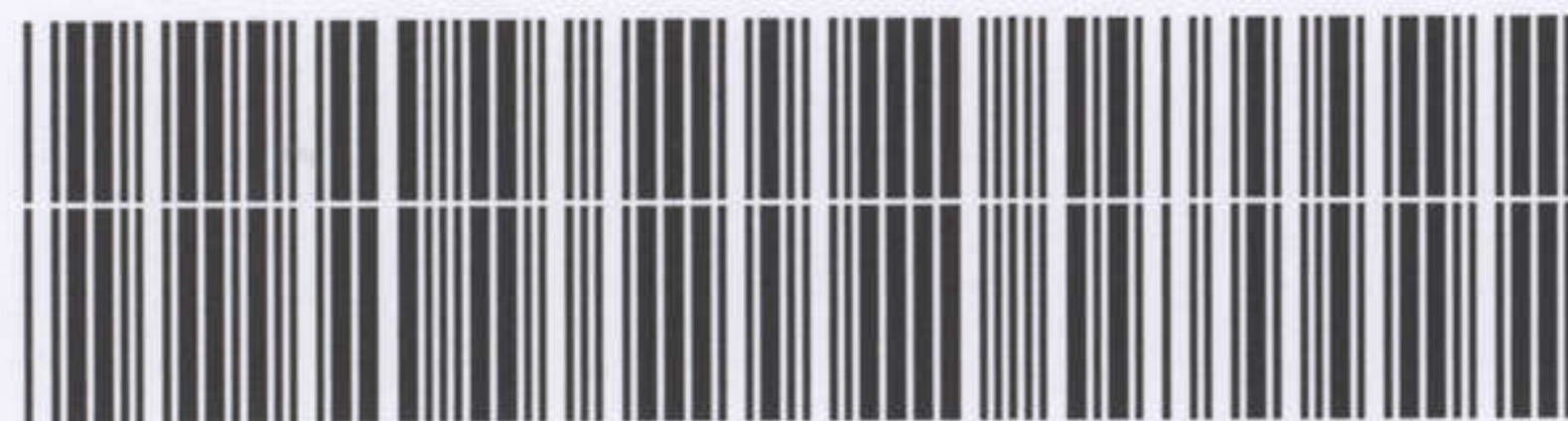


**AWM78**  
**Reports of Proceedings,  
HMA Ships and Establishments**

**HMAS ANZAC**

**Item number: 34/1**

**Title: April 1951 - December 1952**



AWM78-34/1

[34/1]

Secret

"ANZAC" L. of I.

WAR IN KOREA, 1950-54

ACCESS TO ARCHIVES  
ACCESS STATUS

OPEN

NAVAL HISTORICAL RECORDS

**DECLASSIFICATION AUTHORITY — DEFENCE RECORDS**

This record has been reviewed and declassified by Dept. of Defence and is available for Public Access.

AUTHORITY: DIGIT ADMIN 8/3

REVIEWER: *R. Smith Leonard*  
(for DSSI (Navy)).

Date: *29 Mar 90*

**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: D's (N) Admin 18-10  
Reviewer: *LCDR R. L. Smith (RANEM)*

Signature: *[Signature]* Date: *1 Nov 90*

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H336-112-62

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

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

*December 1952*

~~S.N.B.~~ *13/2*

~~2nd N.M.~~ *13/2*

~~3rd N.M.~~ *25/2*

~~4th N.M.~~ *2/3*

~~D.A.W.O.T.~~ *USB 2/3*

~~D. of P.~~ *3/3*

~~Ops. (N)~~ *5/3*

~~N.S.~~ *6/3*

~~D.N.L.~~ *7/3*

~~H.F.B.~~ *3/53*

~~A.A. 2nd N.M.~~ *20/3*

~~N.A. 2nd N.M. (X)~~ *23/3*

~~D. of M.~~ *29/3*

~~D.D.M.~~ *30/3*

~~D.F. (N)~~ *31/3*

~~D.O.U.W.~~ *14/4/53*

~~D.N.M.S.~~ *27/4/53*

~~N.S.~~ *8/5/53*

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

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DEPARTMENT OF THE NAVY  
MINUTE PAPER

#336-112-62

*for* SUBJECT: Amas Anyac Reports of Proceedings  
December 1952

DOPS 11/1

~~10/11~~ 2/1

*Sumner 10/2*

Stop (for further circulation)

AS  
DAP 2/1

D/OPS 2/2/53

~~D/OPS 3/2~~

→ DTSR 2/9/52

DOS 9/2

DWC 11/2

ITB B (AS)  
one copy only  
received. 9/2

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**SECRET**

6470

*M. Kelly*  
13/5/65

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

2FE/960/60.

6th January, 1953.

THE COMMANDER-IN-CHIEF,  
FAR EAST STATION.

(Copies to :-

The Australian Commonwealth Naval Board.

The Commanding Officer, H.M. Ships,  
BIRMINGHAM, COSSACK.

The Captain(D), Eighth Destroyer Squadron.

The Captain(D), Tenth Destroyer Squadron.

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

REPORTS OF PROCEEDINGS - H.M. SHIPS BIRMINGHAM, COSSACK  
AND H.M.A.S. ANZAC.

Reports of Proceedings from the following ships are  
forwarded herewith :-

H.M.S. BIRMINGHAM - who was Commander West Coast Blockade  
Element from the 9th November to the  
4th December, 1952.

H.M.S. COSSACK - who was Commander SOKTO/CHODO Unit  
from the 17th November to the 3rd  
December, 1952.

H.M.A.S. ANZAC - who was Commander SOKTO/CHODO Unit  
from the 7th to the 17th November,  
1952.

2. Points raised in these reports have been, or are being,  
dealt with separately.

*Ack. by [unclear]*

**R. F. LEONARD**

for REAR ADMIRAL  
(Absent on duty)

Enclosures :

The Commanding Officer, H.M.S. BIRMINGHAM's No. 190/2  
of 4th December, 1952.

The Commanding Officer, H.M.S. COSSACK's No. 0108/1  
of 4th December, 1952.

The Commanding Officer, H.M.A.S. ANZAC's No. SC 161  
of 22nd November, 1952.

The Commanding Officer, H.M.A.S. ANZAC's No. SC 160  
of 21st November, 1952.

(To the Commander-in-Chief, Far East Station only.)

DTM.

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*M. Kelly*  
13/5/65

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DEPARTMENT OF THE NAVY

#336-112-59

27/11

MINUTE PAPER

U.S. 1/45.

SUBJECT: AMAS Anzac Reports of Proceedings

October 1952  
and

1st November to  
7th November 1952

DCNS m 21/11

~~10/11~~ 29/11

2nd/12 2/12

Secretary 31/12

~~Stop~~ (For further circulation)

~~DCNI~~ 8/12

D/DPS

Para 34 is of interest. ~~Action is being~~  
FOCAF will no doubt inform ships  
proceeding to Japan - Korea.

For DCN/P (A.O.L.) 11/12

~~DISR~~ 18/12

DOO 19/12

ONE 22/12

ANB (NS) 23/12

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Note - one copy only of each received.

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DEPARTMENT OF THE NAVY  
MINUTE PAPER

DEPT. OF NAVY  
#336-112-59

SUBJECT: Amas Anzac Reports of Proceedings September 1952

DCNS M 24/10

1st NM 27/10

Summary for 28/10

Stop (for further circulation)

to DNI 11/11

13/11 D/DPS 13/11

DCNP 14/11

18/11 DTSR 15/11

DoD for 19/11

DAC 21/11

10/11 HWB (NS) 24/11

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DEPARTMENT OF THE NAVY.

#336-112-59

MINUTE PAPER.

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

*September 1952.*

~~S.N.B.~~ *15/11*

~~2nd N.M.~~ *11/11 28/11*

~~3rd N.M.~~ *14/11 25/11*  
*12/11*

~~4th N.M.~~ *16/11 12/12*

~~D.A.W.O.T.~~ *17/12*

~~D. of P.~~ *19/12*

~~Ops. (N)~~ *10/12*

~~N.5.~~

~~D.N.L.~~ *13/12 5/11*

~~H.P.B.~~ *8/11*

~~A.A. 2nd N.M.~~ *8/11*

~~N.A. 2nd N.M. (X)~~ *13/11*

~~D. of M.~~ *12/11 5/3*

~~D.D.M.~~ *23/12*

~~3rd N.M.~~ *14/11*

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

~~D.O.U.W.~~ *2/12*

~~D.N.M.S.~~ *11/11*

~~N.5.~~ *17-2-53*

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

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25/2

19 FEB 1953  
6/33



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*[Faint handwritten notes, possibly including dates like 1/24]*

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4/1

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DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-112-59

SUBJECT: *Amas Anzac*

*Report of P. Wee danga*

*27th to 31st October 1952*

~~DCNS~~ *11/20/11*

~~1st file~~

~~Secretary~~ *2/11*

~~1st file~~ (for further circulation)

~~DNI~~ *28/11*

~~D/DPS~~ *1/12*

~~DCWP~~ *2/12*

~~DTSR~~ *4/12/52*

~~DOB~~ *15/12*

~~DNE~~ *16/12*

~~HNB~~ (11/5)

*note - one copy only received*

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H336-112-59

Down 20/1/53

MINUTE PAPER.

SUBJECT: H.M.A.S. Anzac - REPORT OF PROCEEDINGS.

27th to 31st October 1952

S.N.B. 18/12

2nd N.M. 19/12

3rd N.M. 20/12

4th N.M. 21/12

D.A.W.O.T. 21/1

D. of P. 21/1

Ops. (N) 21/1

N.5. 21/1

D.N.L. 21/1

H.P.B. 21/1

A.A. 2nd N.M. 21/1

N.A. 2nd N.M. (X) 21/1

D. of M. 19/1

A/D.D.M. 19/1

D.E. (N) 21/1/53

D.O.U.W. 21/1

D.N.M.S. 23/1

N.5. 21/1/53

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

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H336-112-59

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

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

*October 1952 and  
1st November to  
7th November  
1952*

S.N.B. *9/1*

2nd N.M.

3rd N.M.

4th N.M.

D.A.W.O.T.

D. of P.

Ops. (N).

N.S.

D.N.L.

H.P.B.

A.A. 2nd N.M.

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

D. of M.

D.P.M.

D.E.

D.O.U.W.

D.N.M.S.

N.S.

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

*Sup 6/2  
Dope (w) Lohr  
S.P. (w) 2 12/1  
N.A. 2nd N.M. 13/1*

*9/1*

*15/1*

*15/1*

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*19/1*

*19/52*

*19/53*

*19/53*

*19/53*

*19/53*

*3/2*

*6/2/53 refer above*

*Remarks in para 31 Noted J.L. 19/2*

*26/2*

*31/53*

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2/5

2/5



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68

The Reports of Proceedings were not forwarded with this letter - as is shown thereon.

Angac's Report of to the Naval Board was received from Angac direct and was put into circulation.

On completion of circulation it is proposed to attach this letter to it

N5 Yes 68

68  
12/3/53



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DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-112-59

155  
SUBJECT:

Amas Anyac Reports of Proceedings

4th to 30th November 1952

DCNS 1m 8/1

Ref para 1

when DIO

I met a full

sample of Canadian cold weather clothing

1st Lt

sample of Canadian cold weather clothing

sample of Canadian cold weather clothing

ACNS through FOCAF. Concern

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22/1

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~~DCNS~~ 30/1

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~~DoD~~ 9/2

~~DoC~~ 11/2

HNB (N5)

Summary 10/2

4/2

Note - one copy only received.

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H336-112-59

26/3

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

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

7th to 30th November 1952

S.N.B. 13/2

2nd N.M. 13/2

3rd N.M. 23/2

4th N.M. 2/3

D.A.W.O.T. 2/3

D. of P. 3/3

Ops. (H) 5/3

N.S. 6/3

D.N.L. 10/3

H.P.B. 10/3

A.A. 2nd N.M. 21/3

N.A. 2nd N.M. (X) 23/3

D. of M. 24/3

D.D.M. 26/3/3

D.E. (N) 27/3/3

D.O.U.W. 23/4

D.N.M.S. 30/4

N.S. 5/5/52

D.N.I. (N.H.R.O.) 5/52

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1/3



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*[Faint handwritten notes and signatures, including dates like 1/2/53 and 1/3/53]*



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ACK. BY A.S. 1330 Y  
NO. 4.0. 151  
16 JAN A.M.  
INIT.....

at Kure,  
6th January, 1953.

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

(Copy to : The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET,  
The Secretary, NAVAL BOARD,  
Commander Task Group 95.2,  
Captain (D), 10TH DESTROYER SQUADRON.)

REPORT OF PROCEEDINGS - 20TH DECEMBER, 1952 TO  
3RD JANUARY, 1953  
(OPERATING AS C.T.E. 95.22/C.T.U. 95.2.2)

Sir,

I have the honour to submit as Enclosure No. 1 a Chronological Summary of Proceedings outlining the activities of Task Element 95.22/Task Unit 95.2.2 which was under my command from 1800I 20th December, 1952 to 1200I 3rd January, 1953.

2. A list of ships and Commanding Officers which served in Task Element 95.22/Task Unit 95.2.2 during the period covered by this report forms Enclosure No. 2.

3. The interview given to me by Commander Task Force 95 (Rear Admiral GINGRICH), the briefing given by his staff officers in U.S.S. PINDMONT at SASEBO and finally the turnover in the operational area given by COM MIN DIV 11 (Commander H.J. GALLAGHER, U.S.N.) allowed me to take over command of the Task Element/Task Unit without a single doubt or worry.

4. During my period as Task Element/Task Unit commander, operations were generally routine throughout and consisted largely of defence of the YANGDO islands, blockade and interdiction of the East Coast railway. Defence of the islands and blockade called for operations differing in many respects from those to which we are accustomed to perform on the West Coast; interdiction of the railway line was a completely new experience.

Offensive activity undertaken by the enemy directly against the ships of the Task Element/Task Unit was confined to U.S.S. THE SULLIVANS being engaged by a shore battery of three 76m.m. guns at about 1500 on December 25th. U.S.S. THE SULLIVANS was interdicting at PACKAGE ONE (in the vicinity of SONGJIN) and was in to 5800 yards from the battery (a known one), doing 15 knots, when taken under fire. The ship engaged in counter battery fire, increased speed to 25 knots and made a radical course change, getting clear without suffering casualties or damaged through the enemy fire (about 50 rounds) was very accurate to 8000 yards.

It would be very wrong to draw the conclusion that as only one ship was taken under fire, there are not many active enemy guns along the CHONGJIN - CHAHO coastline. There is on the contrary a large number of enemy guns along this coastline. An enemy gun position can only be shown as an active one or not by whether or not fire is opened from it when a reasonable target has been presented to it. By and large, the normal routine tasks of Task Element 95.22/Task Unit 95.2.2 can be undertaken effectively

...../without presenting

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without presenting the enemy with better than a possible target. This being so, it is of course folly to expose a ship to any greater risk.

I believe very little of the coastline between CHONGJIN and CHAHO can be approached closely by a destroyer, or smaller ship, in daylight without the ship being fired upon. At night, the ships can move right inshore without opposition. A gun near PACKAGE FIVE is reported to be capable of "blind" fire and as having engaged a ship at night. There is no doubt that if guns with such capabilities are mounted to cover the other PACKAGES at night, the season for train busting operations such as have been practiced to date, must quickly end.

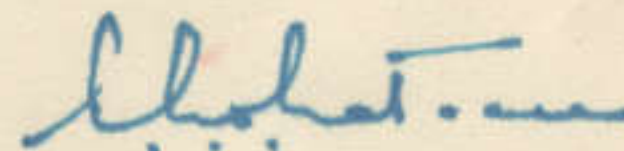
5. Weather in the operational area has been generally very cold; snow showers have been experienced most days. The lowest temperature recorded on the bridge in H.M.A.S. ANZAC was 9°F and the highest during the period, was 34°F. A swell sets in on to the coast continuously.

6. The ready and whole hearted co-operation accorded to me by the Commanding Officers of all U.S.N. ships which served under my operational command was noteworthy. It was indeed a pleasure to serve with them.

I have the honour to be,

Sir,

Your Obedient Servant,



CAPTAIN, R.A.N.

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(Enclosure No. 1 to the Commanding Officer, H.M.A.S. ANZAC's letter number S.C. 161 dated 6th January, 1953.)

APPENDIX ABLE

TASK ELEMENT 95.22/TASK UNIT 95.2.2  
CHRONOLOGICAL SUMMARY OF PROCEEDINGS  
20TH DECEMBER, 1952 TO 3RD JANUARY, 1953

After topping up with fuel from U.S.S. TALUGA south of NANDO at 1330I Saturday 20th December, H.M.A.S. ANZAC arrived YANGDO at 1630I. A brief turnover conference then took place and at 1800 the Commanding Officer, H.M.A.S. ANZAC (Captain G.G.O. Gatacre, D.S.O., R.A.N.) relieved COM MIN DIV 11 (Commander H.J. GALLAGHER, U.S.N.) as Commander Task Element 95.22; H.M.A.S. ANZAC relieved H.M.C.S. HAIDA in the Task Element. On completion of turnover, H.M.C.S. HAIDA with COM MIN DIV 11 embarked, then proceeded for SASEBO.

SATURDAY 20TH DECEMBER.

Night Stations.

H.M.A.S. ANZAC - PACKAGE FOUR  
U.S.S. THE SULLIVANS, U.S.S. EVANSVILLE - YANGDO defence  
U.S.S. McNAIR - PACKAGE TWO Interdiction.

Whilst interdicting PACKAGE TWO, U.S.S. McNAIR observed two possible gun flashes at EV 092828. A quiet night at other stations. During the U.S.S. DEVESTATOR and U.S.S. DEFENSE made a moored check mine swept from PACKAGE FOUR to PACKAGE ONE and anchored YANGDO on completion.

SUNDAY 21ST DECEMBER.

Day Stations.

H.M.A.S. ANZAC - WINDSHIELD patrol and YANGDO defence  
U.S.S. EVANSVILLE - YANGDO defence  
U.S.S. SULLIVANS, U.S.S. McNAIR - NORTHERN patrol.

0800 : U.S.S. THE SULLIVANS and U.S.S. McNAIR departed YANGDO on NORTHERN patrol.

0845 : H.M.A.S. ANZAC departed PACKAGE FOUR carrying out WINDSHIELD patrol.

1300 : H.M.A.S. ANZAC arrived YANGDO. Weather condition enforced cancellation of C.T.E. 95.22 visit to YANGDO to meet C.T.U. 95.23.1 and to inspect the island defences. H.M.A.S. ANZAC patrolled in vicinity YANGDO during the remainder of the afternoon.

1645 : U.S.S. THE SULLIVANS and U.S.S. McNAIR returned from NORTHERN patrol with nothing to report.

1800 : Night Stations.

H.M.A.S. ANZAC and U.S.S. EVANSVILLE - YANGDO defence  
U.S.S. THE SULLIVANS - PACKAGE TWO  
U.S.S. McNAIR - PACKAGE FOUR.

During the night H.M.A.S. ANZAC and U.S.S. EVANSVILLE illuminated the northern approaches to YANGDO. U.S.S. McNAIR and U.S.S. THE SULLIVANS interdicted PACKAGES FOUR and TWO respectively.

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...../U.S.S. DEVESTATOR

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U.S.S. DEVESTATOR and U.S.S. DEFENSE made a moored mine check sweep from MYUJIN DAN to MUSU DAN and on completion anchored off YANGDO.

MONDAY 22ND DECEMBER.

Day Stations.

H.M.A.S. ANZAC and U.S.S. EVANSVILLE - YANGDO defence  
U.S.S. McNAIR - WINDSHIELD patrol  
U.S.S. THE SULLIVANS - PACKAGE TWO Interdiction.

1000 : The Commander Task Group 95.2 (Captain E.W. ARMENTROUT, U.S.N.) in U.S.S. GREGORY arrived off YANGDO. After a brief conference with Commander Task Element 95.22, U.S.S. GREGORY departed for WONSAN.

During the forenoon U.S.S. EVANSVILLE watered YANGDO.

1500 : Accompanied by my Gunnery and Medical Officers, I visited the island of YANGDO and after inspecting the island defences conferred with the island commander, Lieutenant C.C. GIFFORD, U.S.M.C.

Night Stations.

H.M.A.S. ANZAC and U.S.S. McNAIR - YANGDO defence  
U.S.S. EVANSVILLE - PACKAGE TWO Interdiction  
U.S.S. THE SULLIVANS - WINDSHIELD patrol and PACKAGE FOUR.

H.M.A.S. ANZAC and U.S.S. McNAIR illuminated the YANGDO channel at irregular intervals. U.S.S. EVANSVILLE and U.S.S. THE SULLIVANS carried out interdiction firings at PACKAGES TWO and FOUR. No enemy activity was observed. U.S.S. DEVESTATOR and U.S.S. DEFENSE conducted moored mine check sweep for ORANG DAN to PACKAGE TWO and on completion returned to YANGDO.

