company have responded to treatment and have cleared up. Credit for the good result obtained is due to the painstaking and efficient treatment rendered by S.B.A. Jones. During the ship's nine months service in New Guines waters no case of malaria was contracted. This I consider was due to the constant supervision in the taking of atabrine. Atabrine is administered daily at Evening Quarters at 1600 under the supervision of the divisional officers. An atabrine book is kept and every man's name is ticked off when it has been taken.

Main engines and boilers are in good condition. Auxiliary machinery is showing signs of wear; it is hoped that the various defects in this concern will be remedied during the refit.

Whilst in Sydney a considerable amount of stores for refitting purposes at Adelaide were loaded on the upper deck including a spare propellor shaft. During the passage from Sydney to Melbourne the ship was in a very tender condition and at times was rolling 43° and at the end of the roll was noticed to hang. A full report is being forwarded.

Distance steamed for month.....	5,622	miles
Hours under way... " "	488	hours
Average distance per ton of fuel.....	12.86	miles.
Distance steamed since commissioning.....	33,156	miles
Hours under way " "	3,424	hours
Average Speed " "	9.68	knots.

S. J. Benson

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

NAVAL OFFICER-IN-CHARGE,
P/ CAPTAIN R.A.N.R.
 17 JAN 1945
 NEW GUINEA.

AWM 78.