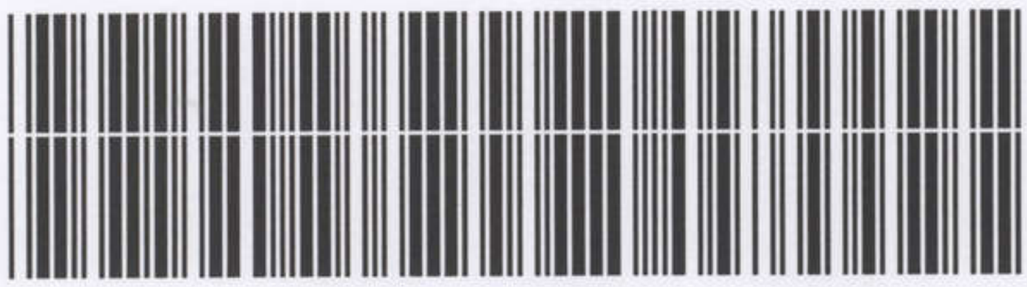
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS ANACONDA

Item number: 32/1

Title: May-September 1945



AWM78-32/1

[32/1]

SECRET

CONFIDENTIAL

"Anaconda"

DEPARTMENT OF THE NAVY

Subject:

"Anaconda"

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1365

0141/45.

SUBJECT: HMAS "Anaconda" Report of Proceedings September 1945

SOCC MAPN 19/10

D.P.S.

D.T.S.R.

D.O.D.

D.C.N.S.

1ST N.M.

N5

D N1
(NAROS) 17/5/46.

RECEIVED 10 OCT 1945 NAVY

St 6339

DEPT. OF NAVY 2026-7-1365. SECRET

Dup. Orig.

N5 6/8/45

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. ANACONDA

Date 1st OCTOBER 1945. *Reference No.*

To THE SECRETARY, NAVAL BOARD.

Subject ADDENDUM LETTER OF PROCEEDINGS MONTH ENDING 30th SEPTEMBER 1945.

HH.

Submitted: For your information, under seperate cover a sample of a borer-riddled knee is forwarded.

J Hamilton

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

Copies:
1 Secretary Naval Board.
1 N.O.I.C. Moluccas.

16/10 V

Commonwealth of Australia

Department of Defence

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. ANACONDA.

Date 1 October 1945. *Reference No.*

To SECRETARY, NAVAL BOARD, MELBOURNE.

Subject LETTER OF PROCEEDINGS MONTH ENDING 30th SEPTEMBER 1945.

The following letter of proceedings is forwarded for the information of the Naval Board.

1st SEPTEMBER - 20th SEPTEMBER. In MOROTAI.

5th SEPTEMBER - 7th SEPTEMBER. Discharge S.R.D. cargo

13th - 16th SEPTEMBER. Alongside PLATYPUS. Inspection by B.E. Staff of sternshaft entry blocks.

17th SEPTEMBER. Proceeded alongside Navy wharf to discharge naval stores (surplus) and machine shop equipment.

18th SEPTEMBER. 1130I Completed discharge of cargo and machinery. 1300I. Commenced loading Army stores and equipment.

19th SEPTEMBER. 0743I Completed loading. 1217I Let go and proceeded to anchorage. 1338I Secured.

20th SEPTEMBER. 1441I Secured alongside H.M.A.S. BIRCHGROVE PARK. 1445I Army personnel embarked, two Officers, Lieutenant B.S. PEARCE AIF. and Lieutenant E.A. RUDD AIF. 1529I Let go and proceeded in company with H.M.A. Ships BIRCHGROVE PARK (S.O.), KRAIT, THREE CHEERS and NYANIE. 1705I Cleared channel (North entrance).

21st - 23rd SEPTEMBER. On passage.

23rd SEPTEMBER. 0520I Off AMBOINA BAY entrance. 0738I A.M.S convoy sighted bound inwards. 0915I Proceeded into harbour. 1045I Let go off AMBON main wharf. 1825I Proceeded alongside BIRCHGROVE PARK.

23rd - 26th SEPTEMBER. At AMBOINA.

24th - 26 SEPTEMBER. Discharged Army personnel and stores.