TUESDAY 23RD DECEMBER.

0050 : COMINDIV 31 in U.S.S. OSPREY arrived YANGDO.

Day Stations.

H.M.A.S. ANZAC and U.S.S. THE SULLIVANS - YANGDO defence  
U.S.S. McNAIR - WINDSHIELD patrol and PACKAGE FOUR.

It had been intended to send two ships on NORTHERN patrol but almost continuous snow flurries so reduced the visibility that the commitment of keeping two DD's in the YANGDO area had to be met.

0930 : U.S.S. EVANSVILLE transferred turnover files to C.T.E. 95.22 by heaving line transfer and was then detached from the Task Element, without relief, chopping to Commander Task Element 92.11.

During the day, H.M.A.S. ANZAC and U.S.S. THE SULLIVANS carried out close patrol for defence of YANGDO.

1700 : COMINDIV 31 (Lt. RAIRDON) in U.S.S. OSPREY, anchored off YANGDO, assumed duties of Commander Task Unit 95.62.1.

Night Stations.

H.M.A.S. ANZAC and U.S.S. THE SULLIVANS - YANGDO defence  
U.S.S. McNAIR - PACKAGE TWO interdiction.

...../During the night

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During the night, H.M.A.S. ANZAC illuminated the assault approaches to YANGDO at irregular intervals. U.S.S. McNAIR interdicted PACKAGE TWO. No enemy activity observed.

U.S.S. DEVESTATOR, U.S.S. DEFENSE and U.S.S. OSPREY conducted magnetic acoustic check sweep from PACKAGE TWO to PACKAGE FOUR. On completion U.S.S. OSPREY returned to YANGDO and the remainder proceeded to WONSAN.

WEDNESDAY 24TH DECEMBER.

Day Stations.

H.M.A.S. ANZAC and U.S.S. McNAIR - NORTHERN Patrol  
U.S.S. THE SULLIVANS - YANGDO defence.

0745 : U.S.S. McNAIR transferred guard mail and some spares to U.S.S. THE SULLIVANS.

0800 : H.M.A.S. ANZAC and U.S.S. McNAIR proceeded on NORTHERN patrol. Although visibility was poor, I decided to carry out the patrol in the hope of catching some fishing activity. A sweep was made into KYOJOWAN in visibility of two miles but with negative results. Both ships then proceeded north to a position thirteen miles north east of KOMALSAN DAN, where the visibility became very good for about one hour.

1240 : H.M.A.S. ANZAC and U.S.S. McNAIR turned south and swept down the coast four miles apart in poor visibility, but nothing <sup>white</sup> was sighted.

During the forenoon U.S.S. THE SULLIVANS watered YANGDO.

1645 : H.M.A.S. ANZAC and U.S.S. McNAIR arrived YANGDO in company after completing NORTHERN patrol.

1700 : Commander Task Unit 95.62.1 called on me and discussed his plan of work. Pass to Relief Files and a pair of binoculars held for him were handed over.

Night Stations.

H.M.A.S. ANZAC - WINDSHIELD patrol and PACKAGE ONE interdiction  
U.S.S. THE SULLIVANS and U.S.S. McNAIR - YANGDO defence.

2130 : H.M.A.S. ANZAC interdicted at PACKAGE FOUR but found no enemy activity so proceeded to PACKAGE ONE.

THURSDAY 25TH DECEMBER.

0405 : After lying close inshore for about 3 hours in the hope of bagging a train, H.M.A.S. ANZAC interdicted at PACKAGE ONE. No enemy activity observed.

Day Stations.

H.M.A.S. ANZAC and U.S.S. McNAIR - YANGDO defence  
U.S.S. THE SULLIVANS - PACKAGE ONE interdiction.

0800 : A Replenishment Unit consisting of U.S.S. MISSPILLON and U.S.S. PARICUTIN with Commander Task Unit 95.12.1 in U.S.S. MISSPILLON arrived YANGDO area. During the forenoon and early afternoon all ships of Task Element

...../95.22 replenished.

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95.22 replenished with fuel and ammunition.

1230 : U.S.S. McNAIR on YANGDO close defence patrol entertained to Christmas dinner on board all 33 children from YANGDO.

1500 : Replenishment of the Task Element completed.

1600 : Whilst interdicting PACKAGE ONE, U.S.S. THE SULLIVANS was taken under fire at a range of 5800 yards by the 76m.m. guns at MV 156955. On being fired upon, U.S.S. THE SULLIVANS increased speed from 15 knots to 25 knots, made a radical course change and opened fire on the battery. The enemy's fire was extremely accurate to 8000 yards. Some 50 rounds were fired at U.S.S. THE SULLIVANS and some shrapnel was received inboard, but without causing damage or casualties. It is believed that some damage was inflicted on the enemy battery. Several shrapnel fragments picked up onboard U.S.S. THE SULLIVANS are being forwarded to COM NAV FE.

Night Stations.

H.M.A.S. ANZAC and U.S.S. McNAIR - YANGDO defence  
U.S.S. THE SULLIVANS - WINDSHIELD patrol and PACKAGE ONE.

FRIDAY 26TH DECEMBER.

0100 - 0145 : H.M.A.S. ANZAC, while in night station, fired 7 rounds 4.5" H.E. at picket positions in the vicinity of SUDONG (EA 481204). This intermittent firing was carried out to cause the enemy sentries to take cover as agents from YANGDO were landed by sampan at 0145 immediately after the last shot had burst. The next day it was learnt from the Intelligence Officer, YANGDO that the bombardment was excellent and had achieved its purpose. However, the agents were withdrawn about one hour later owing to "domestic" troubles.

0457 : U.S.S. THE SULLIVANS firing at the railroad bridge at PACKAGE ONE started some fires.

Day Stations.

U.S.S. THE SULLIVANS and U.S.S. McNAIR - NORTHERN patrol  
H.M.A.S. ANZAC - YANGDO defence.

During the forenoon H.M.A.S. ANZAC watered YANGDO. Members of H.M.A.S. ANZAC's ship's company donated much of the contents of their "charity" Christmas parcels to the island garrison.

Whilst on the NORTHERN patrol, U.S.S. THE SULLIVANS and U.S.S. McNAIR sighted and sank two cylindrical metal objects approximately 10 feet long and 18 inches in diameter with conical ends. These were not considered to be floating mines. U.S.S. THE SULLIVANS is forwarding a written report giving full details.

1330 : Commander Task Element 95.22 conferred with YANGDO island Intelligence Officer (and CCRAK representative) Lt. (jg) JUERGENS, U.S.M.C.) outlining to him the requirement of a boat to patrol off MUSU DAN in readiness to

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assist in a possible rescue attempt of five airmen who had been downed in November. These airmen had been instructed in this eventuality to make for a point near MUSU DAN and that attempts would be made to rescue them at dawn on certain days, the 27th December being the second last of these pre-arranged days. For this S.A.R. attempt it was arranged that in the absence of the intelligence boat (K.444), the YANGDO L.C.P.L. would wait off MUSU DAN from 0300I to first light in case the party were sighted and the helicopter from U.S.S. TOLEDO was unable to effect a rescue. H.M.A.S. ANZAC would provide support for this boat and would be its communications link.

1630 : U.S.S. THE SULLIVANS and U.S.S. McNAIR returned from the NORTHERN Patrol. A conference of Commanding Officers was called on board H.M.A.S. ANZAC to allow me to meet the Commanding Officers and to discuss with them the responsibilities and operations of the Task Element.

Night Stations.

H.M.A.S. ANZAC and U.S.S. THE SULLIVANS - YANGDO defence  
U.S.S. McNAIR - WINDSHIELD patrol and PACKAGE FOUR interdiction.

1830 : U.S.S. McNAIR transferred her S.C.R. 300 to YANGDO for use in the L.C.P.L. for S.A.R. mission.

During the night U.S.S. McNAIR sighted and fired at a train at PACKAGE FOUR. Unfortunately fire was probably opened a little early and the train was able to regain the shelter of a tunnel.

Minesweeping between YANGDO and the mainland opposite which was to have been undertaken during the night by U.S.S. OSPREY was cancelled by C.T.U. 95.62.1 owing to a very bright moon and extraordinarily clear night.

SATURDAY 27TH DECEMBER.

Communications were not gained with the aircraft designated to assist in the S.A.R. mission. It was subsequently learned after the attempt was abandoned that the aircraft had been delayed due to weather. The YANGDO L.C.P.L. returned safely to the island.

Day Stations.

H.M.A.S. ANZAC - patrolling in the vicinity of MUSU DAN  
U.S.S. THE SULLIVANS - YANGDO  
U.S.S. McNAIR - PACKAGE TWO Interdiction.

0800 : R.O.K.N. F.S. 902 arrived YANGDO several days later than she was expected.

During the day H.M.A.S. ANZAC patrolled in the vicinity of MUSU DAN in the hope of seeing some sign of the downed aircrew.

About twelve persons were observed on the skyline four miles north of MUSU DAN and two miles inland. The day was clear and the sun well placed for a mirror signal to the ship but none was made. No attempt was made to attract the ship's attention by waving and no answer was received to a few flashes made on H.M.A.S. ANZAC's signalling projector. There was no other sign of life as far as twelve miles north of MUSU DAN.

U.S.S. McNAIR carried out interdiction firings at PACKAGE TWO and received guard mail transfer from U.S.S. GREGORY.

...../1700 : U.S.S. THE

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1700 : U.S.S. THE SULLIVANS and U.S.S. McNAIR transferred guard mail and despatches underway to H.M.A.S. ANZAC by light line in the vicinity of YANGDO.

Night Stations.

H.M.A.S. ANZAC and U.S.S. McNAIR - YANGDO defence  
U.S.S. THE SULLIVANS - WINDSHIELD patrol and PACKAGE TWO interdiction.

During the night U.S.S. THE SULLIVANS carried out interdiction firings at PACKAGE TWO. H.M.A.S. ANZAC and U.S.S. McNAIR combined with their night stations the provision of G.F.S. for U.S.S. OSPREY magaccoustic checking the YANGDO channel.

SUNDAY 28TH DECEMBER.

Day Stations.

H.M.A.S. ANZAC and U.S.S. THE SULLIVANS - NORTHERN patrol  
U.S.S. McNAIR - YANGDO defence.

0800 : H.M.A.S. ANZAC and U.S.S. THE SULLIVANS departed YANGDO for the NORTHERN patrol. After passing through thick snow showers, visibility became very good north of latitude  $41^{\circ} 10' N$ . Sweeps were made into KYOJOWAN and east of CHONGJIN. No shipping was observed in CHONGJIN.

During the forenoon U.S.S. McNAIR watered YANGDO.

1545 : H.M.A.S. ANZAC and U.S.S. THE SULLIVANS returned from the NORTHERN patrol. H.M.A.S. ANZAC then proceeded on WINDSHIELD patrol.

Night Stations.

H.M.A.S. ANZAC - PACKAGE FOUR interdiction  
U.S.S. THE SULLIVANS and U.S.S. McNAIR - YANGDO defence.

2000 : R.O.K.N. F.S. 902 departed YANGDO for YODO.

During the night H.M.A.S. ANZAC carried out interdiction firings at PACKAGE FOUR where a rail cut had been reported. U.S.S. THE SULLIVANS combined with her night station the provisions of G.F.S. for U.S.S. OSPREY doing moored check sweep from MUSU DAN to YANGDO.

MONDAY 29TH DECEMBER.

0400 : U.S.S. THOMPSON, with COM MIN DIV Eleven, arrived YANGDO and joined Task Element 95.22.

Day Stations.

H.M.A.S. ANZAC - PACKAGE FOUR interdiction and WINDSHIELD patrol.  
U.S.S. McNAIR - PACKAGE ONE interdiction  
U.S.S. THE SULLIVANS and U.S.S. THOMPSON - YANGDO defence.

1000 : H.M.A.S. ANZAC carried out deliberate visual bombardment of PACKAGE FOUR in addition to keeping it under surveillance during the day.

U.S.S. McNAIR carried out interdiction firings at PACKAGE ONE. (Cuts in both these PACKAGES had been reported in

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...../C.T.G. 77.1's

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C.T.G. 77.1's Intsum No. 17 and it was hoped that H.M.A.S. ANZAC and U.S.S. McNAIR would prevent any repairs being effected.)

- 1600 : H.M.A.S. ANZAC returned YANGDO and as weather was unsuitable for boatwork and thus prevented me meeting CCM MIN DIV Eleven, the Pass to Relief file for U.S.S. THOMPSON was transferred underway.
- 1700 : U.S.S. OSPREY about to start check sweep from YANGDO to YUJIN DAN parted sweeps in the vicinity of NANDO and returned to anchorage.
- 1800 : U.S.S. McNAIR was chopped to the operational control of C.T.G. 70.1 to act as an additional escort for U.S.S. MISSOURI making a daylight gun strike on 30th December on targets between MUSU DAN and CHONGJIN.

Night Stations.

H.M.A.S. ANZAC and U.S.S. THE SULLIVANS - YANGDO defence  
U.S.S. THOMPSON - PACKAGE ONE interdiction.

During the night U.S.S. THOMPSON carried out interdiction firing at PACKAGE ONE.

TUESDAY 30TH DECEMBER.

- 0600 : Night Hecklers from T.F. 77 sighted 3 trains in a marshalling yard at EV 163999. U.S.S. THOMPSON carried out a shoot at these trains using an impromptu Air Spot with the co-operation of the Night Hecklers from U.S.S. ESSEX. The trains did not receive direct hits but the area was well covered. Shortly afterwards the trains were damaged by bombing.

Day Stations.

H.M.A.S. ANZAC and U.S.S. THOMPSON - YANGDO defence  
U.S.S. THE SULLIVANS - PACKAGE ONE interdiction.

- 0730 : The Replenishment force consisting of U.S.S. CACAPON escorted by R.O.K.N. TAEDONG arrived in YANGDO area. During the forenoon all ships of the Task Element replenished with oil fuel and received a limited quantity of fresh provisions. U.S.S. THOMPSON watered YANGDO.
- 1100 : C.T.G. 95.2 in U.S.S. GREGORY arrived YANGDO.
- 1130 : Commander Task Group 95.2 accompanied by his operations officer and Commander Task Unit 95.23.1 conferred and were entertained to lunch on board H.M.A.S. ANZAC.
- 1430 : U.S.S. GREGORY departed YANGDO for WONSAN.
- 2030 : U.S.S. McNAIR rejoined Task Element 95.22 having replenished from U.S.S. MISSOURI before being detached.

Night Stations.

H.M.A.S. ANZAC and U.S.S. THOMPSON - YANGDO defence  
U.S.S. THE SULLIVANS - PACKAGE ONE interdiction  
U.S.S. McNAIR - PACKAGE TWO interdiction.

During the night U.S.S. THE SULLIVANS carried out interdiction firings at PACKAGE ONE.

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...../WEDNESDAY 31ST DECEMBER.

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WEDNESDAY 31ST DECEMBER.

Day Stations.

H.M.A.S. ANZAC and U.S.S. McNAIR - YANGDO defence  
U.S.S. THE SULLIVANS - WINDSHIELD patrol  
U.S.S. THOMPSON - PACKAGE ONE.

0800 : U.S.S. OSPREY departed for WONSAN.

1130 : C.T.B. 95.22 conferred with C.T.U. 95.23.1 with particular reference to the forthcoming Task Organisation changes effective 1st January.

1330 : A party of 35 officers and ratings from H.M.A.S. ANZAC visited YANGDO island for two and a half hours; the island garrison was introduced to the skirl of bagpipes by H.M.A.S. ANZAC's piper.

1430 : U.S.S. THE SULLIVANS observed activity at PACKAGE THREE and stopped it by gunfire.

Night Stations.

H.M.A.S. ANZAC - PACKAGE TWO  
U.S.S. THE SULLIVANS and U.S.S. McNAIR - YANGDO defence  
U.S.S. THOMPSON - WINDSHIELD patrol.

During the night H.M.A.S. ANZAC carried out interdiction firings at PACKAGE TWO; U.S.S. THE SULLIVANS illuminated the northern approaches to YANGDO.

THURSDAY 1ST JANUARY.

Day Stations.

U.S.S. THE SULLIVANS - YANGDO defence  
H.M.A.S. ANZAC and U.S.S. McNAIR - NORTHERN patrol  
U.S.S. THOMPSON - WINDSHIELD PACKAGE FOUR.

0900 : Task Element 95.22 was re-designated Task Unit 95.2.2 by change ordered by C.T.F. 95.

1100 : H.M.A.S. ANZAC and U.S.S. McNAIR departed YANGDO on NORTHERN patrol which was carried out in good visibility but with the air temperature down to 41°F. There was no sign of activity at CHONGJIN or anywhere along the coast.

During the forenoon U.S.S. THE SULLIVANS watered YANGDO.

1730 : H.M.A.S. ANZAC and U.S.S. McNAIR returned from NORTHERN patrol.

Night Stations.

U.S.S. THOMPSON and U.S.S. McNAIR - YANGDO defence  
U.S.S. THE SULLIVANS - PACKAGE TWO interdiction  
H.M.A.S. ANZAC - WINDSHIELD patrol and PACKAGE FOUR interdiction.

During the night interdiction firings were carried out by H.M.A.S. ANZAC at PACKAGE FOUR and by U.S.S. THE SULLIVANS at PACKAGE TWO.

...../FRIDAY 2ND JANUARY.

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FRIDAY 2ND JANUARY.

Day Stations.

H.M.A.S. ANZAC and U.S.S. THOMPSON - YANGDO defence  
U.S.S. THE SULLIVANS - PACKAGE ONE interdiction.  
U.S.S. McNAIR - PACKAGE TWO interdiction.

1000 : U.S.S. THE SULLIVANS transferred guard mail underway  
by heaving line to H.M.A.S. ANZAC.

During the forenoon and early afternoon visibility was  
sometimes less than two miles due to snow flurries and SWEET  
ADELINE patrol activated at these times.

1330 : C.T.G. 95.2 in U.S.S. GREGORY arrived YANGDO and acc-  
ompanied by the Colonel, K.M.C., C.T.U. 95.2.3, C.P.U.  
95.2.2 and COM MIN DIV 11, he carried out an inspection  
of YANGDO island defences.

1630 : U.S.S. GREGORY departed for WONSAN.

Night Stations.

H.M.A.S. ANZAC and U.S.S. THOMPSON - YANGDO defence  
U.S.S. THE SULLIVANS - WINDSHIELD and PACKAGE FOUR  
interdiction  
U.S.S. McNAIR - PACKAGE TWO interdiction.

During the night H.M.A.S. ANZAC illuminated YANGDO  
channel intermittently; U.S.S. THE SULLIVANS and U.S.S. McNAIR  
carried out interdiction firings at PACKAGES FOUR and TWO respect-  
ively.

SATURDAY 3RD JANUARY.

0200 : Lt. (jg) JUERGENS, U.S.N. departed YANGDO in a motor  
sampan for vicinity MUSU DAN to assist in the final  
attempt at search and rescue of a party of downed  
airmen. H.M.A.S. ANZAC became the radio link with the  
sampan using S.C.R. 300.

0500 : H.M.A.S. ANZAC moved over to MUSU DAN to provide cover  
for the motor sampan.

In this attempt communications were gained with the  
S.A.R. aircraft, which reported sighting one flare on MUSU DAN.  
Subsequent close search by the plane and in full daylight by U.S.S.  
LOS ANGELES' helicopter, failed to find any trace of the downed  
airmen. The attempt was abandoned at 1000. YANGDO motor sampan  
returned safely to the island.

0730 : U.S.S. THE SULLIVANS and U.S.S. McNAIR transferred  
outgoing mails by high line to H.M.A.S. ANZAC.

Day Stations.

U.S.S. THOMPSON - YANGDO defence  
U.S.S. THE SULLIVANS and U.S.S. McNAIR - NORTHERN  
patrol.

0800 : U.S.S. THE SULLIVANS and U.S.S. McNAIR departed on  
NORTHERN patrol.

1000 : Turnover conference with COM MIN DIV 11 commenced in  
H.M.A.S. ANZAC.

...../1100 : H.M.S. COMUS

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1100 : H.M.S. COMUS arrived YANGDO; Commanding officer came aboard H.M.A.S. ANZAC for turn over and to meet COMINDIV 11.

1200 : COMINDIV 11 (Commander H.J. GALLAGHER, U.S.N.) assumed duties of C.T.U. 95.2.2.

H.M.S. COMUS relieved H.M.A.S. ANZAC in Task Unit 95.2.2.

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(Enclosure No. 2 to the Commanding Officer, H.M.A.S. ANZAC's  
letter number S.C. 161 dated 6th January, 1953.)

APPENDIX BAKER

TASK ELEMENT 95.22/TASK UNIT 95.2.2  
20TH DECEMBER, 1952 - 3RD JANUARY, 1953

Commander Task Element/Task Unit - Captain G.G.O. GATACRE,  
D.S.C., R.A.N. in H.M.A.S.  
ANZAC.

H.M.A.S. ANZAC - Captain G.G.O. GATACRE, D.S.C., R.A.N.

U.S.S. THE SULLIVANS (DD 537) - Commander A.P. SCOTT, U.S.N.  
(4214)

U.S.S. McNAIR (DD 679) - Commander P.N. SHAMER, U.S.N. (4319)

U.S.S. EVANSVILLE (PF 70) Lieutenant-Commander G.R. BRYAN, Jr.,  
U.S.N. (10032)

(Detached 22nd December)

{ U.S.S. THOMPSON (DMS 38) - Lieutenant-Commander J.S. ALEXANDER,  
U.S.N. (7742)

{ COMINDIV 11 - Commander H.J. GALLAGHER, U.S.N. (3783)

(Joined 29th December).

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16 JAN 1953

INIT.....

H.M.A.S. ANZAC,  
At Kure,  
6th January, 1952.

INDEXED  
INIT.  
DATE 19/1/53

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

(Copy to : The Secretary, NAVAL BOARD,  
The Flag Officer, Second-in-Command,  
FAR EAST STATION,  
The Director of Naval Intelligence,  
Navy Office, MELBOURNE,  
Captain (D), 10TH DESTROYER SQUADRON.)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS  
DECEMBER, 1952

Sir,

I have the honour to submit the following Report of Proceedings for the month of December, 1952 of H.M.A.S. ANZAC under my command.

1st December - 7th December - Task Element 95.11 (West Coast North Korea.)

2. Daylight on Monday 1st found H.M.A.S. ANZAC proceeding from her WHITEBREAD night station close south of SUN WIDO in the PAENGYONG DC area to rejoin Task Element 95.11. Rendezvous was effected at POINT OBOE at 0945H. The Commanding Officer, H.M.S. GLORY (Captain T.A.K. Maunsell, Royal Navy) had unfortunately been taken ill and during the forenoon he was transferred to H.M.S. CONSORT for passage to H.M.S. MAINE at SASSEBO. Thus I became Senior Officer Present in the Task Element, but delegated tactical command to the Commanding Officer, H.M.S. GLORY.

3. Throughout the day H.M.S. GLORY continued to operate aircraft in deteriorating weather. H.M.S. BIRMINGHAM joined the screen during the hours of daylight.

4. Tuesday 2nd saw the first real signs of approaching severe winter conditions. Snow squalls were frequent, the temperature dropped to 23°F. and flying operations were cancelled. The wind was strong and bitterly cold and the sea was rough. The Task Element was virtually hove to most of the day. Formation of ice on the upper deck and superstructures, however, was not excessive and no breakdowns in equipment due to the cold were experienced.

5. Conditions on Wednesday 3rd were a repetition of Tuesday. Rendezvous was made with U.S.S. HICKOX and R.F.A. WAVE CHIEF for replenishment of the Task Element. After remaining alongside for about ten minutes, H.M.S. GLORY found conditions too uncomfortable and disengaged. However, H.M.A.S. ANZAC received some 200 tons of oil fuel steaming at 12 knots on the lee side of the tanker with the force 6 wind and short steep sea and swell on the other bow of the tanker. During the afternoon the weather improved somewhat and H.M.S. GLORY flew off one strike. However, the cloud base over the mainland was so low that they were forced to jettison their bombs and return. On completion of flying operations, H.M.A.S. ANZAC closed H.M.S. GLORY and Lieutenant Commander (L) H. C. BAKER, B.Sc., R.A.N. joined the ship by jackstay transfer

...../having been flown

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having been flown from IWAKUNI to the carrier via SEOUL.

6. At 0830I Thursday 4th H.M.A.S. ANZAC was detached and proceeded to TAECHONG DO as WHITBREAD destroyer and assigned to Task Unit 95.12.2. The ship anchored off TAECHONG DO at 1120I and remained there until sunset. H.M.S. NEWCASTLE wearing the flag of the Flag Officer, Second-in-Command, Far East Station was also at anchor, her Commanding Officer taking over the duties of Commander Task Element 95.12 from commanding Officer, H.M.S. BIRMINGHAM. H.M.S. BIRMINGHAM proceeded at 1320 for KURE.

7. At 1730I H.M.A.S. ANZAC weighed and proceeded on her Night Patrol between CHOPEKI POINT and MAHAP TO. A few rounds were fired in indirect bombardment underway at a gun position on the mainland north of WALLAE DO at 2130 Item; the remainder of the night passed without incident, frequent snow storms being experienced.

8. After refuelling from R.F.A. WAVE CHIEF at anchor off TAECHONG DO in the forenoon of Friday 5th, H.M.A.S. ANZAC re-joined the carrier screen at 1200I. Flying operations were again in progress, the weather having moderated although the temperature was well below freezing and there were passing snow squalls. The cold northerly wind having dropped, however, conditions were not too unpleasant.

9. Flying continued on Saturday 6th. At the end of the forenoon H.M.S. GLORY's helicopter made an expeditious rescue of the pilot of one of her aircraft which had ditched about 15 miles from the Task Element. During the night six Japanese fishing vessels were found in approx. position 36 : 50N 124 : 35E and U.S.S. HICKOX was temporarily detached to obtain their numbers and other particulars.

10. At 1300I on Sunday 7th H.M.A.S. ANZAC was detached to join Task Element 95.12 and proceeded to CHO DO to relieve H.M.C.S. CRUSADER. The ship anchored in NORTH PLAYERS at 1730I.

7th December - 12th December - Task Unit 95.12.1

11. After a quick turnover conference with H.M.C.S. CRUSADER, H.M.A.S. ANZAC proceeded to her night station in BLACKBURN. Two nights previously both CHO DO and SOK TO had been bombed by (probably) four slow flying aircraft without damage or casualties to either side.

12. Except for a RED Air Warning during the first watch from which no attack developed, the night 7th/8th was uneventful and at first light the ship proceeded to her day station in NORTH PLAYERS. A bombardment on gun positions and troop areas on AMGAK, using SOK TO shore Fire control party, was carried out during the afternoon. The S.F.C.P. reported that spotting was extremely difficult owing to the snow which now covers the land.

13. At 1620I Monday 8th I attended a conference of Commanding Officers of the Task Unit aboard H.M.S. CRANE (C.T.U.) to discuss the action to be taken should the enemy attempt an invasion of SOK TO on the nights 9th/10th or 10th/11th. Intelligence had indicated that two battalions of North Korean Army troops had been moved into the area for this express purpose.

14. The night of Monday 8th was spent in TOBACCO ROAD night station. Some time was again spent at Action Stations during the first watch under Air Raid Warning RED but no attack developed. During the night the north eastern approaches to SOK TO were illuminated periodically by starshell prior to moonrise. At 0530I Tuesday 9th the ship proceeded to TAECHONG DO to refuel from

CONFIDENTIAL R.F.A. WAVE CHIEF.

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R.F.M. WAVE CHIEF. On completion of fuelling, H.M.A.S. ANZAC closed H.M.A.S. ... off PANGYONG DO and Lieutenant Commander (G) G.R. GRIFFITHS, D.S.O., R.N.N. joined the ship to relieve the present Squadron and ship's gunnery officer, Lieutenant A.J. ROBERTSON, R.N.N. The return passage to CHO DO area was made at 20 knots and at 1615I the ship anchored in PEACE PIPE swept channel close north of CHO DO.

15. At 1800I Tuesday 9th H.M.A.S. ANZAC again proceeded to her night station in TOBACCO ROAD. Immediately on anchoring at 1915 short bombardments were carried out at gun positions and shore lights showing activity on ANGAK. The remainder of the night passed uneventfully - the most notable feature being the excellence of the illumination provided by a 5th Air Force flare dropper from midnight to 0500. At first light Wednesday 10th the ship returned to her anchorage in PEACE PIPE.

16. Again at dusk the ship weighed and proceeded to TOBACCO ROAD. At 1920I a short bombardment was carried out at the small island of UNG DO between ANGAK and SOK TO. as intelligence had reported that some two hundred NORTH KOREAN ARMY had moved there as a first step to the attempted invasion of SOK TO. Unidentified aircraft in the vicinity caused an Air Raid Warning RED at 0220 on Thursday 11th, but the remainder of the night passed quietly, with H.M.A.S. ANZAC illuminating the approaches to SOK TO at irregular intervals.

17. At first light, Thursday 11th, the ship returned to her day anchorage in PEACE PIPE and temporarily assumed the duties of Commander Task Unit 95.12.1 whilst H.M.S. CRANE proceeded to TAECHONG DO to refuel. H.M.S. NEWCASTLE wearing the flag of the Flag Officer, Second-in-Command, Far East Station proceeded from PLAYERS anchorage during the forenoon, as the immediate invasion threat was considered to have passed. H.M.S. CRANE returned to the area and reassumed Commander of the Task Unit at 1630.

18. The night Thursday 11th/Friday 12th was again spent in TOBACCO ROAD; H.M.A.S. ANZAC carried out a short bombardment at gun positions on ANGAK and provided the normal illumination of the approaches to SOK TO.

12th December - 14th December - PLAYERS Anchorage to KURE via SASEBO.

19. At 0530 Friday 12th the ship proceeded to TAECHONG DO to turn over her duties in Task Unit 95.12.1 to H.M.S. COMUS. This was done at 0930 and after embarking outward mail from the tanker, the ship proceeded to rendezvous with H.M.S. NEWCASTLE at the entrance to the swept channel to HAEJU in order to embark Rear Admiral E.G.A. CLIFFORD, C.B. and a small personal staff for passage to SASEBO.

20. Rear Admiral CLIFFORD transferred to H.M.A.S. ANZAC at 1133 and the ship again proudly wore the flag of the Flag Officer, Second-in-Command, Far East Station.

21. On passage to SASEBO a SOUTH KOREAN fishing junk No. J.F. 1089 was met illegally fishing 17 miles west of the CLIFFORD ISLANDS. It was called alongside H.M.A.S. ANZAC and after being ordered to proceed out of the restricted area, it was allowed to proceed.

22. A.A. Long and Close Range firings were carried out in Area GEORGE during the forenoon of Saturday 13th. Unfortunately a fault in Angle Solver 2 caused the Long Range firings to be abandoned, but not before one sleeve had been shot down in the

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22. ...

... were also scored on the sleeve of the ... which carried out good firings. Thus the tracking practice obtained whilst operating on the carrier screen ...

23. At 1305 as the ship approached the entrance to SAMBO harbour, the Harbour Control Post reported a possible submarine contact in the approaches and that the boom had been closed. ... carried out an A/S search with negative results. On informing the H.M.C.P. that we would fire one Squid as a deterrent were requested not to do so as it would damage their detection equipment. The boom was finally opened at 1410 and the ship entered harbour and secured alongside R.F.A. FORT CHARLOTTE at No. 7 Buoy.

24. The flag of the Flag Officer, Second-in-Command was transferred to H.M.S. LADYBIRD at 1445. My staff officers and I then proceeded to U.S.S. PIEDMONT (the flagship of Commander Task Force 95) for a briefing on East Coast operations. I was also given a long interview with Rear Admiral GINGRICH during which he stressed several operational matters, to which he desired me to give personal attention whilst acting as Commander of a Task Element on the East Coast.

25. Whilst alongside R.F.A. FORT CHARLOTTE an anchor and two shackles of cable were embarked as a partial replacement for the port anchor and four shackles of cable lost off CHO DO. A further two shackles of cable is expected from SINGAPORE in about a month's time.

26. With the East Coast briefing completed H.M.A.S. ANZAC proceeded for KURE at 1745I, negotiated SHIMONOSEKI STRAITS during the night and secured alongside the pontoon at Tug Control at 1100I Sunday 14th.

14th December - 19th December - At KURE.

27. Ships in company on arrival were H.M.S. BIRMINGHAM, H.M.S. GLORY, H.M.S. COSSACK, H.M.S. CONSORT and H.M.N.Z.S. ROTOITI. During the afternoon H.M.S. GLORY shifted berth from the pontoon to a buoy to replenish with AVGAS and at 1800I H.M.A.S. ANZAC was moved by tugs to a pontoon berth at which berth she remained for the rest of her stay in harbour.

28. The main purpose of the ship's visit to KURE was to enable the Court Martial of Acting Lieutenant (L) P.F. FOGGON, R.A.N. to be held and this took place on the 16th and 17th being convened in H.M.S. BIRMINGHAM. The officer concerned was acquitted.

29. On Monday 15th I had the pleasure of lunching aboard H.M.S. BIRMINGHAM as a guest of the Commanding Officer, Captain J.D. LUCE, D.S.O., O.B.E., R.N. Others present were Brigadier d'ALTON and Captain D.S. (Captain R. ADAIR, O.B.E., R.N.).

30. H.M.S. GLORY and H.M.S. CONSORT sailed for the West Coast on Monday 15th, H.M.S. COSSACK on Wednesday 17th and H.M.S. BIRMINGHAM at 1400I on Thursday 18th, at which time I assumed the duties of S.O.P.A. H.M.C.S. ATHABASKAN and H.M.C.S. CRUSADER arrived for a Christmas visit on the 18th.

31. On Thursday 18th I entertained the Commanding Officers of H.M.C.S. ATHABASKAN, H.M.C.S. CRUSADER and H.M.N.Z.S. ROTOITI and the Naval Officer-in-Charge, KURE to lunch onboard H.M.A.S. ANZAC.

...../32. During the stay

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- 5 -

32. During the stay in ALMA some rearranging was done to the boilers and the heavy weather damage to the whaler was made good.

33. As is usual at MUKI, full opportunity was taken to obtain as much organised recreation as possible, and much last minute shopping was done. Gift parcels provided by the Returned Soldiers League and the Melbourne 'SMH' newspaper were embarked for issue on Christmas Day.

34. Prior to sailing Lieutenant (C) A.J. ROBERTSON, R.A.N. was discharged to H.M.A.S. COMMONWEALTH for air passage to Australia, to take up his new appointment as gunnery officer of H.M.A.S. SYDNEY.

19th December - 31st December - EAST COAST Patrol - Task Element 95.22

35. At 0800I Friday 19th H.M.A.S. ANZAC proceeded via SHIMONOSEKI STRAITS for her last patrol of the year and it was to be on the EAST COAST in Task Element 95.22. This Task Element is primarily responsible for the defence of the island of YANG DO (41 : 45N 129 : 32E), and is responsible for maintaining the blockade from CHONGJIN to CHANG. A secondary task is assisting in the interdiction of the EAST COAST Railway by repair work and/or "train busting".

36. At 1330I Saturday 20th, after an uneventful passage, the ship topped up with oil fuel underway from the tanker U.S.S. TALUGA south of YANG DO and then proceeded to this island to relieve H.M.C.S. HAIDA and for me to take over the duties of Commander Task Element 95.22 from COM MIN DIV 11 (Commander H.J. GALLAGHER, U.S.N.). The latter was embarked in H.M.C.S. HAIDA for passage to SASEBO. At 1800I I assumed these duties and H.M.C.S. HAIDA proceeded for SASEBO.

37. The Task Element consisted of the destroyers H.M.A.S. ANZAC, U.S.S. THE SULLIVANS, U.S.S. McNAIR and the frigate U.S.S. EVANSVILLE.

38. A full narrative of the day to day proceedings of the Task Element is contained in my Report of Proceedings for Task Element 95.22. H.M.A.S. ANZAC's letter number S.C. 161 dated 6th January, 1953 refers.

39. This tour of duty on the EAST COAST has been full of interest and has introduced the ship to a naval aspect of the KOREAN war greatly differing from that on the WEST COAST. Enemy gun batteries are numerous and very hostile, some being radar controlled; navigational worries are few, tides are almost non-existent. Moreover, there has been the refreshing experience of working in what is almost an entirely AMERICAN force. Our hard worked anchors and cables have had a much needed rest as the ship remained underway for the entire patrol. The weather alternated between days of heavy snow falls and days of bright sunlight. Mostly, the temperatures have been fairly low, 11°F (21° below Freezing Point) being recorded on the bridge.

40. The traditional Christmas Day routine could not be entirely followed due to the fact that the Task Element was replenishing. However, I was able to conduct a short, well attended Church Service in the Wardroom during the forenoon which was followed immediately afterwards by a very happy gathering singing Christmas Carols. These were broadcast throughout the ship. Christmas Dinner was a disturbed one for some hands as

...../refuelling at sea

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refuelling at sea from the U.S.S. MISSPILLION commenced at 1200I. My suggestion to the tanker that H.M.A.S. ANZAC's fuelling be deferred till 1400 was not accepted. In addition to the Distance Line, we received another line strung between the two ships with the words "MERRY XMAS" spelt out across it! Every loudspeaker on the tanker was trained on H.M.A.S. ANZAC and we were treated to a continuous broadcast of Christmas Carols helping to pass the time as fuelling did not complete until 1450I. It was not until 1500 that the Captain, First Lieutenant, Engineer and Navigating Officers sat down to a rather belated, but none the less excellent, Christmas meal.

41. An accident occurred on Boxing Day when the forward fall of the port motor cutter parted when the boat was being hoisted, with the ship underway but stopped. One member of the boat's crew received a ducking but no one was hurt. The falls of this boat had been renewed since leaving Sydney (1st September).

42. A matter which caused me much pride in my ship's company occurred on Friday 26th whilst watering YANG DO. I had asked the ship's company to put the candles which had come in their "charity" Christmas parcels into the water boat for the use of the island garrison and also to give the small wooden boxes in which these Christmas parcels had been packed, since the island was desperately short of firewood. When the water boat cast off, it was laden not only with these items but also with a large quantity of the contents of the parcels. Sailors are indeed a generous breed! Noticing that a number of the candles which had been put into the boat had already been lit, I enquired what they had been used for and was informed that on Christmas Eve a good many messes had held their own version of "Carols by Candlelight!"

43. On 30th December when fuelling underway from U.S.S. CACAPON and with U.S.S. THE BULLIVANS fuelling from the other side of the tanker at the same time, and it was clear that Australia would retain the Davis Cup, we hoisted a couple of tennis racquets at our yard arm. The U.S. ships responded in good part and several light hearted interchanges of signals were made. When U.S.S. CACAPON signalled at one stage that he couldn't think what to hoist for U.S.A. having won the Olympic Games, we were on H.M.A.S. ANZAC's bridge amused by the Chief Yeoman who looked across at the tanker and remarked "They could hoist that black sailor!"

## TRAINING.

44. The higher rates training class is due to be examined in early January.

## CONDITION OF THE SHIP.

45. The condition of the ship remains satisfactory and she is capable of developing full power. The month of December has been remarkable for the fact that the ship has been underway for twenty seven days with no major faults developing.

## GUNNERY EQUIPMENT.

46. Generally the Fire Control equipment has been operating reasonably well, though minor faults in the Flyplane and G.R.U. stabiliser have made the system inoperative in "Primary Control" for short periods. These periods when "emergency control" had to be used would have caused embarrassment if the ship had been operating in areas where a serious air threat existed. The operation of the G.R.U. stabiliser has been improved.

The performance of Type 275 radar has been good.

...../ Turrets,  
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Turrets, S.W.A.A.G.'s and Mk. 7 Bofors have been working satisfactorily.

SPORT AND RECREATION.

47. The four days at SHIP provided the only opportunity for organised sport this month. The ship's Rugby team played three matches - drawing one and losing one match against H.M.N.Z.S. ROTORUA and winning against the New Zealand Army Base. These two teams of New Zealanders are generally considered to be amongst the best in JAPAN.

48. Two Soccer, one hockey and two Australian Rules matches were also played.

49. The new cinema projector has now arrived and two film programmes were shown as often as opportunity presented (during the day) whilst on patrol.

HEALTH AND CONDUCT OF THE SHIP'S COMPANY.

50. The health and conduct of the ship's company remains satisfactory. However, twenty two cases of venereal disease occurred during the month.

51. The cold weather clothing issued at HONG KONG has, on the whole, been adequate. The Australian Army in KOREA is the envy of all other units in respect to their cold weather outfit and it is indeed very much superior to that issued in H.M.A. ships. The special cold weather issue of sardines, malted milk tablets, etc. has been made on fifteen days, when the cold has been most severe and they have been appreciated. The ration scale for them is 25 Malted Milk Tablets,  $\frac{1}{2}$  of  $\frac{1}{2}$  lb. tin Sardines, 25 pieces Barley Sugar, 1 capsule Halibut Liver Oil and 1 Soup Cube per day.