26th SEPTEMBER. 1452I Let go. 1455I Proceeded to sea in company with BIRCHGROVE PARK (S.O.) 2330I Port engine developed defect, reduced speed to 500 revolutions and reported to BIRCHGROVE PARK. 2345I Chief Engineer reported defect necessitated dockyard assistance, reported to BIRCHGROVE PARK. 27th SEPTEMBER. 0012I Alyered course to return to harbour. 0620I Sighted H.M.A.S. WESTRALIA. 0740I WESTRALIA passed. 0931I Let go anchor off AMBON main wharf. 0950I Reported to N.O.I.C.(A).

27th - 28th SEPTEMBER At AMBOINA.

29th SEPTEMBER. 1323I Weighed. 1343I "BOWEN" passed tow. 1354I Tow line secure oproceeded.

30th SEPTEMBER. On passage under tow.

Commonwealth of Australia

Department of Defence

Royal Australian Navy

From _____

Date _____ *Reference No.* _____

To _____

Subject _____

HULL. Hull continues to leak under loaded conditions when under way. Inspection was made by BEO and shipwrights at MOROTAI, and securing bolts (beams etc) taken up where possible.

On passage (cargo load 142 tons DW) from MOROTAI to AMBON weather conditions were excellent with calm seas throughout. Water leakage averaged about 25 tons per day, reaching a record of 43 tons in 27 hours 24th - 25th September.

After port engine failure I requested the services of a shipwright from HMAS WESTRALIA, his verbal report (written report not yet received) was to the effect that shrinkage of green timber in side and bottom planking was causing distortion of the hull as a whole, and consequent leakage; he expressed the opinion that little could be done without docking the ship and inspecting timber under sheathing. Maximum intake of water occurs when mean draught is in excess of 10 feet.

Borer activity to knees continues with unabated vigour, strips taken from two knees in No 2 hold show damage to a depth of 3½ inches.

MAIN ENGINES. Failure in port engine gear box is similar to that experienced in SYDNEY with the starboard engine. Inspection of engine and engine room was made by an engineer officer and shipwright from HMAS WESTRALIA whilst at AMBON: their written reports have not yet been received though the former stated that base assistance was required to carry out repairs. Arrangements were then made by P.D. AMBON to proceed to MOROTAI under tow.

GENERAL. The health of the ship's company has been fair, minor ailments, (boils etc) continue to occur though all available precautions are taken to ensure a variation of diet with the addition of an issue of vitamin pills daily.

The operation involving landing of occupation troops and supplies in AMBOINA was of great interest to all hands, particularly the first contact (for many) with Japanese.

Cargo was discharged by Japanese POW labour at AMBOINA.

HMA Ships KRAIT, NYANIE and THREE CHEERS were fuelled at AMBON with 160, 240, and 120 gallons of distillate respectively.

Commonwealth of Australia

Department of Defence

Royal Australian Navy.

From

Date *Reference No.*

To

Subject

STEAMING TIME. 85 hrs 0 mins.

STEAMING DISTANCE. 547 miles.

AVERAGE SPEED. 6.43 knots.

FUEL. 824 gallons.

TOTAL STEAMING TIME SINCE COMMISSIONING: 685 hrs 20 mins.

TOTAL STEAMING DISTANCE SINCE COMMISSIONING: 5163 miles.

TOTAL FUEL SINCE COMMISSIONING: 7605 gallons.

TIME UNDER TOW (to 1st Oct): 49 hrs 20 mins.

DISTANCE UNDER TOW: 461 miles.

J. Hamilton.
Lieut. RANR(S).

25 OCT 1945

2026/7/ 1365.

DEPARTMENT OF THE NAVY.

CONFIDENTIAL

MINUTE PAPER

SUBJECT: H.M.A.S. "Anaconda" REPORT OF PROCEEDINGS. August 1945.

S.N.B. 26/9

2 N.M. 29/9

3 N.M. page 3, remarks on Hull are interesting. — Yes: such remarks vary considerably in tone with the variation in C.O.s. Suggest if the ship is to be retained in Naval Service she be surveyed forthwith by a competent person — D S(N) Ships

D. of P. 10/10.

D.R.M.

D.N.I.

Ops. (N) 17/10

Herton taken on file 605/2 46 5437

N.D. 15/11.