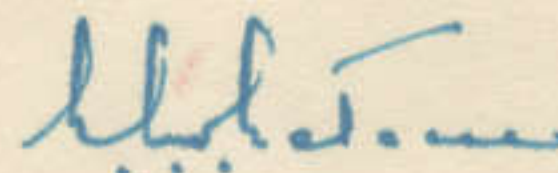
52. The monthly steaming figures are as follows:-

Distance steamed during the month	5,398.4 miles
Hours underway during the month	469 hours 10 mins.
Distance run per ton Oil Fuel	2.79 miles
Distance steamed since Commissioning	66,365.64 miles
Average speed since Commissioning	14.44 knots
Total hours underway since Commissioning	4,597 hours 19 mins.
Date of Commissioning	14th March, 1951.

I have the honour to be,

Sir,

Your Obedient Servant,



CAPTAIN

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Pvt.

DEPT. OF NAVY  
4336.112.59

H.M.A.S. ANZAC,  
2nd December, 1952.

N/S  
18/12/52

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

(Copies to : The Secretary, NAVAL BOARD,  
The Flag Officer, Second-in-Command,  
FAR EAST STATION,  
Captain (D), 10TH DESTROYER SQUADRON,  
The Director of Naval Intelligence,  
Navy Office, MELBOURNE.)

~~DNI~~  
(for ~~reference~~)  
Copy for ~~translation~~  
d/f/c

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS  
7TH TO 30TH NOVEMBER, 1952

DNI  
24/12  
Sir,

NS  
NS

I have the honour to submit the following Report of Proceedings for 7th to 30th November, 1952 of H.M.A.S. ANZAC under my command.

7th November - 17th November. WEST COAST PATROL (Commander Task Unit 95.12.1)

2. I rejoined H.M.A.S. ANZAC at 1800I Friday 7th, having taken passage from SASEBO to the CHO DO area in H.M.C.S. CRUSADER. During my time in H.M.C.S. CRUSADER I accepted an invitation to do rounds of the ship and I gained the impression of a well kept ship with a loyal and enthusiastic ship's company. I was impressed by the Canadian cold weather clothing which is uniform blue and is issued to every man. It looks well and is, I understand, comfortable and effective.

3. Prior to rejoining H.M.A.S. ANZAC my staff officers and myself attended a conference in H.M.S. MOUNTS BAY, on conclusion of which I assumed the duties of Commander Task Unit 95.12.1.

4. Task Unit 95.12.1's main function is the defence of the islands of SOK TO and CHO DO, the latter being the site of an Air Warning Radar Station and Tactical Air Defence Centre, which is a vital link in the Air Defence of SOUTH KOREA. Moreover, both islands are understood to be strong bargaining points at the Armistice Commission's table. The Task Unit was a United Nations Force, consisting of H.M.A.S. ANZAC, H.M.C.S. CRUSADER, U.S.S. L.S.M.R. 412, U.S.S. TAWASA (tug), and the Republic of KOREA Navy ships L.S.S.L. 108 and two A.M.S.'s. In addition there are normally two United States minesweepers in the area, either check sweeping or clearing some of the channels which on occasion are re-mined by the Communists.

5. Details of the proceedings of the Task Unit including H.M.A.S. ANZAC during the period 7th - 17th have been covered in my letter of Proceedings number S.C. 161 dated 22nd November, 1952 and in H.M.A.S. ANZAC's Action Report, number S.C. 160 dated 21st November, 1952.

...../17th November - 18th

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17th November - 18th November. TAECHONG DO to SASEBO.

6. During the forenoon of Monday 17th whilst H.M.A.S. ANZAC was refuelling alongside R.F.A. WAVE SOVEREIGN, the duties of C.T.U. 95.12.1 were turned over to Captain (D), 8th Destroyer Squadron in H.M.S. COSSACK.

7. At noon I had the pleasure and honour of lunching aboard H.M.S. BIRMINGHAM as a guest of the Flag Officer, Second-in-Command, Far East Station together with Captain (D), 8th Destroyer Squadron (Captain W.A. ADAIR, O.B.E., R.N.).

8. After lunch H.M.S. COSSACK sailed for CHO DO and at 1415I Rear Admiral E.G.A. CLIFFORD, C.B. and a small personal staff joined H.M.A.S. ANZAC for passage to SASEBO. It was a proud moment for all onboard when, at 1430, the ship proceeded from the anchorage, wearing the flag of the Flag Officer, Second-in-Command, Far East Station.

9. The passage to SASEBO was made in fine weather and after carrying out Long and Close Range Sleeve Firings in Area George the ship secured alongside H.M.C.S. HAIDA at No. 2 Buoy at 1420I Tuesday 18th, after receiving and returning the call of the Commanding Officer, H.M.C.S. HAIDA (Commander D. LANTIER, R.C.N.). Rear Admiral CLIFFORD left H.M.A.S. ANZAC and his flag was again hoisted in H.M.S. LADYBIRD.

10. After replenishing with about 25 tons of ammunition, H.M.A.S. ANZAC sailed for KURE, clearing the SASEBO boom at 1830.

19th November - 27th November. At KURE.

11. SHIMONOSEKI STRAITS were traversed in daylight on Wednesday 19th and at 1500I the same day the ship secured alongside H.N.M.S. PIET HEIN at No. 5 berth, KURE. Other ships present were H.M.S. NEWCASTLE (Senior Officer Present Afloat) and H.M.S. MORECAMBE BAY.

12. On arrival in KURE, H.M.A.S. ANZAC reverted to 48 hours notice for steam to permit dockyard repair of a main steam line joint which had put one boiler out of action, except in emergency, for the previous eight days. In addition the repair of several small defects was undertaken.

13. Ship maintenance, sport and Christmas shopping were the main occupations of all hands during the week in port. Boards of examination for Leading Seaman and Petty Officer were convened in H.M.S. NEWCASTLE at which there were four candidates from H.M.A.S. ANZAC, one being successful. I was President of a Court Martial on Monday 24th and Tuesday 25th at which an Able Seaman from H.M.S. MORECAMBE BAY was sentenced to one year's imprisonment and dismissal from the Service for causing grievous bodily harm to a Japanese female.

14. H.M.N.Z.S. HAWEA arrived at KURE on Monday 24th and H.M.S. MORECAMBE BAY proceeded for HONG KONG on Wednesday 26th. During the stay in KURE I exchanged official calls with the Commanding Officer, H.M.S. MORECAMBE BAY (Commander J.A.H. HAMER, O.B.E., R.N.), the Commanding Officer, H.N.M.S. PIET HEIN (Commander DRABBE) and received a return call by the Commanding Officer, H.M.S. NEWCASTLE (Captain W.F.H.C. RUTHERFORD, R.N.).

...../15. On Thursday

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15. On Thursday 27th the Australian Minister for Navy and Air, Mr. W. McMAHON visited the ship. A guard was paraded. After the officers had been presented, he walked round divisions and addressed the ship's company. I entertained him to lunch on board before he left the ship at 1400.

16. The presence of H.M.S. NEWCASTLE in harbour afforded an excellent opportunity for furthering our gunnery and A.I.O. Training. Having just completed modernisation, H.M.S. NEWCASTLE is fitted as a radar picket and is equipped with the M.R.S. 6 A.A. System. H.M.A.S. ANZAC's A.I.O. team and senior gunnery ratings were given valuable instruction in organised visits to her.

## 27th November - 30th November - WEST COAST PATROL (T.E. 95.11)

17. At 1600I Thursday 27th H.M.A.S. ANZAC with H.N.M.S. PIET HEIN under my orders proceeded in company to rendezvous with H.M.S. GLORY in Area George. The night passage through the INLAND SEA and SHIMONOSEKI STRAITS was made in a steady drizzle and on clearing SHIMONOSEKI the weather rapidly deteriorated until by 0800I Friday 28th a fresh northerly gale was blowing with steep seas. Rendezvous was effected with H.M.S. GLORY at 1000I and the destroyers were formed astern for the passage to Area Nan. Whilst taking station H.M.A.S. ANZAC took a heavy sea inboard on the starboard side which stove in several strakes of the whaler.

18. A.A. Sleeve Firings scheduled for the forenoon of the 28th had to be cancelled.

19. H.M.S. GLORY assumed the duties of C.T.E. 95.11 at 2100I on the 28th and flying operations commenced in fine weather at sunrise on Saturday 29th. The screen, of which I was senior officer, consisted of H.M.A.S. ANZAC, H.N.M.S. PIET HEIN and U.S.S. HICKOX.

20. At 1300I Sunday 30th, after transferring mail to H.N.M.S. PIET HEIN, H.M.A.S. ANZAC was detached for WHITBREAD duty. At 1800I after fuelling from R.F.A. WAVE SOVEREIGN at anchor off TAECHONG DO, H.M.A.S. ANZAC proceeded to Night Station close south of the friendly island of SUN WIDO. During the night harassing bombardments were carried out on the reported enemy troop concentrations which intelligence sources had suggested were preparing for an assault on SUN WIDO from the mainland. The strait between SUN WIDO and the mainland was illuminated periodically with starshell but there was no over-water activity. The ship withdrew from night station at 0630 the next morning and rejoined the carrier Task Element.

## TRAINING.

21. A Q.R.3 training class has been formed and is receiving instruction and valuable practical experience.

22. Twenty seven ratings are being trained for Higher Rate and the Naval Officer-in-Charge, KURE has been requested to convene a board for their examination in January.

## CONDITION OF THE SHIP.

23. The condition of the ship is satisfactory and she is

...../capable of

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capable of developing full power.

GUNNERY EQUIPMENT.

24. Type 275 radar has been a source of constant trouble since leaving Australia. This recently culminated in the nozzle in the Receiver Needle falling off. A replacement obtained from Sydney has been fitted and it is hoped that performance will now improve.

25. The Fire Control Equipment is satisfactory apart from the G.R.U. 2 Stabiliser, about which a special report has been rendered. The stabiliser is operative but requires a major overhaul.

26. 4.5" ammunition failures have been numerous and an investigation is being carried out by the Flag Officer, Second-in-Command, Far East Station.

27. Turrets, S.T.A.A.G.'s and Mk. 7 Bofors are all working satisfactorily.

SPORT AND RECREATION.

28. The week spent at KURE, 19th - 27th, afforded the only opportunity during the month for organised sport and a full programme was carried out. The ship's Rugby Union team maintained its unbeaten record in Japan by winning three matches - one a close fought game against H.M.S. NEWCASTLE. Three Australian Rules matches against local army teams and two hockey games were played.

29. The tennis courts at the Officer's Club at KURE were used several times by ship's officers; an officers' tennis match against H.M.S. NEWCASTLE resulted in a draw.

30. Film programmes provided by the library at SASEBO continue to be good. However, the ship's film projector is unsatisfactory and needs to be replaced; nine breakdowns occurred with it during the month.

HEALTH AND CONDUCT OF THE SHIP'S COMPANY.

31. The health and conduct of the ship's company remains satisfactory. Seventeen fresh cases of venereal disease occurred during the month.

32. Morale is high, although some disappointment followed my announcement that the ship would not be relieved until June, 1953. I believe my explanation to the ship's company of the sort of considerations which decide how long an Australian destroyer will spend on this detached service - such considerations as the need for attendant destroyer-s with the carrier-s, time occupied by availability, leave and working up, etc. by the ship coming to KOREA, time occupied by refit and leave for a ship returning from KOREA, etc., was convincing. The experience of being under accurate enemy fire, and finding that they can "take it", has been good for all hands. As I stated in H.M.A.S. ANZAC's Action Report:-

'The conduct of the ship's company in H.M.A.S. ANZAC when under accurate fire from the enemy was in accordance with the highest traditions of the Service. It is a great comfort to me that so many young ratings with no previous experience in acute danger in action, showed great steadiness and disregard of personal safety when they were tested by this engagement.'

...../33. Monthly steaming

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33. Monthly steaming figures are as follows:-

Distance steamed during month	2,578.0 miles
Hours underway during month	197 hours 33 minutes
Distance run per ton Oil Fuel	1.76 miles
Distance steamed since commissioning	60,967.24 miles
Average speed since commissioning	14.53 knots
Total hours underway since commissioning	4,128 hours 9 minutes
Date of commissioning	14th March, 1951.

I have the honour to be,

Sir,

Your Obedient Servant,

*U. H. ...*

CAPTAIN

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ACK. BY A.S. 1330 Y  
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DEPT OF NAVY

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H.M.A.S. ANZAC,  
at sea,  
15th November, 1952.

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

(Copies to : The Secretary, NAVAL BOARD,  
The Flag Officer Second in Command,  
FAR EAST STATION,  
Captain (D), 10TH DESTROYER SQUADRON,  
The Director of Naval Intelligence,  
Navy Office, MELBOURNE.)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS  
1ST NOVEMBER - 7TH NOVEMBER, 1952

Sir,

I have the honour to submit the following Report of Proceedings for the period 1st - 7th November of H.M.A.S. ANZAC temporarily under my command.

1st November - 7th November - WEST COAST PATROL (Task Unit 95.12.1)

2. At day break on Saturday 1st H.M.A.S. ANZAC was proceeding from her night station in WEST BLACKBURN to PLAYERS ANCHORAGE. On arrival, at 0645, I called on the Commanding Officer, H.M.S. COSSACK (C.T.U.) for briefing, on completion of which the ship proceeded to SOUTH PLAYERS and anchored off BROWN'S BEACH to provide gun fire support for CHO-DO throughout the day.

3. A registration shoot, using the Island Naval Gunfire Support Team spotting, at the gun caves opposite CHO-DO was carried out during the forenoon. This is normally done by the ship in SOUTH PLAYERS about every second day with the result that CHO-DO has not been fired on for some considerable time.

4. The remainder of the day passed without event. At 1815 the ship proceeded to her night station close south of CHO-DO. At about 2040 five gun flashes on the mainland and tracer coming towards the ship were observed. No shell splashes were seen, however, and after firing six rounds back towards the position of the flashes, the remainder of the night was without incident.

5. At dawn on Sunday 2nd the ship returned to SOUTH PLAYERS. H.M.S. MOUNTS BAY arrived and assumed the duties of C.T.U. during the afternoon and H.M.A.S. ANZAC closed H.M.S. MOUNTS BAY in NORTH PLAYERS at 1630 in order to receive a further briefing.

6. At 1800 a call for fire was received from SOK-TO as enemy troops had been seen on HODO ISLAND. Much trouble was experienced in gaining communication with SOK-TO spotting team but between 1835 and 2000 HODO was kept illuminated by starshell at irregular intervals and eighteen rounds of H.E. laid down on the island. The ship remained at NORTH PLAYERS for the night.

7. At 0530 Monday 3rd H.M.A.S. ANZAC proceeded to TAECHONG-DO for refuelling, securing alongside R.F.A. WAVE SOVEREIGN at 0910. The long bamboo fender mentioned in H.M.A.S.

.....ANZAC's October

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ANZAC's October, 1952 Report of proceedings proved excellent. Whilst alongside I discussed with the Master of R.F.A. WAVE SOVEREIGN the feasibility of destroyers and frigates fuelling astern in rough weather and submitted a report on this conference to C.P.S. 95.12.1 on return.

8. Whilst returning to PLAYERS in the early afternoon, H.M.A.S. CONDAMINE, who was providing gunfire support to the U.S.N. minesweepers in CHANGTAN, reported she was underfire. Speed was increased to 26 knots, but by the time CHANGTAN was reached the action was over, H.M.A.S. CONDAMINE and the Tarcap having sent the guns back into their caves. The ship anchored in SOUTH PLAYERS at 1545.

9. At 1640 several personnel could be seen moving on the mainland opposite CHO-DO and a few rounds were put down on the area to discourage this.

10. An uneventful night was spent at BLACKBURN and the morning of the fourth found the ship back in SOUTH PLAYERS. The usual registration shoot was carried out in the forenoon.

11. During the afternoon of Tuesday 4th Calibration Firings were carried out to seaward with most successful results.

12. The Dusk C.A.P., controlled by H.M.A.S. ANZAC, paid a visit to the position on WOLSARI where we had seen troops moving around the evening before and found a group of twenty which they attacked. The C.A.P. received quite a hostile reception from small arms fire.

13. H.M.A.S. ANZAC's night station was again South East of CHO-DO. Two rounds were fired at enemy motor transport on the mainland which had been driving with their lights on. The lights went out.

14. The ship returned to SOUTH PLAYERS at dawn on Wednesday 5th - an unpleasant day with the wind a steady Force 6 from the North. All the R.O.K. Naval craft had departed during the night to take shelter from the weather at PAENGYONG-DO.

15. Typhoon "AGNES", which had been tracking steadily North West and was a very real, if unseasonal, threat to the force, had now reached a position 100 miles east of OKINAWA and commenced to recurve fairly rapidly.

16. The Dusk C.A.P. controlled by H.M.A.S. ANZAC was again successful in finding a small group of enemy troops on WOLSARI and bombed and strafed them, meeting with small arms fire (which does not appear to worry the airmen judging by the very low height from which they attacked) and also one round of A.A. fire of about 4" calibre.

17. On passage to our Night Station at the entrance to TOBACCO ROAD at about 1830, a brief underway bombardment was carried out at the position where the troops were seen to keep their heads down further. A quiet night in unpleasant northerly weather ensued with the temperature falling to 39° in the early hours of the morning.

18. On Thursday 6th H.M.A.S. ANZAC was again at anchor in SOUTH PLAYERS. A registration shoot was carried out in the afternoon. Our night station was again close south east of CHO-DO and considerable motor transport activity could be seen on the enemy coast opposite. Bombardment fire from H.M.A.S. ANZAC was only successful in forcing them to switch off their lights for the period whilst they were actually underfire.

...../The day and night

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The day and night was also notable for three Red Air Raid warnings due to unidentified aircraft being in the area.

19. In the morning of Friday 7th the ship returned to SOUTH PLAYERS. At 1430 H.M.C.S. CRUSADER, with Captain G.G.O. Gatacre, D.S.C.\* embarked, arrived at PLAYERS and after attending a conference onboard H.M.S. MOUNTS BAY he reassumed command of H.M.A.S. ANSAC at 1800.

I have the honour to be,

Sir,

Your Obedient Servant,



LIEUTENANT COMMANDER  
R.A.N.

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H.M.A.S. ANZAC,  
22nd November, 1952.

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

(Copies to : The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.  
The Secretary, NAVAL BOARD,  
Commander Task Element 95.12,  
Captain (D), 10th Destroyer Squadron.)

REPORT OF PROCEEDINGS - 7TH TO 17TH NOVEMBER, 1952  
(OPERATING AS COMMANDER TASK UNIT 95.12.1)

Sir,

I have the honour to submit the following Report of Proceedings of Task Unit 95.12.1 which was under my command from 1800 Item Friday 7th November to 1230 Item Monday 17th November.

2. The chronological summary (Appendix Able) covers briefly the activities of the Task Unit and this letter is confined to my remarks on items of interest.

3. ENEMY ACTIVITY.

(a) Air. - On three nights "Red" Warnings were initiated by DUTCHBOY. Major ST. JOHN has stated that these warnings had a genuine foundation.

M.I.G.'s only ventured south in daylight once and on this occasion they kept inland and were not sighted.

(b) Ground. - The only gun activity was the shelling of HACHUIRA DO by the AMGAK guns on the 11th and the four 76m.m.'s engaging H.M.A.S. ANZAC on the 16th. (This latter engagement has been covered in my letter S.C.160 dated 21st November, 1952).

Up to thirty trucks have been seen moving by night on the roads leading to and from HOSEN (38:26½N 125:01E) and intermittent shelling by ships has not put a stop to this. This activity had always ceased when daylight reconnaissance of the roads and village was made by the TARGAP.

(c) Mining. - There appears to have been no further attempts to lay mines in the area.

4. MINESWEEPING.

Sweeping of NORTH CIGARETTE route by night has commenced, but will not be completed until about the end of the month. Additional areas in the vicinity of SEI TO and BOND STREET are also being swept. My decision to employ the R.O.K. A.M.S.'s in check moored sweeping should ease the task of the United States sweepers.

5. WHITBREAD DESTROYER.

The loss of the American Destroyer to the Task Unit has meant that the night station in TOBACCO ROAD or in BLACKBURN cannot be properly filled.

6. R.O.K. NAVY.

The L.S.S.L. is a most valuable member of the Task Unit. L.S.S.L.'s 107 and 108 work with the Task Unit in rotation and con-

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sequently know the area and appreciate the requirements of the Unit Commission. On the other hand the R.O.K. ALS's have had very little to do and indeed were more of an administrative headache owing to their age and unreliability than anything else. However, now that they are being employed by day in a limited mine-sweeping effort, these craft are beginning to share the work. Their night stations at anchor in WOODBINE and CUT PLUG are in fact only lookout posts and there should be no question of them being overworked.

7. SPECIAL OPERATIONS.

(a) Search for M.I.G. in Tobacco Road. - This has been fully covered in the chronological summary. Lieutenant IMTORCIA, U.S.A.F. and his headquarters are now convinced that this effort has not the remotest chance of success.

(b) Projected Operation "Bridges". This is the local Code Name, for use between C.T.E. 95.12 and C.T.U. 95.12.1 only, for the landing of Chinese agents close to ANTUNG, using a destroyer and U.S.S. TAWASA, the first attempt being made on November 23rd. A copy of my letter S.C. 155 dated 13th November, 1952, giving my proposals which were adopted by C.T.E. 95.12 is attached as Appendix Charlie.

8. CO-OPERATION WITH LOCAL AUTHORITIES.

It is obvious when talking with local island commanders, the officer-in-charge of the T.A.D.C. and S.F.C. Parties that a tremendous amount of goodwill and mutual understanding exists between the Navy and themselves.

9. TARCAP.

C.T.G. 95.1's Operation Order 2-52 Appendix G paragraph 14a gives authority for the TARCAP to attack pre-briefed targets at the end of their mission. Furthermore as the CAP is not relieved on station but somewhere between PAENGYONG DO and POINT OBOE, there are times when C.T.U. 95.12.1 neither has TARCAP nor is in communication with it. It is therefore recommended (in the light of H.M.A.S. ANZAC's experience in being unable to raise the TARCAP when under fire) that when dealing with pre-brief targets outside the Task Unit area, one aircraft maintains sufficient altitude to keep R/T contact with the Air Control Ship.

10. DUSK CAP.

Towards the end of the period the DUSK CAP provided by the Fifth Air Force commenced to arrive on station about 1545 thus having to leave before the last TARCAP. This matter was taken up with C.T.E. 95.19 and C.T.E. 95.12 and subsequently J.O.C. KOREA was requested by C.T.E. 95.11 to provide the DUSK CAP from 1630 onwards.

11. PHOTOGRAPHIC COVERAGE.

It is considered most desirable that aerial photographic coverage of the portion of coast covered by the Task Unit be carried out. A set of photographs covering this reconnaissance should be held by the Task Unit Commander. After the initial undertaking, it would not seem necessary for the photo coverage to be repeated overall; only a locality in which change appeared to have taken place needing to be photographed again.

12. LOGISTICS.

Considerable trouble was experienced in getting R.O.K. L.S.T. 806 to beach at the correct beach. As L.S.T.'s invariably ...../call at PAENGYONG

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call at PAENGYONG DO before arriving in the SOKTO/CHODO area, it would help if beaching instructions etc. were passed to C.T.S. 95.15 by the local island commanders in time for these orders to be passed to the L.S.T. whilst still at PAENGYONG DO.

*W. H. H. H.*  
CAPTAIN R.A.N.

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APPENDIX A BLE to Report of Proceedings, letter number S.C.161 dated 22nd November.

CHRONOLOGICAL SUMMARY  
(ALL TIMES ITEM)

Friday 7th November.

- 1600 : Captain (D), 10th Destroyer Squadron and staff attended turn over conference in H.M.S. MOUNTS BAY. Lieutenant CHAE BONG LIM, 80151, R.O.K.N. joined from MOUNTS BAY as R.O.K.N. Liaison Officer.
- 1800 : Captain D.10 in H.M.A.S. ANZAC assumed duties C.T.U. 95.12.1.  
H.M.S. MOUNTS BAY sailed for HAEJU area to take over C.T.U. 95.12.4.
- 1830 : Night Stations - H.M.S. NEWCASTLE - NORTH PLAYERS  
H.M.A.S. ANZAC - WEST HOOKAH  
H.M.S. CONSTANCE - TOBACCO ROAD  
H.M.C.S. CRUSADER - BLACKBURN  
U.S.S. L.S.M.R. 412 - one mile north of OLD GOLD  
U.S.S. TAWASA - CHERRYWOOD  
R.O.K.N. L.S.S.L. 108 - EAST HOOKAH  
R.O.K.N. A.M.S. 501 - WOODBINE  
R.O.K.N. A.M.S. 503 - CUT PLUG
- 2207 : Air Raid warning Red initiated by DUTCHBOY - Unidentified aircraft in the area.
- 2254 : Air Raid Warning White.

Saturday 8th November.

- 0345 : Air Raid Warning Red - unidentified aircraft in the area.
- 0449 : Air Raid Warning White.
- 0545 : H.M.S. CONSTANCE proceeded to TAECHONG DO to refuel and rejoin T.E. 95.11.
- 0600 : Day Stations - H.M.A.S. ANZAC and U.S.S. TAWASA  
- NORTH PLAYERS  
H.M.C.S. CRUSADER - SOUTH PLAYERS  
U.S.S. L.S.M.R. 412 - Close west of SOKTO  
R.O.K.N. units - Brown's Beach,  
NORTH CHODO.
- 0645 : H.M.S. NEWCASTLE sailed for PAENGYONG DO.
- 0900 : Commanding Officer, U.S.S. TAWASA (Lt. LEIDHOLDT, U.S.N.) attended on board for conference concerning the practicability of lifting a Channel Buoy in BLACKBURN by night, and of grappling for a M.I.G. aircraft reported to have crashed at east end TOBACCO ROAD in mid-September.
- 1020 : BLACKCAT (Lt. WATSON, U.S. Army, Commanding Guerilla forces on HACHWIRA DO) and BLACK COBRA (Lt. IMTORCIA, U.S.A.F., Special Activities Unit F.E.A.F. <sup>called</sup>) regarding the attempt to be made by U.S.S. TAWASA to recover downed M.I.G. aircraft.
- 1030 : U.S.S. L.S.M.R. 412 carried out bombardment of targets on AMGAK using SOKTO S.F.C.P.
- A.M. : U.S.S. TAWASA refuelled R.O.K. A.M.S. 503.

...../1115 : H.M.C.S.

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- 1115 : H.M.C.S. CRUSADER registered on SOSARI guns. (Training Shoot).
- 1330 : U.S.S. CONDOR (minesweeper) arrived and carried out Mag. acoustic check sweep on NORTH PLAYERS anchorage.
- 1430 : H.M.A.S. ANZAC registered on "Hole in the Wall" and on bunkers on WOLSARI.
- 1500 : H.M.C.S. CRUSADER registered on SOSARI Guns.
- 1630 : BLACKCAT and BLACK COBRA transferred to U.S.S. TAWASA.
- 1830 : Night Stations - H.M.A.S. ANZAC - WEST HOOKAH  
H.M.C.S. CRUSADER - BLACKBURN and G.F.S. for U.S.S. CONDOR sweeping NORTH CIGARETTE  
U.S.S. L.S.M.R. 412 and U.S.S. TAWASA - TOBACCO ROAD  
R.O.K.N. L.S.S.L. 108 - EAST HOOKAH  
R.O.K.N. A.M.S. 503 and A.M.S. 501 - Anchored off Brown's Beach with generator and T.C.S. troubles.

During the night H.M.A.S. ANZAC illuminated the southern approaches to SOKTO and H.M.C.S. CRUSADER fired at gun positions opposite NORTH CIGARETTE, starting several small fires. U.S.S. TAWASA grappled one square mile of TOBACCO ROAD searching for downed M.I.G., without success but experiencing considerable difficulty and losing most of her grappling gear.

Sunday 9th November.

- 0500 : H.M.A.S. ANZAC departed for TAECHONG DO to refuel.  
H.M.C.S. CRUSADER assumed temporarily the duties of C.T.U. 95.12.1 and Air Control Ship.
- A.M. : U.S.S. TAWASA and U.S.S. CONDOR undertook repairs to R.O.K. A.M.S.'s.  
Day Stations - H.M.C.S. CRUSADER - SOUTH PLAYERS  
H.M.A.S. ANZAC (on return) - NORTH PLAYERS  
Remainder as for 8th.
- 0800 : H.M.A.S. ANZAC secured alongside R.F.A. WAVE SOVEREIGN. Acting Lieutenant (L) P.F. Foggon, R.A.N. transferred to H.M.N.Z.S. HAWEA for subsequent transfer to H.M.S. NEWCASTLE and passage to KURE.
- 1015 : H.M.A.S. ANZAC completed fuelling and returned to SOKTO/CHODO area.
- 1300 : H.M.A.S. ANZAC anchored in NORTH PLAYERS. Captain D.10 reassumed duties of C.T.U. 95.12.1.
- P.M. : R.O.K.N. A.M.C. 310 arrived and proceeded SOKTO and CHODO with munitions and K.M.C. personnel.
- 1530 : H.M.C.S. CRUSADER registered on SOSARI guns.
- 1630 : H.M.A.S. ANZAC resumed duties Air Control Ship.
- 1830 : Night Stations - H.M.A.S. ANZAC - WEST HOOKAH  
U.S.S. TAWASA - TOBACCO ROAD  
H.M.C.S. CRUSADER - BLACKBURN and G.F.S. for U.S.S. CONDOR  
U.S.S. L.S.M.R.412- One mile North  
OLD GOLD

...../R.O.K.N. L.S.S.L.

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R.O.K.N. L.S.S.L. 108 - EAST HOOKAH  
R.O.K.N. A.M.S. 501 - WOODBINE  
R.O.K.N. A.M.S. 503 - Brown's Beach  
repairing generator.

1900 : H.M.C.S. CRUSADER fired at tracer coming from enemy coast opposite CHODO presumably directed at the lights on U.S.S. CONDOR's sweep tails. Enemy gun considered to be 45m.m. automatic at XC 750665.

2130 : U.S.S. DEVESTATOR arrived and anchored NORTH PLAYERS.

During the night H.M.C.S. CRUSADER fired at truck lights on the coast opposite NORTH CIGARETTE and laid down harassing fire on the positions of the guns which had fired on U.S.S. CONDOR recently. H.M.A.S. ANZAC illuminated SOKTO approaches.

Monday 10th November.

Day Stations as for 9th.

0600 : R.O.K.N. A.M.S. 506 arrived as relief for R.O.K.N. A.M.S. 503.

0900 : G.T.E. 95.61 (Lt. Cdr. Murphy, U.S.N. embarked in U.S.S. DEVESTATOR) attended on board H.M.A.S. ANZAC to discuss projected minesweeping operations.

Ensign KIM KYONG TAE, 82068, R.O.K.N. joined H.M.A.S. ANZAC as relief for Lieut. CHAE BONG LIM, 80151, R.O.K.N.

A.M. : U.S.S. L.S.M.R. 412 transferred provisions to SOKTO - then anchored close to H.M.A.S. ANZAC to enable the latter's Gyro E.A. to render assistance. U.S.S. L.S.M.R. 412 has had a variable gyro error of up to 5°. However, the necessary repairs turned out to be a dockyard task.

1330 : R.O.K.N. A.M.S. 503 secured alongside H.M.A.S. ANZAC to embark Lt. CHAE BONG LIM for transport to CHINHAE and onward passage to SASEBO. R.O.K.N. A.M.S. 503 then departed and was chipped to C.T.G. 95.7.

P.M. : H.M.A.S. ANZAC's Gunnery Officer visited SOKTO in U.S.S. L.S.M.R. 412 to discuss mutual problems with S.F.C.P. and to tour the island defences. H.M.A.S. ANZAC's Medical Officer was also landed to see that all was well with the island doctor. U.S.S. DEVESTATOR carried out moored sweeping in vicinity of BOND STREET.

1440 : U.S.S. SWENSON (WHITBREAD Destroyer) joined Task Unit and carried out (training) bombardment of gun positions opposite CHODO.

1530 : H.M.C.S. CRUSADER registered on "Hole in the Wall".

1800 : R.O.K.N. F.S. 291 arrived CHODO.

1830 : Night Stations as for 9th except U.S.S. TAWASA continued search in TOBACCO ROAD for downed M.I.G. Additional grapples had been transferred from U.S.S. DEVESTATOR. U.S.S. SWENSON provided G.F.S. for U.S.S. TAWASA.

2245 : U.S.S. TAWASA abandoned search having lost all grapples; retired from TOBACCO ROAD and anchored in NORTH PLAYERS.

During the night H.M.A.S. ANZAC and U.S.S. SWENSON illuminated the app-

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inated the approaches to SOKTO; H.M.C.S. CRUSADER registered on gun positions in range whilst providing Gun-fire Support for U.S.S. CONDOR sweeping NORTH CIGARETTE.

R.O.K.N. A.M.C. 310 arrived and departed SOKTO.

Tuesday 11th November.

- 0600 : Day Stations - H.M.A.S. ANZAC - SOUTH PLAYERS  
H.M.C.S. CRUSADER - NORTH PLAYERS  
U.S.S. TAWASA - NORTH PLAYERS  
U.S.S. L.S.M.R. 412 - WEST TOYTOWN  
U.S.S. DEVESTATOR - Sweeping vicinity  
BOND STREET  
U.S.S. CONDOR and R.O.K.N. A.M.S.'s -  
BLACKBURN  
R.O.K.N. L.S.S.L. 108 - Brown's Beach
- 0645 : U.S.S. SWENSON departed to rejoin T.E. 95.11.
- A.M. : Visibility was reduced to one to three miles until 1500; TARCAP was not available until this time.
- 1130 : R.O.K.N. F.S. 291 departed for PAENGYONG DO.
- 1305 : BLACK COBRA visited me to request the use of U.S.S. TAWASA to transport a sampan and chinese agents to vicinity 39:39N 124:09E. From this position, U.S.S. TAWASA was expected to launch the sampan and tow it five miles by ship's whaleboat before releasing it to continue as best it could to ANTUNG. I pointed out several extremely important aspects (navigation, tidal stream, unsuitability of whaleboat for towing a heavy sampan five miles away from ship at night in shoal waters and strong tidal streams etc.) had obviously not been considered in this proposal; that C.T.E. 95.12's approval would be required to send U.S.S. TAWASA out of the area and that I would not recommend this approval. BLACK COBRA left me, convinced but disappointed.
- 1555 : TOGNAGI 30 called for ship's gunfire on the guns on AMGAK as they were firing at HACHUIRA TO. This call for fire was turned over to H.M.C.S. CRUSADER who was anchored in NORTH PLAYERS. She fired three rounds of immediate suppression fire while weighing and then from close west SOKTO, carried out deliberate bombardment using SOKTO S.F.C.P. The target area was reported as saturated, hits being obtained.
- 1815 : H.M.A.S. ANZAC transferred mail underway in PLAYERS to H.M.C.S. CRUSADER.
- 1830 : Night Stations - H.M.A.S. ANZAC - WEST HOOKAH  
H.M.C.S. CRUSADER - BLACKBURN and G.F.S.  
for U.S.S. CONDOR  
U.S.S. TAWASA - NORTH PLAYERS  
U.S.S. L.S.M.R. 412 - One mile north  
OLD GOLD  
R.O.K.N. units - As usual.

During the night H.M.A.S. ANZAC illuminated the approaches to SOKTO. There were two Red Air Raid Warnings due to unidentified aircraft being close to CHO DO. The first indication on each occasion was CHO DO's guns opening fire followed closely by DUTCHBOY passing the warning.

...../Wednesday 12th Nov-

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Wednesday 12th November.

0500 : H.M.C.S. CRUSADER was sailed for TAECHONG DO to fuel and to turn over to H.M.S. COMUS being chopped to T.E. 95.11 on completion of turnover.

0600 :: Day Stations - H.M.A.S. ANZAC - SOUTH PLAYERS  
U.S.S. TAWASA - NORTH PLAYERS  
U.S.S. L.S.M.R. 412 - WEST TOYTOWN  
R.O.K.N. units - Sheltering south of CHO DO.

The wind blew force 6 from NNE all day preventing mine-sweeping operations and boatwork. This was most unfortunate as it had been planned for my staff officers to visit authorities on CHO DO.

1545 : H.M.S. COMUS joined the task unit and was anchored in NORTH PLAYERS.

1800 : Night Stations - H.M.S. COMUS - BLACKBURN  
U.S.S. L.S.M.R. 412 - WEST TOYTOWN  
U.S.S. Sweepers and R.O.K. A.M.S.'s sheltering south of CHO DO.  
Remainder as usual.

1550 : Lt. YOUNKMAN, U.S.M.C. had informed my Gunnery Officer that enemy troops stationed on the hill at XC 764707, would always take cover in foxholes during an air strike on their position and that once the planes had withdrawn, it had been observed that the enemy troops would fall in to count heads. Arrangements were therefore made for SOK TO C.P. to be manned and at the same time the C.A.P. was ordered to carry out a strike on the troop position. Meanwhile H.M.A.S. ANZAC was ready in SOUTH PLAYERS to open fire when the planes had cleared. Just as Lieut. YOUNKMAN had said, the enemy troops (watched by YOUNKMAN from his post on SOK TO) took cover during the air strike and then as the planes withdrew, out they came falling in for muster. Lieut. YOUNKMAN reported the assembly apparently complete and H.M.A.S. ANZAC then fired three rapid broadsides of shell fused V.T. These broadsides unfortunately missed (probably owing to long range and high wind).

1800 : Night Stations - H.M.S. COMUS - BLACKBURN  
Remainder as for last night  
U.S.S. Sweepers and R.O.K. A.M.S.'s sheltering in lee of CHO DO.

A quiet night - H.M.A.S. ANZAC illuminated SOK TO approaches as usual. No air raid warnings. It was learned that PAENGYONG DO was attacked by a single engined bomber dropping a number of small bombs.

Thursday 13th November.

0600 : Day Stations - H.M.A.S. ANZAC - NORTH PLAYERS  
H.M.S. COMUS - SOUTH PLAYERS  
Remainder as for yesterday.

During the day, the wind again blew force 4 - 6 from the NNE making boatwork an impossibility.

By 1715 : The wind had died down and although an unpleasant swell was still running H.M.S. COMUS sent the mail for the force around in CHO DO's S.A.R. craft. Ships of the Task Unit have been supplying this craft with water and other facilities with

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ilities with the result that DUTCHBOY is only too pleased to make this vessel available for urgent trips if it is not otherwise required.

1800 : The S.A.R. craft brought Mr. BRIDGES of the U.S.A.F. Special Activities Unit and two Korean agents on board H.M.A.S. ANZAC. The purpose of his visit was to request further consideration of the possibility of U.S.S. TAWASA being used to transport a sampan and agents to the vicinity of the Yalu River estuary. Full consideration was given to the problem on a new basis - a practicable launching position was agreed, towage among the shoals was not required, essential wind and tidal stream conditions were assessed etc. As a result I was able to regard the operation as a very feasible one if certain measures were taken. My proposals in some detail for carrying out the operation have now been submitted to C.T.E. 95.12 recommending his approval and this has been given.

Night Stations as usual with H.M.S. COMUS providing G.F.S. for U.S.S. CONDOR sweeping in NORTH CIGARETTE.

During the night H.M.A.S. ANZAC illuminated the approaches to SOK TO.

2340 : Watchkeepers in the boiler rooms in H.M.A.S. ANZAC reported hearing metallic scraping noises against the hull. Upper deck sentries reported the sides clear. A/S transmission (S.T.U.) failed to detect anything but I immediately weighed anchor. The engines were manoeuvred for a short time to create a wash and then night station was resumed with the ship underway but generally stopped. Subsequent consideration and investigation leads to the conclusion that the metallic object which scraped against the underwater side of the ship was probably a partly submerged 44 gallon drum (a number of these have since been seen floating semi-submerged in the anchorage).

Friday 14th November.

0600 : Day Stations - H.M.A.S. ANZAC - SOUTH PLAYERS  
H.M.S. COMUS and U.S.S. TAWASA - NORTH PLAYERS  
U.S.S. L.S.M.R. 412 - WEST TOYTOWN  
R.O.K.N. units - BROWN'S BEACH

0800 : H.M.S. BIRMINGHAM wearing the flag of the Flag Officer, Second in Command, Far East Station anchored in SOUTH PLAYERS - H.M.S. BIRMINGHAM assumed duties of Air Control Ship.

0900 : I called on the Admiral and on C.T.E. 95.12 (Captain J.D. LUCE, D.S.O., O.B.E., Royal Navy); my staff officers proceeded to H.M.S. BIRMINGHAM to impart and exchange information on the area.

U.S.S. L.S.M.R. 527 joined task unit and relieved U.S.S. L.S.M.R. 412.

1200 : I attended luncheon on board H.M.S. BIRMINGHAM given by the Flag Officer, Second in Command, Far East Station. Other guests included Major JUNE (Island Commander CHO DO) Captain ST. JOHN (DUTCHBOY) Major TOLLMAN (TOGNAGI 30)

...../1300 : U.S.S.