SNC (Eng) 24/10.

SNC (Ship) Page 3.

D.E. (N) 27/10

D.O.T.M. 24/XII

D.N.M.S.

H.D.

N.A.2.N.M.

N.5.

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

I. 3rd N. M.

2 DSN

Recommend N.F.A. Anaconda is being towed South for disposal 21/1

3 N. 5

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

25/1

26/10

2 JAN 1946

19/9

2026-7-1365

CONFIDENTIAL

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

30

SUBJECT: H.M.A.S. "Anaconda." Report of Proceedings. August. 1945.

19/9

D.P.S. 19/9

D.T.S.R. 19/9

D.O.D. 22/9

D.C.N.S.

1st. N.M. 25/9

N5. 20/9

19/9

St 6339

Commonwealth of Australia

Department of The Navy.

ACK. BY. A.S. 1 ... 17 SEP 1945 INIT.

SECRET

orig. 2026·7·1365.

DEPT. OF NAVY SECRET

NS 6/8/45

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. ANACONDA.

Date 31st AUGUST 1945 *Reference No.* IP

To SECRETARY, NAVY BOARD, MELBOURNE

Subject LETTER OF PROCEEDINGS FOR MONTH ENDING 31st AUGUST 1945.

HN.

Submitted for the information of the Naval Board, the following letter of proceedings for the ship under my command.

1st AUGUST. En route to Brisbane. At 0700 K strong local squall with 180° shift of wind struck the vessel lasting for about forty-five minutes.

2nd AUGUST. 1429 K Entered Moreton Bay. 1825 Entered Brisbane River. 2155 K Secured alongside Nixon Smith Wharf.

3rd AUGUST - 4th AUGUST. In Brisbane. Routine check was made on main and auxiliary motors. Fuelled ship and loaded several items of S.R.D. cargo.

5th AUGUST. 1404 K. Let go and proceeded. 1616K Cleared Brisbane River. 2103K Cleared Moreton Bay and set course.

6th AUGUST. En route. 1007K. Indian Head abeam. 1614K Rounded Breaksea Spit Light Vessel.

7th AUGUST. En route.

8th AUGUST. En route.

9th AUGUST. 0534K. Cape Cleveland light abeam. 0755K Entered channel. 0815K. Entered breakwater. 0830K Secured alongside fuelling wharf. 1630K Fuelled ship.

10th AUGUST. In Townsville. Engine check.

11th AUGUST. Corporal Godkin A.I.F. (O.N. VX83707.) fell and injured his head at about 0300K. Ambulance was called and Godkin taken to hospital. 1417K. Let go and proceeded. 1428K Cleared breakwater. 1443K Cleared channel and proceeded on passage to Finschafen.

12th AUGUST. En route. 1240K Cleared Euston Reef.

13th AUGUST. En route. 1800K Chief Engineer reported vessel making water at 1·5 tons per hour.

14th AUGUST. En route. 2014K Observed Brumer I. Light on estimated bearing. 2223K Brumer I. Light abeam; heavy rain squalls and low visibility delayed passage through China Strait: vessel cruising in vicinity.

15th AUGUST. 0620K Proceeded. 0738K Entered China Strait. 0832K Cleared China Strait. 1138K Cleared Raven Channel. 1858K Cape Vogel light abeam. 2342K On Tufi Channel leads.

16th AUGUST.0241K Spear I. Light abeam. 1230K Mitre Rock Light abeam set course for Tami Islands. 2320K Nussing Light abeam. Standing off Finschafen heavy driving rain and low visibility.

St 6339

Commonwealth of Australia

Department of The Navy.

SECRET

Royal Australian Navy.

From .....

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

To .....

Subject .....

17th AUGUST. 0010K Visibility improved, entered Finschafen. 0025K Anchored. 0600K Weighed and shifted ship alongside No.3 dock. Chief Engineer on inspection found propeller shaft entry blocks were leaking very badly, wedges were driven in which reduced flow. Work was commenced checking hull throughout engine compartment port engine clutch overhauled.

18th - 19th AUGUST. IN Finschafen, work continuing.

20th AUGUST. Completed minor defects. 1340K Let go and proceeded to Hollandia. 1349K Cleared harbour. 1717K Passed large wharf structure adrift, reported position by W/T to N.O.I.C.NG. by Thursday I. W/T Station.