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- 1300 : U.S.S. L.S.M.R. 412 was sailed for SASEBO being chopped to C.T.F. 90 on departure.
- 1730 : R.O.K.N. L.S.S.L. 107 joined task unit as relief for R.O.K.N. L.S.S.L. 108.
- 1805 : Sailed R.O.K.N. L.S.S.L. 108 for TAECHONG DO to unload ammunition required for R.O.K. M.T.B.'s and being chopped to C.T.G. 95.7 on departure thence for CHINHAE.
- 1830 : Night Stations - H.M.S. BIRMINGHAM and U.S.S. TAWASA -  
NORTH PLAYERS  
H.M.A.S. ANZAC - OLD GOLD  
H.M.S. COMUS - BLACKBURN and G.F.S.  
U.S.S. CONDOR  
U.S.S. L.S.M.R. 527 - WEST TOYTOWN  
U.S.S. DEVESTATOR - BOND STREET  
R.O.K.N. L.S.S.L. 107 - Effecting repairs  
to WINDLASS vicinity CUT PLUG  
R.O.K.N. A.M.S. 501 and A.M.S. 506 -  
CUT PLUG and WOODBINE

During the night H.M.A.S. ANZAC illuminated the approaches to SOK TO.

- 2305 : H.M.A.S. ANZAC assumed duties of Air Control Ship. (It is of interest to note that during the night H.M.A.S. ANZAC's 293P obtained ranges of 23 miles on the Night CAP. This was probably due to Super Refraction associated with the passage of the Cold Front).

Saturday 15th November.

- 0400 : H.M.S. BIRMINGHAM reassumed the duties of Air Control Ship.
- 0600 : Day Stations - H.M.S. BIRMINGHAM, H.M.A.S. ANZAC, U.S.S. TAWASA and U.S.S. L.S.M.R. 527 - NORTH PLAYERS  
H.M.S. COMUS - SOUTH PLAYERS  
R.O.K.N. units - BROWNS BEACH
- 0700 : H.M.A.S. ANZAC sighted a large derelict wooden structure about 14 feet square, dangerous to navigation. The derelict which proved to be portion of a heavy timber wharf construction, obviously broken off by heavy bombing in CHINNAMPO area two nights earlier, was secured by L.S.M.R. 527.
- 1030 : H.M.S. BIRMINGHAM bombarded gun positions on AMGAK.
- 1045 : U.S.S. SWENSON arrived and anchored NORTH PLAYERS.
- 1055 : TARCAP provided by Fifth Air Force arrived. T.E. 95.11 replenishing.
- 1100 : R.O.K.N. units anchored in vicinity H.M.A.S. ANZAC and Commanding Officers reported on board. Such a meeting had been found necessary due to poor communications, the language difficulty and in order to explain fully what was expected of the R.O.K.N. units. Warning of the intended use of the R.O.K. A.M.S.'s to back up the American (moored) minesweeping effort was given and the subject was discussed.
- 1300 : R.O.K. A.M.S. 501 towed derelict to SOK TO. Unfortunately the derelict was slipped a long way from the beach and the tow was too much for H.M.A.S. ANZAC's boat which was to take it over. It is not known whether the derelict grounded  
...../on SOK TO which was

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on SOK TO which was then a lee shore.

- 1400 : L.S.T. 806 arrived and beached at Air Force Beach, CHO DO after having been instructed to go to P.O.L. Beach.
- 1630 : U.S.S. SWENSON carried out training bombardment at targets on WOLSARI.
- 1830 : Night Stations - As for last night with L.S.S.L. 107 in normal station of HOOKAH and U.S.S. SWENSON in TOBACCO ROAD  
L.S.T. 806 unbeached and anchored SOUTH PLAYERS
- 1922 : Air Raid Warning Red initiated by DUTCHBOY. Unidentified aircraft in the area.
- 2007 : Air Raid Warning White.

During the night H.M.A.S. ANZAC and U.S.S. SWENSON illuminated SOK TO approaches. In addition U.S.S. SWENSON fired 13 rounds harassing fire at AMGAK and H.M.S. COMUS fired at lights on the coast opposite NORTH CIGARETTE.

Sunday 16th November.

- 0500 :: H.M.S. BIRMINGHAM, wearing the Flag of the Flag Officer, Second in Command, Far East Station, proceeded for PAENGYONG DO.
- 0600 : U.S.S. SWENSON proceeded to TAECHONG DO to refuel and then to T.E. 95.11.
- 0630 : Day Stations - H.M.A.S. ANZAC - SOUTH PLAYERS  
H.M.S. COMUS and U.S.S. TAWASA - NORTH PLAYERS  
L.S.M.R. 527 - WEST TOYTOWN  
U.S.S. DEVESTATOR - Magnetic acoustic sweeping NEW NORTH and NEW SOUTH.  
U.S.S. CONDOR - BLACKBURN  
R.O.K.N. units - BROWNS BEACH
- 0900 : A.M.S. 513 relieved A.M.S. 506. Latter sailed for CHINHAE.
- 0930 : H.M.A.S. ANZAC's Gunnery and Navigating Officers visited CHO DO to discuss mutual problems with Major JUNE, (BALLET TWO), Major ST. JOHN (DUTCHBOY) and the S.F.C.P.
- L.S.T. 806 again beached at Air Force Beach, CHO DO contrary to instructions.
- 1135 : A.M.C. 310 arrived SOK TO.
- 1420 : Air Raid Warning Red.
- 1430 : Air Raid Warning White.
- 1440 to 1503 : A battery of four enemy guns assessed as 76m.m. opened fire on H.M.A.S. ANZAC from caves at XC 740691 obtaining a straddle with their third salvo at 12,000 yards. H.M.A.S. ANZAC immediately returned the fire, ~~slipped~~ slipped the port cable which was buoyed and proceeded to NORTH PLAYERS at 23 knots (maximum speed on one boiler). H.M.S. COMUS (in NORTH PLAYERS) and H.M.C.S. CRUSADER (arriving as WHITEHEAD destroyer) soon afterwards engaged

...../the battery at long

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the battery at long/<sup>range</sup> in support of H.M.A.S. ANZAC. The battery was silenced by 1503. H.M.A.S. ANZAC fired 174 rounds, putting down a very effective counter battery fire. The TARGAP at the time were dealing with a pre-brief target to the south eastward prior to leaving the area and could not be contacted by R/T. Approximately fifty rounds were observed to fall near H.M.A.S. ANZAC. Line keeping by the enemy guns was excellent and many straddles were obtained. H.M.A.S. ANZAC's motor cutter was left at CHO DO, returning the S.F.C.P. spotter who had been visiting the ship. H.M.A.S. ANZAC and H.M.C.S. CRUSADER anchored in NORTH PLAYERS.

- 1530 : Relief TARGAP arrived and attacked the active gun positions with bombs and rockets.
- 1545 : H.M.S. COMUS bombarded gun positions for CHERRYWOOD using CHODDO S.F.C.P., but reported results not satisfactory.
- 1830 : Night Stations - H.M.A.S. ANZAC - OLD GOLD  
H.M.C.S. CRUSADER - TOBACCO ROAD  
H.M.S. COMUS - BLACKBURN and G.F.S.  
U.S.S. CONDOR  
Remainder as for last night

Before proceeding to night station H.M.A.S. ANZAC spent about three hours searching for the anchor buoy bent to the port anchor and cable. Two motor cutters were used in this search which was unsuccessful. The buoy had ~~been~~ watched well when the cable was first slipped but many onboard H.M.A.S. ANZAC saw at least one enemy shell fall near it. Both motor cutters were recovered and hoisted.

- 2200 : H.M.A.S. ANZAC in night station.

During the night H.M.A.S. ANZAC and H.M.C.S. CRUSADER illuminated the approaches to SOK TO. H.M.C.S. CRUSADER harassed ANGAK and H.M.A.S. ANZAC fired three rounds at trenches on WOLSARI.

Monday 17th November.

- 0500 : H.M.A.S. ANZAC proceeded to SOUTH PLAYERS to continue search for anchor buoy.
- 0600 : H.M.C.S. CRUSADER proceeded to TAECHONG DO to refuel and to rejoin T.E. 95.11.
- The duties of C.T.U. 95.12.1 were temporarily turned over to H.M.S. COMUS until the arrival of H.M.S. COSSACK.
- 0700 : In full daylight H.M.A.S. ANZAC abandoned the search for the anchor buoy and proceeded to TAECHONG DO.
- 0705 : L.S.T. 1123 arrived CHO DO.
- 1000 : H.M.A.S. ANZAC arrived TAECHONG DO and commenced refuelling from R.F.A. WAVE SOVEREIGN.
- 1230 : Captain D.8 in H.M.S. COSSACK (at TAECHONG DO) assumed the duties of C.T.U. 95.12.1 though, by arrangement, these duties continued to be carried out by H.M.S. COMUS (in SOUTH PLAYERS) until H.M.S. COSSACK reached the area later in the afternoon.

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APPENDIX BAKER to Report of Proceedings, letter number S.C. 164  
dated 22 December, 1952.

LIST OF COMMANDING OFFICERS OF R.O.K.N. VESSELS

L.S.S.L. 107 Lieutenant LEE Wan Yong, 80401  
L.S.S.L. 108 Lieutenant CHE Do Kep  
A.L.S. 501 Lieutenant SHIN Sang Dea 80705  
A.M.S. 506 Lieutenant KIM HI Nyon 80713  
A.M.S. 513 Lieutenant CHONG Won Suck

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COPY

APPENDIX CHARLIE to Report of Proceedings, letter number S.C.161 dated 22nd November.

H.M.A.S. "ANZAC",  
SOKTO/CHODO Area.

From : Commander Task Unit 95.12.1 (Copy in "Pass to relief" files)

Date : 13 November, 1952 No : S.C. 155

To : Commander Task Element 95.12

LAUNCHING OF SAMPAN IN YALU GULF

On 11th November, 1952 I received the following signal from TAWASA:-

BLACK COBRA NOW ABOARD TAWASA. REQUEST PERMISSION TO TAKE TAWASA TO 39°39'N 124°09'E TO-NIGHT. E.T.D. 1700item. TAWASA HAS AGREED TO DECK LOAD POPEYE FOR MISSION THAT AREA. REQUEST YOUR APPROVAL. (D.T.G. 110045Z November)

to which I replied:-

YOUR 110045Z GIVES INSUFFICIENT INFORMATION ABOUT WHAT YOUR MISSION WOULD BE. APPROVAL NOT REPEAT NOT GIVEN. IF DESIRED YOU MAY CLOSE ME FOR DISCUSSION.

2. That afternoon Lieutenant J. INTORCIA, U.S.A.F. (BLACK COBRA-Special Activities Unit, U.S. Air Force) visited me and told me he was required to get four Chinese agents up to ANTUNG where I understand their task would be to secure some badly needed information about a certain aerodrome.

Lieutenant INTORCIA said he had tried to get power junks up from SOKTO area and had failed (breakdowns, etc.), he had tried towing a sampan with the A.S.R. but this had nearly pulled the timbers out of the sampan.

He said that he had discussed with C.O. "TAWASA" the prospect of TAWASA embarking the sampan, transporting it to a position about 9 miles south of SIN-DO (39°48½'N 124°13½'E), launching the sampan and towing it with TAWASA's boat about five miles towards SIN-DO before leaving it to make its own way thence to ANTUNG.

Lieutenant INTORCIA said that C.O. TAWASA (Lieutenant LEIDHOLDT) had agreed to do this if my permission was given; that it was envisaged TAWASA would leave CHODO about 1700 item and would take about 6-7 hours (at 12 knots) to get to the position for launching the sampan.

I advised that:- (a) C.T.E. 95.12's approval would be required before I could authorise an undertaking of this sort.

(b) if Lieutenant INTORCIA desired I would inform C.T.E. 95.12 that application had been made for TAWASA to undertake this task but that I would recommend to C.T.E. 95.12. that his approval be withheld for the following reasons.

(1) TAWASA draws 16-17 feet and she should NOT proceed beyond a point anyway four miles south of the proposed launching position (39°39'N 124°09'E).

(ii) even so TAWASA would be attempting to reach this position relying largely on dead reckoning (since C.O. told me TAWASA's radar would pick up a cruiser at about 16000 yards at best - it couldn't be expected to be of much navigational use therefore before ship was in shoaling waters)

.....(iii) use of ship's

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*M. Kelly  
13/5/65*

(111) use of ship's boat for towing sampan five miles towards SIN-DO might result in boat grounding or losing touch with ship. There was also the risk of losing boat and crew if the engine failed.

Lieutenant IMTORCIA was dissappointed but left me remarking jokingly "You might be saving my life but you have spoilt what might have been one of the best chapters in my book."

3. On Thursday 13th, I was visited by Mr. BRIDGES (U.S.A.F. Special Activities Unit representative on CHODO) who was accompanied by two Koreans who were the ones dealing with the four Chinese it was hoped to get up to ANTUNG.

BRIDGES asked for further consideration of the matter of TAWASA transporting and launching the sampan to take the Chinese agents to ANTUNG as his Unit attached some importance to using these agents to get the information desired. He said that after further consideration the sampan would be better off if launched south of TALU TAO (39°45'N 123°43'E) at about 2000 item provided the wind was between SE and SW (through South) so that they would not be blown towards KOREA. The agents would hope to reach ANTUNG before first light the next morning.

4. I pointed out to BRIDGES the restrictions (paragraph 29 C.T.C. 95.1 op-order 2-52) against ships proceeding North of latitude 39°35'N in this vicinity and advised him of the great effect tide stream would have. I also pointed out that 2200 was probably the earliest time launching could be considered; that a full period of the flood tide was desirable for the operation. Rough calculations were made as to the earliest date the flood tide condition would be available and it was agreed that position 39°33'N 124°02'E was suitable for launching the sampan. The party left with my promise that I would take up the matter with C.T.C. 95.12 who would probably send for BRIDGES on 14th or 15th to give a decision (Ask DUTCHBOY to pass message to BRIDGES of Special Activities Unit, BRIDGES will come out to ship in S.A.R.)

5. I consider the operation perfectly feasible if undertaken as follows:-

- (a) date 24 November when NE-going stream in the offing of SIN-DO commences about 2200 item and runs till at least 0400 item; Moonset 0024 item.
- (b) wind must be between SE-SW (through South)
- (c) TAWASA leaves CAPSTAN 1600 item proceed direct to arrive launching point 39°33'N 124°02'E at 2200 item
- (d) DESTROYER leaves CAPSTAN about 1800 item; after obtaining radar fix from TAEHWA-DO, meet TAWASA about 2030 item and escort her to launching and start of withdrawal
- (e) DESTROYER does BEVILY patrol when TAWASA clear.

G. G. GATACRE

CAPTAIN. R.A.N.

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*M. Kelly  
13/5/65*

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INIT. *AM*

*Def M19/2*

H.M.A.S. ANZAC,  
5th November, 1952.

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

(Copies to : The Secretary, NAVAL BOARD,  
The Flag Officer Second in Command,  
FAR EAST STATION,  
Captain (D), 10th Destroyer Squadron,  
The Director of Naval Intelligence,  
Navy Office, MELBOURNE.)

*HN 18/11*

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS  
27th OCTOBER - 31st OCTOBER, 1952

Sir,

I have the honour to submit the following Report of Proceedings for the period 27th October - 31st October of H.M.A.S. ANZAC temporarily under my command.

27th October - 29th October - Exercising off Miho and at Sasebo.

2. At 1500I Monday 27th Captain G.G.O. Gatacre, D.S.C.\*, R.A.N. was placed on the sick list and I assumed temporary command of H.M.A.S. ANZAC. The ship was exercising off Miho Wan in company with H.M.S. NEWCASTLE.

3. During the afternoon H.M.A.S. ANZAC carried out a torpedo attack on H.M.S. NEWCASTLE and successfully fired and recovered two torpedoes. H.M.S. NEWCASTLE then carried out a full calibre throw short shoot at H.M.A.S. ANZAC and fired one torpedo which did not appear to run correctly. It is interesting to record that type 974 picked up the shell splashes at 3,500 yards on nearly all occasions. A Night Encounter exercise took place during the first watch, H.M.A.S. ANZAC's type 293P was used as a Search Receiver and indications of H.M.S. NEWCASTLE's Radar were received at 30 miles and Type 974 obtained contact at 15 miles although super refraction conditions did not appear to exist. Starshell was fired at 14,000 yards and satisfactory illumination obtained.

4. On the forenoon of Tuesday 28th H.M.A.S. ANZAC carried out a full calibre throw off firing at H.M.S. NEWCASTLE and a Surface Tracking Exercise took place. The throw off firing was quite satisfactory the first broadside falling 150 yards over at 12,500 yards. Spreads were satisfactory. At 1600I the same day a Gun Co-ordination and Direction Exercise with four Shooting Stars and one aircraft dropping window. During this event slightly better results were obtained with Type 293P using high aerial rotation speed. Once the position of the jets was known they were held consistently to a range of 20,000 yards.

5. On completion of this exercise both ships proceeded to SASEBO, H.M.A.S. ANZAC being detached off the entrance and preceding H.M.S. NEWCASTLE into harbour securing alongside Josco Oil Wharf at 0735I Wednesday 29th. After fuelling ship shifted berth to No. 2 buoy to ammunition and top up with stores.

6. At 1100 I Wednesday 29th Captain G.G.O. Gatacre, D.S.C.\*, R.A.N. was discharged to H.M.H.S. MAINE after a visit from the surgical specialist from H.M.H.S. MAINE.

CONFIDENTIAL ...../7. At 1115I

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7. At 1115I I called officially on the Flag Officer Second in Command, Rear Admiral A.G. Clifford, C.B.

29th October - 31st October - Sasebo - Area Nan and Operating in T.U. 95.12.1.

8. At 1700I Wednesday 29th H.M.A.S. ANZAC proceeded for PLAYERS ANCHORAGE arriving at the entrance to the Swept Channel at 0630I Friday 31st. Functioning firings of all guns were carried out en route. After stopping to receive turnover notes from H.M.S. COSSACK (C.T.U. 95.12.1), who was proceeding to TAECHONG DO to refuel, the ship anchored in NORTH PLAYERS at 0730.

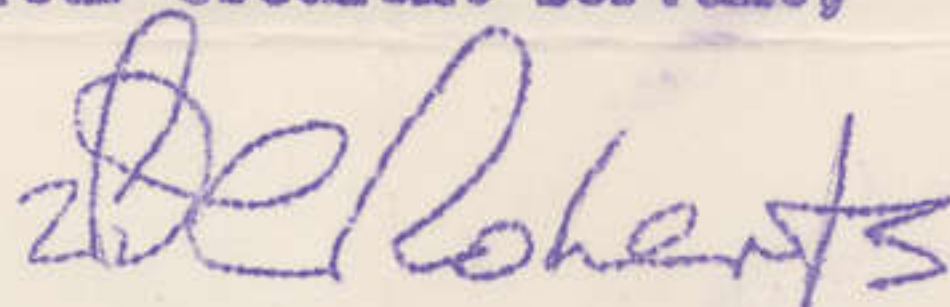
9. During the afternoon a group of enemy aircraft travelling southeast at 570 knots were detected by CHO DO Radar leaving ANTUNG. Air Raid Warning Red was initiated, but the "Bandits" after sweeping down as far as HAEJU returned to ANTUNG.

10. H.M.S. COSSACK returned to the area at 1600I and at 1800I H.M.A.S. ANZAC proceeded to her night station in West Blackburn, anchoring there at 1935I and remaining at this station for the night.

I have the honour to be,

Sir,

Your obedient servant,

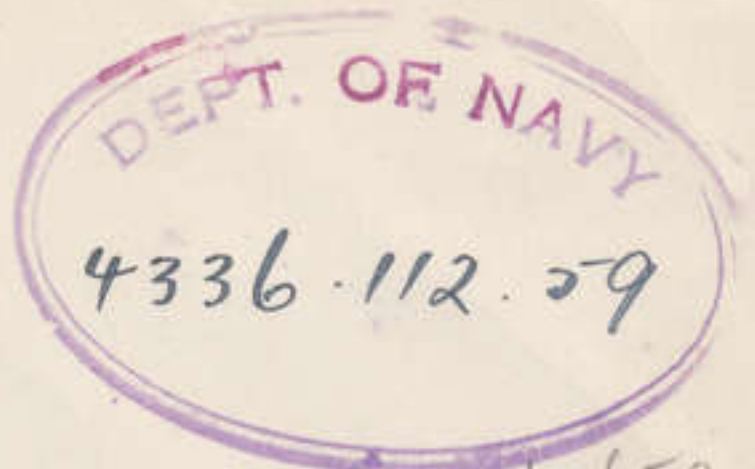


Lieutenant Commander

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DTSR 19/11/52

Ack. by A.S. 1330 Y  
20/1/4  
25 NOV AM  
INT. *ht.*

H.M.A.S. ANZAC,  
At sea,  
9th November, 1952.