21st -22nd AUGUST. En route.

23rd AUGUST. 0822K Entered Humboldt Bay. 0913K Anchored off P.D.'s office. 1230K Weighed and proceeded alongside Army Wharf. 1300K Clocks back one hour to "I" Time.

24th AUGUST. 0859I Let go and proceeded to fuel ship and awaiting berth. 1012I Alongside OG18. 1025I Commenced fuelling. 1140I Completed fuelling with 1600 gallons diesel oil.

25th AUGUST. En route. Much rain with low visibility.

26th AUGUST. En route. 1640I Mapia I. abeam 4·5 miles.

27th AUGUST. En route. 1540I Sighted Asia I. strong W.S.W. set experienced. 1825I Picked up four natives from canoe who requested passage to Morotai with message for N.I.C.A. authorities.

28th AUGUST. 1735I Entered reef. Mitita I. abeam. 1814I Anchored in Morotai Bay.

29th AUGUST. 1447I Shifted to inshore anchorage.

30th, 31st AUGUST. At Morotai.

St 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From .....

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

To .....

Subject .....

MACHINERY. Although main and auxiliary motors have functioned reasonably well throughout the passage to Morotai periodical checks were made at ports of c call. Clutch trouble developed in the port motor at Finschafen and defect was remedied there.

HULL. Further defects are appearing almost daily; on passage through the Coral Sea vessel was making water at too great a rate for engine room pumps to cope with the flow, a portable motor pump was used in addition. The main leak is caused byy either shrinkage or drawing of securing bolts of shaft entry blocks, these have been wedged, and the flow of water considerably reduced.

While vessel is not under way water leakage is small. Defect was reported to B.E.O. Morotai.

Knees and sheer stringer in the after part of the ship are riddled with borers; until cargo is discharged it will not be possible to discover whether the fore part of the ship is also affected.

HEALTH AND PERSONNEL. Health of ship's company has not been good, minor ailments, tropical ear and digestive troubles have affected many: one case of Tinea is being treated. Cook(S) Kelty was admitted to hospital with appendicitis on the 30th August.

GENERAL. The various declarations of peace were received by all hands with a certain scepticism until confirmation of the local surrenders was made.

Most of the ship's company are heartily glad for the end of hostilities and have one desire and that to return to their civilian occupations as soon as circumstances permit; the various A.C.N.B. signals and directives on the subject have been read to all hands.

Steaming Time: 439 hours 57 minutes.
Distance Steamed: 3365 miles.
Average Speed: 7·65 knots.
Fuel Consumed: 4757 gals

Total Steaming Time since commissioning	:	600 hours 22 minutes.
" " Distance " "	:	4616 miles.
" Fuel consumed " "	:	6781 gals

J Hamlain
.....
LIEUTENANT R.A.N.R.(S).
COMMANDING OFFICER H.M.A.S. ANACONDA.

Copies. ACNB - 2.
NOIC(NG) - 1
NOIC(M) - 1
Ship - 1.

SECRET

RECEIVED
8 OCT 1945
D.O.T.M.

2026/7/1365

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: Report on Proceedings H.M.A.S. Anaconda REPORT OF PROCEEDINGS. July. 1945.

S.N.B.

2 N.M.

3 N.M.

D. of P.

D.R.M.

D.N.I.

Ops. (N)

N.S.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.R.O.

N.A.2.N.M.

N.S.

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

16/10B

21/8

29/8

450 H

SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1365.

364

SUBJECT: HMAS "Anaconda" Report of Proceedings July 1945.

14/8

SOEC 20/8 This craft is operated by S.R.D.

D.P.S. 21/8

D.T.S.R. 26/8

DOD 27/8

DCNS 30/8

1STNM

N5

St 6339

Orig.

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

N5. 6/8/45

From COMMANDING OFFICER, H.M.A.S. "ANACONDA"

Date 6th August, 1945. *Reference No.*

To SECRETARY, NAVAL BOARD, MELBOURNE.
(Copy to: S.N.O. S.R.D.)

Subject LETTER OF PROCEEDINGS - MONTH ENDING 31ST JULY, 1945.

H.N.

Submitted for the information of the Naval Board, the following letter of proceedings for the ship under my command.

1st - 15th July : In port. Vessel proceeded to Garden Island on the 2nd July under tow.

On the 7th July cargo gear tests were carried out under supervision of Captain Hooper, Navigation Branch, and Mr. Fisher of A.S.B. Gear on No.1 derrick was given licence for 2½ tons static lift. On swinging derrick to starboard (with 6 feet clearance of ship's side) vessel listed 12°.

A static load of 6¼ tons was hung on No.2 derrick. No attempt was made to swing this load outboard. Ship was nearly at full load draught during tests. In a lightly loaded state it is very doubtful if the original 1.7 tons would be safe from a stability point of view.

12th July : Shifted to A.E.M.E. Wharf at Chowder Bay.

15th July : Caulking, and gun mountings and magazine alterations completed, and vessel ready for sea.

16th July : Sailing orders postponed on account of gale warning.

1119K Proceeded to Village Point, Watsons Bay, for shelter.

1200K All fast Village Pt. Wharf.

During passage across Harbour a loud metallic knocking sound was heard in starboard engine. After securing, inspection of this engine was made and a failure was found in the "ball races". This was reported to F.O.I.C. Sydney, and ship was ordered to Garden Island.

17th - 22nd July: Starboard engine under repair.

23rd July : Engines started up at 0930K.

1509K Let go and proceeded.
1547K Cleared Heads

SECRET

See separate report 524/202/2662

23rd July (Contd):

1602K Engineer reported port engine seized. As repairs could not be effected at sea, reported condition to F.O.I.C. Sydney, and returned to Garden Island. During passage inward commenced stripping port engine.

1711K All fast alongside. Work was carried on through the night.

24th July : Eng.Lieutenant-Commander Liddell inspected defective engine and confirmed the running of metal in all "big ends".

30th July :

1000K-1200K Engines running.

1530K Started engines.
1555K Let go.
1610K Cleared Wharf and proceeded.
1656K Cleared Heads

31st July : Wind and sea increased late P.M. On passage.

Machinery : Some delay occurred with the replacement of ball races through the lack of suitable tools for drawing the race. These had to be manufactured at Garden Island.

Prior to failure in port engine, both engines were started at 0930K, 23rd July, and kept running till seizure at 1602K, and had shown no sign of defect during this period. Report of Engineer is attached for information. The lack of spares for both main engines and auxiliary (Crossley) will be a source of considerable embarrassment in an operational area, in the event of future failures and defects.

Some spares were obtained in Sydney for main motors, but Crossley spares are apparently unobtainable in Australia.

Every care has been, and is taken to warm engines prior to sailing, and at no time are they run at other than safe loading.

SECRET

Personnel & Health: The settling down period is proceeding well, and the health of all hands has been on the whole good.

Training : All hands are being trained in the use of fixed and portable armament; it is intended to fire Piats when crews have more experience in their handling. Crew are "working up" on passage, and should be an efficient ship's Company, (if their keenness can be taken as a criterion), on arrival at the forward base.

General : There is little of note, but one of relief that the ship is now proceeding to carry out the work that all in her have been waiting to do for many months.

It is intended to write a full report on the ship's performance on arrival at base.

Small structural and fitting defects crop up from time to time, one being the falling off of door handles with monotonous regularity.

Little can be done with the ship carrying a full load. When all cargo is discharged a thorough inspection of below deck fittings and securing bolts will be made.

Steaming Time	33 hrs. 50 mins.
Distance steamed	226 miles
Average speed	6.7 Kts.
Fuel consumed	506 gallons

Total Steaming Time since commissioning	160 hrs. 25 mins.
" Distance steamed " "	1251 miles
" Fuel consumed	2024 gallons

J Haultain

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

11 SEP 1945

2026/7/1365.

SECRET

RECEIVED 14 SEP 1945 D.O.T.M.

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Anaconda" REPORT OF PROCEEDINGS. June, 1945.

S.N.E. 8/8

2 N.M. 13/8

This is the first report I have noticed of the four wooden ships built in Tasmania. Note! These vessels were built under the control of the Australian Shipbuilding Board. Defective caulking is possibly due to green timber - & green deltaic shipwrights. Several verbal reports have been received indicating that, apart from above, vessels were giving good service. RN Constructors have accepted the design as satisfactory & V A(Q) wished to order several ships to this design.