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

(Copies to : The Secretary, NAVAL BOARD,  
The Flag Officer Second in Command,  
FAR EAST STATION,  
The Director of Naval Intelligence,  
Navy Office, MELBOURNE,  
Captain (D), 10TH DESTROYER SQUADRON.)

*Hq N. 25/11/52  
(2 letters)*

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS  
OCTOBER, 1952

*Enclosure attach  
on negn*

Sir,

I have the honour to submit the following Report of Proceedings for the month of October, 1952 of H.M.A.S. ANZAC under my command.

1st October - 14th October - WEST COAST PATROL.

2. At the beginning of the month H.M.A.S. ANZAC was operating in Task Element 95.12.

3. Shortly before first light on Wednesday 1st H.M.A.S. ANZAC retired at 22 knots from the JAGUAR Patrol in YALU GULF, having just completed a harassing bombardment of enemy held islands close northward of the NAP TO Group. After closing H.M.S. COSSACK (C.T.U. 95.12.1) in PLAYERS ANCHORAGE at 0800 to signal our "Opsum", the ship proceeded to the HAEJU Area joining H.M.A.S. CONDAMINE (C.T.U. 95.12.4) at anchor south east of YONGPYONG DO at 1320I the same day.

4. At 1525 U.S.S. YARNALL, wearing the flag of Rear Admiral J.E. Gingrich, U.S.N. (C.T.F. 95) anchored close south of H.M.A.S. ANZAC. Admiral Gingrich was carrying out a brief visit to the West Coast and as he proceeded ashore to YONGPYONG DO immediately, it was not possible for me to wait upon him on this occasion.

5. After an excellent briefing on the HAEJU Area by Lieutenant Commander R.C. Savage, R.A.N. commanding H.M.A.S. CONDAMINE, the ships shifted berth to their allotted night stations, H.M.A.S. ANZAC proceeding to NORTH ANCHORAGE. During the night several rounds of harassing fire were put down on a reported troop concentration on the mainland.

6. At 0515I Thursday 2nd, the ship shifted berth to SOUTH ANCHORAGE, remaining there until 1130. It had been arranged that H.M.A.S. ANZAC would carry out an air spot bombardment at gun positions and troop concentrations on the mainland north of MU DO at midday. However, the spotting aircraft which were to have been provided by U.S.S. SICILY did not materialise so at 1300 the shoot was carried out with usual visual spotting. Although the shots fell generally in the target area detailed results could not be observed. On completion, H.M.A.S. ANZAC proceeded to PAENGYONG DO joining H.M.N.Z.S. ROTOITI (C.T.U. 95.12.2) at anchor off EAST BLUFF at 1600I.

7. The Commanding Officer, H.M.N.Z.S. ROTOITI called on me ...../at 1700I and

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at 1700I and briefed me on his area of responsibility. At dusk, H.M.A.S. ANZAC proceeded to her night station, the ship remaining hove to off MAHAP TO for the night.

8. At 0600 Friday 3rd after an uneventful night, the ship proceeded to TAECHONG DO to refuel, securing alongside R.F.A. WAVE SOVEREIGN at 0830. On completion of fuelling H.M.A.S. ANZAC anchored off TAECHONG DO and remained there for the rest of the day. After H.M.S. NEWCASTLE had anchored in company, she kindly permitted her Royal Marine band to play onboard H.M.A.S. ANZAC for an hour during the afternoon, providing excellent entertainment.

9. At dusk, H.M.A.S. ANZAC again proceeded on WORTHINGTON Patrol, spending the night underway between CHOPEKI POINT and KIRIN DO. A harassing bombardment was carried out at reported gun positions and troop concentrations north east of YUK TO during the middle watch.

10. This WORTHINGTON Patrol marked the end of H.M.A.S. ANZAC's assignment to T.E. 95.12 and at 0600I Saturday 4th, the ship proceeded to join H.M.S. OCEAN<sup>AND</sup> screen south west of TAECHONG DO. Rendezvous with T.E. 95.11 was effected at 0800I and on joining I assumed the duties of Screen Commander. After jackstay transfer of mails and one rating to H.M.A.S. ANZAC, H.M.M.S. PIET HEIN was detached and the screen then consisted of H.M.A.S. ANZAC, H.M.C.S. NOOTKA and U.S.S. VAMMEN. (D.E.)

11. A period of ten days in T.E. 95.11 now followed. Each evening one ship of the screen was detached to carry out the WORTHINGTON Patrol. The following morning the detached ship would refuel and would rejoin H.M.S. OCEAN by about 0830. H.M.A.S. ANZAC carried out these duties on the nights 6th/7th, 10th/11th and 12th/13th. On the night of Friday 10th/11th Local Intelligence had warned that an invasion of CHANRIN DO and SUN WIDO was imminent. H.M.A.S. ANZAC supported H.M.N.Z.S. HAWEA (C.T.U. 95.12.2) in a bombardment of the reported enemy junk concentration north of SUN WIDO, then anchored two miles south of CHANRIN DO. Harassing fire on reported troop and junk concentrations was kept up at irregular intervals throughout the night. No assault developed. During the night 12th/13th shore lights and activity close north of WOLLAE DO were fired on and a junk (which turned out to be a South Korean fishing vessel) was investigated close north west of PAENGYONG DO.

12. At noon on Tuesday 7th, H.M.S. OCEAN completed her 5000th sortie in 8½ patrols. I have been most impressed by the very high standard of flying operations maintained by H.M.S. OCEAN. Average landing on interval throughout the patrol was to the order of 21 seconds between aircraft whilst the best for one squadron of Sea Furies was 17 seconds. About 84 sorties are flown in a day's normal flying operations.

13. After the last fly-on at 1800I on Wednesday 8th, T.E. 95.11 retired to the southward and the following forenoon was spent replenishing from R.F.A. WAVE SOVEREIGN underway close northward of the MACKAU ISLANDS. Normal flying operations recommenced at dawn on the 10th.

14. At 0800I Monday 13th, H.M.S. BIRMINGHAM, wearing the flag of the Flag Officer Second in Command, Far East Station, Rear Admiral E.G.A. Clifford, C.B. and with the First Sea Lord, Admiral Sir Rhoderick McGrigor, G.C.B., D.S.O.\* embarked, joined the force. The First Sea Lord and Flag Officer Second in Command were transferred to H.M.S. OCEAN by jackstay to witness flying operations. Both Flag Officers subsequently returned to H.M.S. BIRMINGHAM at 1130 by helicopter. H.M.S. BIRMINGHAM parted company at midday proceeding to PAENGYONG DO area.

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15. Flying operations were finally completed at dusk on Monday 13th and H.M.S. OCEAN, H.M.A.S. ANZAC and H.M.C.S. NOOTKA proceeded in company to SASEBO carrying out Long and Close Range A.A. Sleeve Firings on passage through Area GEORGE at 1300 Tuesday 13th. The Long Range Firings using T.M. fuses appeared to be good, but on changing to V.T. no bursts were observed. As the Fire Control System appeared to be functioning correctly, it is believed the response from the sleeve was not enough to actuate the fuses.

16. The period on the carrier screen has been of great value to the ship. Much needed experience in fleet work has been acquired by Officers of the Watch and the experience of operating in company has vastly improved the Communication staff. Daily Plotting, Tracking and Gunnery Co-ordination and Gun Direction Exercises are carried out whilst the invaluable helicopter apart from her normal rescue duties and D.S.B. was made available for Gunnery Alignment Tests.

17. At 1415I Wednesday 14th at the northern entrance to the swept channel, H.M.A.S. ANZAC and H.M.C.S. NOOTKA were detached and proceeded in company to SASEBO, entering harbour at 1615. After fuelling at Josco Wharf, H.M.A.S. ANZAC secured alongside H.M.A.S. CONDAMINE at No. 2 Buoy. H.M.S. UNICORN, with the Commander-in-Chief, Far East Station, Admiral Sir Guy Russell, K.C.B., C.B.E., D.S.O. embarked, was in harbour.

14th October - 18th October - AT SASEBO.

18. At 1000 Wednesday 15th I called officially on the Commander Task Force 95, Rear Admiral J.L. Gingrich U.S.N. in U.S.S. PIEDMONT. He returned my call at 1100 the following day being received by a guard. Admiral Gingrich was kind enough to address the Ships' Companies of H.M.A. Ships ANZAC and CONDAMINE (assembled together) during the visit.

19. At 0900 Friday 17th H.M.S. BIRMINGHAM, wearing the flag of the Flag Officer Second in Command, Far East Station and with the First Sea Lord embarked, entered harbour. That afternoon the First Sea Lord accompanied by the Commander-in-Chief, Far East Station and the Flag Officer Second in Command, Far East Station visited each of the Task Group 95.1 ships in harbour. Calling on H.M.A. Ships ANZAC and CONDAMINE and walking round divisions in each ship, the First Sea Lord addressed the combined Ships' Companies before leaving from H.M.A.S. ANZAC. The photographs enclosed record some of the scenes of this memorable visit.

20. In the evening I attended a reception for the First Sea Lord given by the Commander Task Force 95 in the Camp Mower Officers' Club.

18th October - 19th October - SASEBO TO KURE.

21. At 1000 Saturday 18th H.M.A.S. ANZAC proceeded for KURE. The passage through the SHIMONOSEKI STRAITS at slack water was uneventful and the ship anchored off MATSUYAMA at 2315, proceeding again at 0500 the following morning.

19th October - 26th October - AT KURE.

22. At 0755I Sunday 19th the ship secured alongside No. 5 berth KURE. After securing H.M.S. COSSACK was berthed out-board.

23. The Naval Officer-in-Charge, KURE, Commander L. Gellatly, D.S.C., R.A.N. called on me at 1130I and I entertained him and Captain D.8 (Captain W.A. Adair, O.B.E., R.N.) to lunch.

...../24. After six

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24. After six weeks' steaming a few urgent defects had accumulated and these were undertaken by the Harima Dockyard. A large bamboo fender was also constructed in order to prevent damage to the after Carley Raft supports when alongside the tanker in a tide way. Urgent gunnery maintenance and the tuning of the Fire Control System were also carried out in preparation for the projected drone firings.

25. At 1015 Tuesday 21st I called on the Commander-in-Chief, British Commonwealth Forces, Korea, Lieutenant General Bridgeford and he returned my call later in the forenoon, being received by a guard. The next day I entertained to dinner in H.M.A.S. ANZAC Brigadier I. Campbell, D.S.O., Naval Officer <sup>in charge</sup> KURE and the Commanding Officer, H.M.S. CONSTANCE, (Commander P.U. Bayly, D.S.C., R.N.).

26. When H.M.S. COSSACK sailed for T.U. 95.12.1 on Monday 20th I assumed the duties of Senior Officer Present Afloat for the remainder of our stay. H.M.S. CONSTANCE arrived on Tuesday 21st and H.M.S. MOUNTS BAY on Friday 24th; calls were exchanged with their respective Commanding Officers.

26th October - 27th October - KURE TO EXERCISE AREA OFF MIHO.

27. At 1130I Sunday 26th H.M.A.S. ANZAC cast off and proceeded to rendezvous with H.M.S. NEWCASTLE (wearing the flag of the Flag Officer Second in Command, Far East Station) off HIME SHIMA in the INLAND SEA. Rendezvous was effected at 1800 the same day and after transferring the Fleet Gunnery Officer, Commander R.A.C. Round-Turner, R.N. (who had joined the previous day for passage to H.M.S. NEWCASTLE) both ships proceeded to the exercise area off MIHO WAN. At 2130I H.M.A.S. ANZAC preceded H.M.S. NEWCASTLE through SHIMONOSEKI STRAITS, the passage at night being notable for the absence of traffic. After clearing the Straits, H.M.A.S. ANZAC took station astern of H.M.S. NEWCASTLE.

28. At 0900I Monday 27th a two day exercise period commenced. During the forenoon, Long Range A.A. Firings were carried out by both ships at a large drone target. Much effort had gone into tuning H.M.A.S. ANZAC's Fire Control to a high degree of accuracy and it was most disappointing when radar type 275 failed just before the firings commenced and could only be made operable for one run later in the forenoon. The drone (a Hellcat) was operated most efficiently by its two control planes (Hellcats) carrying out dive and step-dive bombing attacks from 7 - 10000 ft. H.M.S. NEWCASTLE carried out many firing runs obtaining about 7% T.T.B.'s with V.T. practice shell. H.M.A.S. ANZAC then carried out one run using T.M. practice shell. The bursts appeared around the drone although slightly beyond. Type 275 then failed during the next run when using V.T. practice shell. Only 4 rounds were fired none of which burst.

29. On completion of the firings I was placed on the sick list suffering from an infected ear (thought at first to be OTITIS MEDIA but later found to be OTITIS EXTERNA) and Lieutenant Commander W.O.C. Roberts, R.A.N. assumed command temporarily.

Condition of the Ship.

30. The condition of the ship is satisfactory and she is capable of developing full power. Radar type 974 is now performing very satisfactorily, the trouble referred to in paragraph 48 of my September Report of Proceedings having been caused by overheating of the A.C. Motor Generator. This has been rectified by leading a forced air supply to the motor end of the machine.

...../ Gunnery Equipment.

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Gunnery Equipment.

31. (a) Fire Control. The question of maintenance is causing considerable concern. My signal T.O.D. 210430Z October, Captain (D), 10th Destroyer Squadron's letter 10820/83 dated 4th April, 1952 and Gunnery Trials Reports refer in detail. In particular the G.R.U. Stabiliser and Type 275 Radar have developed many defects. The G.R.U. Stabiliser forms the subject of a separate report.
- (b) Turrets. Communications are very poor and form the subject of a separate report. Material reliability has improved and apart from the known defects of these turrets their operation has been satisfactory.
- (c) S.T.A.A.G.'s and Mk. 7 Bofors. The performance has been satisfactory.

Sport and Recreation.

32. Inclement weather in SASEBO disrupted the sporting programme considerably although a combined ANZAC-CONDAMINE soccer team defeated H.M.S. LADYBIRD. However, at KURE good weather and ample opponents permitted plenty of recreation. Australian Rules Football, Rugby, Soccer, Hockey and Tennis Matches occupied the whole week.

still

33. The sports grounds at KURE itself/leave much to be desired but the Army grounds at HIRO are excellent. The Replenishment Holding Unit at HIRO, after an Australian Rules Match entertained fifty-four players and spectators to a most enjoyable afternoon tea and supper and afterwards to "Bingo".

34. The ship is now using the American Film Library at SASEBO. The standard of films supplied is good and there is no charge. Since joining the library it has been possible (whilst on patrol) to have two cinema performances a day with a change of programme each day. To ensure that use of the library may be had immediately on arrival in Japanese Waters, H.M.A. Ships arriving on the Station should apply to Commander Service Squadron Three at YOKOSUKA about three weeks beforehand. The application should also advise the number, make, model and condition of cinema projection equipment on board and qualifications of projectionists.

Health and Conduct of the Ship's Company.

35. The health and conduct of the Ship's Company has been satisfactory. However, despite lectures and many warnings, 26 further cases of Venereal Disease have occurred this month.

36. The monthly steaming figures are as follows :-

Distance steamed during the month	5629.3 miles
Hours underway during the month	409 hours 28 minutes
Average Distance per ton of fuel	3.19 miles
Total distance steamed since commissioning	58389.24 miles
Average speed since commissioning	14.86 miles
Total hours underway since commissioning	3930 hours 36 minutes
Date of commissioning	14th March, 1951.

I have the honour to be,

Sir,

Your Obedient Servant,

*[Signature]*

CAPTAIN

*See attached for 27-31 RofP.*

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H.M.A.S. "ANZAC",  
At Sea,  
5th October, 1952.

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

(Copies to : The Secretary, NAVAL BOARD,  
The Flag Officer Second in Command,  
FAR EAST STATION,  
Captain (D), 10th Destroyer Squadron,  
The Director of Naval Intelligence,  
Navy Office, MELBOURNE.)

H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS - SEPTEMBER, 1952

Sir,

I have the honour to submit the following Report of Proceedings for the month of September, 1952 of H.M.A.S. "ANZAC" under my command.

1st September - 6th September - SYDNEY - DARWIN.

2. At 0900K Monday 1st, H.M.A.S. "ANZAC" cast off from Fitting Out Wharf at SYDNEY and proceeded for DARWIN. A small crowd of relatives and friends were present on the wharf to bid the ship farewell; a newsreel cameraman seemed to be busy recording the scene.

3. The passage to DARWIN inside the Barrier Reef and via Prince of Wales Passage and Clarence Strait was comparatively uneventful. However, large numbers of whales between Sugarloaf Point and Double Island necessitated a very careful lookout as a collision with one at 21 knots could have caused considerable damage.

4. Owing to an unexpected cancellation of air services between BRISBANE and SYDNEY on Sunday, 31st August, two ratings were stranded in the former city and missed the ship on sailing from SYDNEY. The Resident Naval Officer, QUEENSLAND despatched these ratings by a Dutch Merchant vessel to the Pilot Vessel off CALOUNDRA HEAD and H.M.A.S. "ANZAC" picked them up from the latter in the forenoon of the 2nd. Thus there were no absentees on leaving Australia for Korea.

5. Two Indirect Bombardments were carried out at uninhabited islets in the Barrier Reef. Furthermore, rapid opening fire exercises, other gunnery drills and training of men in handling automatic small arms were carried out daily.

6. At 1230IK Saturday 6th, <sup>the</sup> ship anchored off the Main Jetty at DARWIN. I had previously arranged with the Naval Officer-in-Charge, North West Australian Area, Commander A.H. Green, D.S.C., R.A.N. that our refuelling and topping up with stores be treated as an evolution. In the event, the arrangements were most satisfactory, workshop facilities also being given to enable repair of a Low Power Motor Alternator.

7. All jetties at Darwin now appear to be in a state of disrepair and seem to be on the point of collapse. Having to anchor off meant that no fresh water could be embarked as the port is without a water lighter. The oil fuel lighter was handled by

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EMU; this small vessel would probably be unable to do this in awkward conditions of wind and tide.

8. The Naval Officer-in-Charge, the Commanding Officer R.A.A.F. North Western Area (Wing Commander McCormack, R.A.A.F.) and his relief (Wing Commander Cooper, D.F.C., R.A.A.F.) called on me after anchoring and I entertained them to lunch. I repaid these calls in the afternoon spending an hour ashore. Except for messmen and a few men with a special reason for requesting leave, no leave was granted during the six hours spent in DARWIN.

9. The Officer Commanding R.A.A.F. stated that his command was always only too glad to carry out exercises with H.M.A. Ships visiting or passing DARWIN. A long range search and shadowing exercise would be the sort of exercise envisaged. At present, the R.A.A.F. aircraft strength in DARWIN area is two Lincolns and one Dakota for Search and Rescue Duties. However, all these aircraft were unserviceable at the time of H.M.A.S. "ANZAC's" visit and no exercise could be arranged.

6th September - 10th September - DARWIN - SINGAPORE.

10. At 1830IK Saturday 6th, <sup>the</sup> ship proceeded for SINGAPORE, routed south of ROTI Island and via LOMBOK and CARIMATA Straits. The area south of SAHUL Banks was seen to abound with marine life of every description and would seem to be a rewarding ground for commercial fishing enterprise. Soundings in this area are strikingly irregular but appear to agree generally with charted depths.

11. At 0030HI Monday 8th, when crossing the 120th meridian, I reported for duty to the Flag Officer, Second-in-Command, Far East Station.

12. At 0945GH Wednesday 10th, the ship arrived at the Shallow Degaussing Range off PULO BUKUM (west of SINGAPORE Island) and after carrying out several runs proceeded up Johore Strait, anchoring off the dockyard at 1400 the same day. Mr. Truscott of the Australian Department of External Affairs kindly came out with the Officer of the Guard at 0945 and welcomed the ship to SINGAPORE.

10th September - 13th September - At SINGAPORE.

13. Deperming of the ship was completed by 0900GH Friday 12th and shifted berth alongside by tug at that time. By prior arrangement made in order to avoid the necessity of raising steam to weigh anchor, the riding cable was slipped and buoyed when shifting berth. The anchor and cable was subsequently recovered by the dockyard and were re-embarked in the afternoon. This rather unusual procedure allowed the ship to attend to engineering maintenance after steaming about 4,500 miles at better than 20 knots and it was welcomed by the dockyard as an opportunity to exercise the mooring party in a type of operation which would have to be undertaken in certain emergencies.