D. of P. 21/8

D.B.M. 29/8

D.N.I. MS

Ops. (N) 29/9 From memory:

N.S. 11/9/45

(Sr Ops Ships) 13/9/45.

D.E. (N)

D.O.T.M. 19/9

D.N.M.S. 19/9

N.P.B. 24/9

N.A.2.N.M. 24/9

D.N.I. (N.H.R.O.) 25/9

Mrs Lesson

Mrs Smith

3/8

SECRET

DEPARTMENT OF THE NAVY

2026/7/1365.

MINUTE PAPER

SUBJECT: Hmas "Anaconda" Report of Proceedings June, 1945.

SOEC This vessel is operated by S.R.D.

D.P.S 3/8

DTSR 6/8

DOD 7/8

DCNS

for 1STWM 7/8

6/8 C. N5

orig.

DEW) 21/7/45

FROM : COMMANDING OFFICER, H.M.A.S. "ANACONDA".

TO : SECRETARY NAVAL BOARD.

DATE : 1st JULY, 1945.

SUBJECT : LETTER OF PROCEEDINGS - MONTH ENDING 30th JUNE, 1945.

HN.

Submitted for the information of the Naval Board, the following letter of proceedings for the ship under my command.

3. 1st - 12th June. In harbour. Vessel was loaded with general & special cargo for S.R.D. in forward areas. A.V.K. set and S. phone was installed, and original W/T unit exchanged for AT5AR8 set.

13th June. 1432K Vessel slipped and proceeded 1711. Entered West Channel. 1753 Cleared West Channel. 1825. Cleared Heads.

14th June. 0814K. Rounded Wilson's Promontory. On rounding the Promontory moderate to rough N.E. sea and swell was experienced and carried to Cape Everard. When weather conditions improved considerably.

15th June. Vessel making water through forward sides and focs'le deck planking; Weather conditions continued to improve.

16th June. 1507k Entered Sydney Heads and proceeded to berth alongside H.M.A.S. "RUSHCUTTER". Vessel was drawing 11'6" and took the mud at low water, fortunately no damage or strain resulted.

17th June. On inspection, caulking on forward side planking to the break of the focs'le on both sides was found to have spewed, and large lengths of oakum were hanging out of the side. Arrangements were made with the Army authorities and Australian Ship Building Board to re-caulk where necessary.

SECRET

19th June. Vessel proceeded to A.E.M.E. workshops at Chowder Bay where caulking was commenced by the 1st Australian Watercraft Workshops under S.B. supervision and was found to be far more extensive than originally anticipated.

General. Cargo handling facilities in this vessel leave much to be desired, particularly at No.2 hold which was originally intended to handle weights up to 5-tons; during loading operations in Melbourne weights of 20 cwt. listed the ship 10° with an overhanging of about 8-feet, greater loads and overhang with light load condition would make her definitely unstable. Proof loading tests are to be carried out before proceeding North, this has been requested by A.S.B. who were not satisfied with the loads allowed by th the Deputy Director of Navigation in Hobart, where initial "tilting" and proof load tests were made.

Ship's company are settling down though, the long periods ashore, and standing by, and delays incurred through defects have caused understandable irritation and discontent, which will disappear when the ship eventually gets into her operational area.

(1) Armament. Hispano Suiza, 20mm. cannon were removed and replaced by a 40 mm. Bofors on aft gun position. Two twin .50 calibre A.C. Browning machine guns were mounted on the focs'le in lieu. of the original two Hispano's.

Magazine was altered to take Bofors and Piat ammunition. All the above work was carried out by the Gun mounting Department, Garden Island.

Ammunition was drawn from Army supplies.

(2) Engines and Machinery. Propelling machinery has functioned well to date, minor defects have been remedied by ship's staff without delay to ship's movements.

SECRET

Several points made in Engineer Lieutenant Miles' report have been noted for rectification on arrival in our Northern base.

Steaming Time : 73 hrs 50 mins

Steaming Distance : 589 m

Fuel Consumption : 1028 gals. (13.9 gals per hour)

Steaming Time Since Commissioning - 126 hrs 35 m

Total Distance Since Commissioning - 1025 m

J Hauetain
Lt RANR(S).

Copies.
Naval Board - 2.
SNO. SRD. 1.

31 JUL 1945

SECRET

2026/7/ 1365.

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Anaconda" REPORT OF PROCEEDINGS. May 1945.

S.N.B.

2 N.M.

3 N.M.

D. of P.

D.R.M.

D.N.I.

Ops. (N)

N.5.

D.F. (N)

D.O.T.M.

D.N.M.S.

H.A.B.

N.A.2.N.M.

N.5.

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

D.N.M.S. BRANCH
1 AUG 1945
NAVY OFFICE

12/6

310B

SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1365.

3644.

SUBJECT: HMAS "Anaconda" Report of Proceedings May 1945.

12/6.

~~DPS~~ 12/6

~~D.N.R.M.~~ 15.6.

NA2 NM 13/6 for information re last paragraph.

~~DTSR~~ 21/6

~~DOD~~ 22/6

~~DCNS~~

1STNM 23/6

~~DC~~ N5

D. N. R. M.
15. JUN. 1945
DEPT. OF NAVY

TELEPHONES:
LA 1537-8

SERVICES RECONNAISSANCE DEPARTMENT

39 Acland Street
South Yarra
S.E. 1

~~TOP~~ SECRET

DEPT OF NAVY
SECRET

2026	7	1365

No. TH/577.

Checked Indexed

8th June, 1945.

From: Commanding Officer, H.M.A.S. "Anaconda".

To: Secretary, A.C.N.B.

Submitted that the following letter of Proceedings submitted for the information of the Naval Board covers the activities of H.M.A.S. "Anaconda" to the month ending 31st May, 1945.

23.5.45 Vessel completed acceptance trials under Army Inspection Branch at 1615 and commissioned at 1630. Trials were commenced about 1030, 22nd May, with Mr. Weymouth, Deputy Director A.S.B, Eng/Lt. Myles, RNR(S), Observer and Mr. Boxall of Army Inspection as Master; Lt. Haultain RANR(S) and ship's company of "Anaconda" manned vessel during this period. The trials were considered satisfactory, although several minor defects which were noted and pointed out to the inspecting authorities were rectified during subsequent period in port. The report rendered by the Base Engineer Officer (Lt. Myles, RNR(S)) has been forwarded to Naval Board under N.O.I.C. Hobart's cover.

24.5.45 Vessel loaded cargo for N.S.O. and army authorities. The Premier of Tasmania, the Hon. R. Cosgrove, M.H.A, accompanied by Mr. Parkes, Under Secretary, made an official visit to inspect the ship.

25.5.45 In harbour, victualled ship, defects being rectified.

26.5.45 Defects being rectified. Continued working cargo.

27.5.45 Defects being rectified. 1100 N.O.I.C. Hobart, Cdr. V.A.T. Ramage, RAN) inspected ship.

HN

TELEPHONES:
LA 1537-8

SERVICES RECONNAISSANCE DEPARTMENT

39 Acland Street
South Yarra
S.E. 1

No. TH/577.

8th June, 1945.

28.5.45 0920 slipped and proceeded.

29.5.45 On passage.

30.5.45 1138 entered heads and proceeded to harbour.
1505 anchored off Gellibrand Light awaiting orders.
1630 secured alongside Nelson Pier, Williamstown.

General

Both acceptance trials and passage to Melbourne were eminently satisfactory. The minor defects which developed during the 24 hours 22nd to 23rd May were satisfactorily corrected, although the several points brought up by the B.E.O. Hobart are still in abeyance for subsequent attention.

Submitted that present officer complement is insufficient for safe navigation in the waters in which this vessel is to operate. Both myself and the 1st Lieutenant averaged 18 hours per day on the passage, which was noteable for calm and fine weather. If it is desired to adhere to the present officer establishment I should like further to submit that the strain placed on these officers is excessive under normal conditions and under bad weather conditions is aggravated. If it is possible, it is respectfully suggested that, to allow of more efficient and safer conduct of the vessel, two officers be attached, if only temporarily, for the passage from Melbourne to our forward base.

J Hamelain

Lt. R.A.N.R(S)
C.O. HMAS "Anaconda"