14. On Thursday 11th, I called officially on the Commander-in-Chief, Far East Station, Admiral Sir Guy Russell, K.C.B., C.B.E., D.S.O. and after a very interesting talk with him, I met his staff at morning coffee. I also called on the Commodore Superintendent, H.M. Dockyard, SINGAPORE, Commodore F.M. Walton. Later, accompanied by two officers, I lunched with the Flag Officer, Malayan Area, Rear Admiral A.F. Pugsley, C.B., D.S.O., who had kindly suggested this instead of an official call. Official calls were also received from the Commanding Officer, H.M.S. "OPOSSUM" (Commander J.C. Cartwright, D.S.C., R.N.), the Commanding Officer, Royal Malayan Navy (Captain H.E.H. Nicholls, D.S.C., R.N.), the Commanding Officer, H.M.S. "TERROR" (Acting Captain H. MURRAY-

CONFIDENTIAL...../CLARK, R.N.

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CLARK, R.N.), the Commanding Officer, H.M.S. "MAGICIENNE" (Commander S.J. Dallaway, R.N.) and the Commanding Officer, H.M.S. "ALERT" (Commander J.R.L. Moore, D.S.C., R.N.). On Friday 12th, I lunched with Captain M.S.6 (Captain J.N. Hicks, D.S.C., R.N.) in H.M.S. "JASEUR".

15. H.M.S. "OPOSSUM" had been detailed as "host ship" for H.M.A.S. "ANZAC's" stay in SINGAPORE. She gave us every possible assistance and did much to make our short stay an enjoyable one.

16. On Thursday evening, the Wardroom officers and myself gave a cocktail and buffet supper party onboard. Amongst those present were Rear Admiral and Mrs. Pugsley, Mr. and Mrs. Truscott, and the Captain and officers of H.M.S. "OPOSSUM", Group Captain Bates (commanding R.A.F. Station, CHANGI) and Mrs. Bates and several friends which Mrs. Pugsley and Mrs. Truscott kindly invited on our behalf.

17. Throughout the ship's visit to SINGAPORE, the staffs of the Flag Officer, Malayan Area and the Commodore Superintendent were most helpful. A defective A.C. motor generator for Radar Type 974 and a Mk. 7 Bofor gun, which had developed a defect during firings, were replaced by the dockyard.

18. An unusual incident, which might have had serious consequences, occurred at about 0700GH Saturday 13th. After singling up wires prior to departure, and when main engines were being turned, the port engine manoeuvring valve was so operated as to give headway to the ship, parting our wires. However, prompt action in letting go both anchors and putting engines astern stopped the ship after she had travelled about a ship's length along the dock wall and stopping about fifty yards short of R.F.A. "FORT CONSTANTINE's" stern. No damage was incurred by H.M.A.S. "ANZAC", but the dockyard brow and a short length of fuel hose were carried over the side. The position of these was marked and I was assured that they would be recovered easily enough by diver. The incident was reported by signal to Commodore Superintendent.

## 13th September - 16th September - SINGAPORE - HONG KONG.

19. At 0730GH Saturday 13th, <sup>the</sup> ship proceeded for HONG KONG. Four runs were first carried out over the Degaussing Range with satisfactory results and degaussing Charts No. 1 were obtained to show settings to be used.

20. After an uneventful passage in fine weather (a feature of the whole voyage), H.M.A.S. "ANZAC" entered HONG KONG harbour at 0900I Tuesday 16th. After refuelling from R.F.A. "WAR AFRIDI", the ship secured alongside the North Wall.

## 16th September - 20th September - At HONG KONG.

21. H.M.A.S. "BATAAN", looking a credit to the Royal Australian Navy, was already in harbour eagerly awaiting H.M.A.S. "ANZAC's" arrival. The whole of Tuesday 16th was spent in taking over from her. I was very satisfied with the turnover given by H.M.A.S. "BATAAN" to H.M.A.S. "ANZAC"; it was obvious that the Commanding and other officers had gone to much trouble preparing for it.

22. At 1030I Wednesday 17th, H.M.A.S. "BATAAN" sailed for Australia. Prior to her departure, I visited H.M.A.S. "BATAAN" and addressed her Ship's Company.

23. I called officially on the Commodore-in-Charge, HONG KONG, Commodore H.G. Dickenson, D.S.C. on Wednesday morning and he returned my call the next day, walking around the ship and address-

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ing the Ship's Company. I also received official calls from the Australian Trade Commissioner, Mr. Wrigley and the Commanding Officers of H.M. Ships "TAMAR", "COMUS" and "CRANE" (Captain F.3). On Wednesday evening, the Australian Trade Commissioner gave a cocktail party, at which about 100 guests were present, to welcome H.M.A.S. "ANZAC". The following evening, I dined with Mr. Wrigley and amongst the guests present were Commodore and Mrs. Dickenson, the United States of America's Consul General and Mrs. Harrington, the British Trade Commissioner in Australia and Mrs. Graves and Mrs. Moore (the wife of the Australian Minister in MANILA).

24. At the request of Commodore - in - Charge, HONG KONG, I granted a press interview to representatives of the Hong Kong Standard and the South China Daily News and the following morning some space in these papers was given to news of the ship and her crew.

25. At 0645I Friday 19th, the ship proceeded to the Western Dangerous Goods Anchorage to embark 100 cases of 5" rocket flares for free freight to SASEBO and to top up with ammunition. On completion about 0845, H.M.A.S. "ANZAC" proceeded to sea for exercises, passing H.M.S. "NEWCASTLE" (arriving at HONG KONG to embark the relieving Flag Officer, Second in Command (Rear Admiral A.G. Clifford, C.B.) in the fairway).

26. Full calibre Surface (visual and blind) firings at a B.P.T. and Live Squid Firings were carried out in the forenoon. Indirect Bombardments at the Shelter Island Range were carried out in the afternoon. The first broadside of both visual and blind shoots straddled for line and range although large spreads subsequently developed due to Auto failures. The Indirect Bombardments were quite successful, "Fire for Effect" being called for usually on the 3rd or 4th salvo. However, some turret breakdowns of minor nature occurred.

27. The ship returned to harbour and secured to No. 7 Buoy at 1800 the same day and I called on the Commanding Officer, H.M.S. "NEWCASTLE" (Captain W.F.H.C. Rutherford, R.N.).

28. The fact of taking over from H.M.A.S. "BATAAN" at HONG KONG rather than at SASEBO has been of great value and deserves emphasis. The advantages are :-

- (a) The relieving ship is at a Naval Dockyard, which can undertake last minute defects arising on the voyage from Australia.
- (b) The passage HONG KONG to SASEBO gives time to read the innumerable Operation Orders etc. before arrival at the operational base.
- (c) The transfer of unofficial Chinese is facilitated. These personnel are controlled by H.M.S. "TAMAR" and on each change of ship they are medically inspected and x-rayed.
- (d) The facilities for exercises are excellent at HONG KONG and in particular Bombardments and Surface and A.A. Full Calibre Firings can be practiced immediately prior to arrival in the Operational Area.

20th September - 23rd September - HONG KONG - SASEBO.

29. At 0900I Saturday 20th, H.M.A.S. "ANZAC" proceeded on the last lap of her long voyage north. During the forenoon, long and close range A.A. sleeve target firings were carried out. The

...../long range A.A.

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long range A.A. firings were unsatisfactory owing to turret breech failures. On completion of the firings, the quarterly half hour full power trial, at which a speed of 29.1 knots was obtained in smooth but warm water of 16 fathoms, was successfully completed.

30. H.M.H.S. "MAINE" bound for HONG KONG was passed in the afternoon with the retiring Flag Officer, Second-in-Command, Far East Station, Rear Admiral A.K. Scott-Moncrieff, C.B., C.B.E., D.S.O. ~~with~~ with pneumonia, onboard. I signalled Admiral Scott-Moncrieff wishing him a speedy recovery from all hands in H.M.A.S. "ANZAC".

31. When passing through the FORMOSA Straits on the night 20th - 21st, the ship was illuminated by an aircraft (presumably American), which glided down from astern. Our Radar Type 293, which is quite useless as an airguard radar, picked up this apparently large aeroplane only at  $3\frac{1}{2}$  miles.

32. On Sunday 21st, I read the Articles of War to the Ship's Company. By this day we had passed through the regions of SE trade winds and SW Monsoon and had begun to feel the NE Monsoon. The wind then was from before the beam for the first time since leaving Sydney.

33. On Monday 22nd, the ship was swung for the adjustment of the Grade IV Magnetic Compass in the Emergency Conning Position. That evening, H.M.N.Z.S. "TAUPO", proceeding from SASEBO to HONG KONG was passed and spoken.

34. At 0900I Tuesday 23rd, H.M.A.S. "ANZAC" passed through the boom at SASEBO and after fuelling and watering from R.F.A. "BROWN RANGER", secured to No. 2 Buoy. H.M.S. "LADYBIRD" provided an officer of the Guard, who met the ship at the harbour entrance. Acting Captain J.A. Meares, D.S.C., R.N. (Chief Staff Officer and Captain of the Fleet) called on me and stayed to lunch.

## 23rd September - 27th September - At SASEBO.

35. The four day stay at SASEBO proved to be indeed a busy one. Final briefings were received from the staff of the Flag Officer, Second in Command, Far East Station. Aircraft recognition training was progressed (the Commander, Fleet Activities, SASEBO having placed the base cinema and recognition strips and films at our disposal), free freight stores and ammunition had to be dis-embarked and on two of the four days, the ship was given the Ready Duty status.

36. On Thursday, 25th, H.M.S. "CARDIGAN BAY" secured alongside and I exchanged calls with Captain F.4 (Captain H.C.B. Coleridge, D.S.C., R.N. H.M.S. "CARDIGAN BAY" were welcome neighbours as they had just returned from a tour of duty as C.T.U. 95.12.1 and were able to bring us completely up to date with the current situation on the West Coast.

37. The following morning, H.M.S. "NEWCASTLE" wearing the flag of Rear Admiral E.G.A. Clifford, C.B. entered harbour. I called officially on Admiral Clifford at 1430 after his flag had been transferred to H.M.S. "LADYBIRD" and he returned my call and met the officers the same afternoon.

## 27th September - 30th September - West Coast Patrol.

38. At 0730I Saturday 27th, H.M.A.S. "ANZAC" proceeded and  
...../after doing

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after doing check runs on the D.G. range in SASEBO harbour, proceeded to sea and carried out A/S training with O.A.S. target followed by Long and Close Range A.A. firings at drones and a sleeve. Two drones were shot down by the Close Range Weapons.

39. On completion of the firings, the ship proceeded to PAENGYONG DO and after an uneventful passage anchored off EAST BLUFF at 1330I Sunday 28th, joining H.M.S. "NEWCASTLE" (C.T.E. 95.12) and H.M.N.Z.S. "ROTOITI" (C.T.U. 95.12.2).

40. Soon after arrival, Captain W.F.H.C. Rutherford, R.N. (H.M.S. "NEWCASTLE") and I proceeded ashore to visit C.T.E. 95.15 (Colonel Wilbur, U.S.M.C.) to discuss the west coast islands situation. A long hard beach at PAENGYONG DO provides an excellent emergency air strip and Colonel Wilbur was proud of the fact that some millions of dollars worth of aircraft had been saved by its existence. Full Air Sea Rescue facilities and a Radar and V.H.F. D/F Station are manned on this island and great importance is attached to its security. The ship remained at anchor off PAENGYONG DO during the night. In this, our first patrol - H.M.A.S. "ANZAC" was to spend six days with T.E. 95.12 (the West Coast Bombardment and inshore blockade group) spending a short period in each Task Unit and then chopping to the carrier screen for a further nine days.

41. At 0830 Monday 29th, the ship weighed and proceeded in company with H.M.S. "NEWCASTLE" to NORTH PLAYERS anchorage in the CHODO/SOKTO area. On passage, H.M.S. "COSSACK", H.M.C.S. "NOOTKA" and U.S.S. "YARNALL" carried out a torpedo attack on H.M.S. "NEWCASTLE" and H.M.A.S. "ANZAC" - H.M.S. "COSSACK" firing one torpedo. A 3 ship radar index calibration was also carried out.

42. Whilst proceeding up the swept channel to PLAYERS Anchorage, we saw our first M.I.G. 15's - a flight of two, followed by a flight of six - flying very high and proceeding south east. Apparently, these aircraft now fly quite frequently over this area, but so far have not attacked United Nations warships.

43. After anchoring in PLAYERS at 1300I, I called on C.T.E. 95.12.1 (Captain W.A. Adair, O.B.E., R.N.) in H.M.S. "COSSACK" for a briefing on the local area.

44. At 1930I, H.M.A.S. "ANZAC" weighed and proceeded to her night station in TOBACCO ROAD (Close north of SOKTO) and anchored at 2010. Each night the ships move close inshore to cover likely invasion routes to the islands of CHODO and SOKTO. After moonset at 0300I Monday 30th, three rounds of starshell were fired to illuminate the north eastern approaches to SOKTO. The night passed without incident, other than occasional gun flashes and bombing coming from the direction of CHINNAMPO, and the ship returned to PLAYERS anchorage at first light.

45. I had asked for a training bombardment using shore observation by the Shore Fire Control Party and at 0845I H.M.A.S. "ANZAC" anchored close west of SOKTO and carried out two Indirect Bombardments firing over the island at an enemy supply area and troop bunkers in the AMGAK peninsula. The target area was well covered and the shore Fire Control Party well pleased. On completion, the ship returned to PLAYERS anchorage.

46. In the afternoon, H.M.S. "NEWCASTLE" and H.M.A.S. "ANZAC" carried out Direct Visual Bombardments of the suspected site of a gun emplacement, which the enemy were reported to be building in a cave in a cliff face on the WOLSARI peninsula.

CONFIDENTIAL...../PLAYERS anchorage

PLAYERS anchorage would be well within range should they succeed in installing a gun there and it would threaten CHODO. H.M.A.S. "ANZAC's" second salvo at 10,000 yards range scored a direct hit on the cave entrance and the target was then held.

47. At 1830I H.M.A.S. "ANZAC" weighed and proceeded on JAGUAR Patrol, which is designed to encourage friendly guerillas installed on NAP TO Islands (Lat 39:16N 124:43E) and to harass the enemy held islands close to the northward. Thus the night of September 30th/1st October found H.M.A.S. "ANZAC" in a lonely, advanced station only fifty miles South South East of the YALU River in the light of a full moon, but with a grandstand view of a heavy U.N. air raid apparently directed on CHOLSAN. The intensity of enemy A.A. fire was amazing and as the attack was a prolonged one and this fire was sustained we hoped the enemy would have a big problem replenishing ammunition by oxcart transport. Before retiring to the southward, the enemy islands of SAMCHA DO and URI DO were given several rounds of 4.5" "to keep them on their toes" (as the Operation Order prescribes).

Condition of the Ship.

48. The condition of the ship is satisfactory and she has developed full power in tropical waters during the month. However, Radar Type 974, which on installation was just up to specification, has given considerable trouble and a report on this set will be forwarded after further experience. Virtually, the ship has no air warning radar at all, since at its very best Type 293 is expected to give only 15 miles warning of aircraft. This is deplorable because our modern long range A.A. armament and fire control system becomes useless for most A.A. purposes. Since we have virtually no other means other than visual for picking up aircraft, the process of acquiring, in blind if necessary, and engaging the aircraft during their approach, is unlikely to be possible.

Fire Control.

49. With continual running, the fire control and turrets are gradually becoming more reliable, but it has taken a period of over two months since leaving dockyard to achieve any standard of reliability. During this period, breakdowns of various kinds have occurred continuously and the need for additional skilled maintainers for this system has again been demonstrated. My Gunnery Trials Reports and Electrical Personnel Reports have stressed the need for thoroughly trained Fire Control maintainers without which this and later classes of ships cannot be kept operational.

Sport and Recreation.

50. Considering the amount of time spent at sea, this has been a good month for recreation. At SINGAPORE, two Rugby, one cricket and one hockey matches took place, whilst Rugby, soccer and soft-ball games have been played at HONG KONG and SASEBO.

51. A boxing team is under training and should give a good account of itself at a later date.

52. Films were shown every night in SASEBO. However, until approval of Commander Service Squadron Three is obtained, it will not be possible to take films away on patrol. This approval should be obtained by the time the ship next returns to harbour.

Health and Conduct of the Ship's Company.

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

CONFIDENTIAL ...../good and

CONFIDENTIAL

- 8 -

good and morale is high, All hands seem proud to play a part in the war against Communism and they are up to a high pitch of enthusiasm.

54. Nine cases of Venereal Disease have so far occurred since leaving Australia, concentrated in approximately equal proportions at Sydney, Singapore and Hong Kong. Lectures have been given by the Medical Officer to all junior ratings.

55. The monthly steaming figures are as follows:-

Distance steamed during the month	7779.3 miles
Hours underway during the month	413 hours 8 minutes
Average distance per ton of fuel	3.73 miles
Total distance steamed since commissioning	52,759.94 miles
Average speed since commissioning	14.98 knots
Total hours underway since commissioning	3521 hours 8 minutes
Date of Commissioning	14th March, 1951

I have the honour to be,

Sir,

Your Obedient Servant,

  
CAPTAIN

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APPENDIX "A" to September, 1952 Report of Proceedings (not to Flag Officer Second in Command, Far East Station).

WHALE OBSERVATION REPORTS

1. (a) 1st September, 1952.  
(b) Within ten miles radius of Sugarloaf Light  
(c) Five Whales  
(d) Fin-backs  
(e) Medium size  
(f) Without calves  
(g) Travelling north.
2. (a) 1st September, 1952.  
(b) 120° Crowdy Head 6 miles  
(c) Six  
(d) Blue  
(e) Medium  
(f) Without calves. (g) Direction of travel not apparent.
3. (a) 1st September, 1952.  
(b) 070° Crowdy Head Light 7 miles  
(c) Two  
(d) Finbacks  
(e) Medium  
(f) Without calves  
(g) Travelling south east.
4. (a) 2nd September, 1952.  
(b) 090° Point Lookout Light 4 miles  
(c) Six  
(d) Finbacks  
(e) Large  
(f) May have had calves  
(g) Travelling north west.
5. (a) 2nd September, 1952.  
(b) Cape Moreton to Double Island Light  
(c) Approximately thirty in schools of two and four  
(d) Finbacks  
(e) Large  
(f) No calves seen  
(g) Not travelling in any definite direction.
6. (a) 3rd September, 1952.  
(b) Vicinity CopperSmith Island Group  
(c) About five pairs appeared to be mating  
(d) Finbacks  
(e) Medium  
(f) Negative calves  
(g) No definite direction.

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APPENDIX "B" to September, 1952 Report of Proceedings  
H.M.A.S. "ANZAC"

Ø29 PETER

C IN C FES

I HAVE SENT THE FOLLOWING MESSAGE ON BEHALF OF THE FAR EAST  
STATION TO REAR ADMIRAL A K SCOTT-MONCRIEFF - CB - DSO -  
ON HIS RELIEF AS FLAG OFFICER SECOND IN COMMAND FAR EAST STATION  
AND CS5 - BEGINS-

WELL DONE- ON RELINQUISHING YOUR COMMAND I WISH TO CONGRATULATE  
YOU ON A GRAND JOB -X-

2 - YOUR UNTIRING EFFORTS IN THE COMMAND OF THE COMMONWEALTH  
NAVAL FORCES OFF KOREA HAVE IN GREAT MEASURE CONTRIBUTED TO THEIR  
CONTINUED SUCCESS IN THE PROSECUTION OF THE UNITED NATIONS CAUSE-  
THE FLEET AND I WILL LONG REMEMBER YOUR CHEERFUL CONFIDENCE  
AND INSPIRED LEADERSHIP -X- MANY THANKS AND MAY THE WINDS OF  
FORTUNE BLOW FAIR FOR YOU IN THE YEARS TO COME -- ENDS

23/9/52

CONFIDENTIAL

# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 20/1/4

H.M.A.S. "ANZAC",  
At Sea, between Sydney and Darwin,  
4th September, 1952.

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.  
(Copy to : Captain (D), 10th Destroyer Squadron)

H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS  
AUGUST, 1952

Sir,

I have the honour to submit the following Report of Proceedings for the month of August, 1952 of H.M.A.S. "ANZAC" under my command.

1st August - 12th August - Port Phillip Area.

2. During this period the ship was engaged in working up in Port Phillip. Director tests and harbour drills were carried out. On Tuesday 5th, the ship was underway for Aircraft Tracking and Radar Alignment Tests. On completion of the Radar Alignment and tuning of the STAAG gunmountings, a noteworthy success was achieved when all three mountings, in blind, held a Vampire crossing 500 yards astern at 420 knots. On Wednesday 6th, again underway, Radar Calibration and Range and Inclination Exercises were carried out together with day and night Surface firings at a Pattern VI target towed by H.M.A.S. "GLADSTONE". The following morning, the ship proceeded up the river Yarra and secured alongside No. 17 North Wharf.

3. It had been hoped to complete Closing Down Trials on Monday 11th, but on proceeding down river and into Port Phillip, the wind was found to be too strong to allow a suitable gas cloud from gas floats to envelop the ship, so the trial was postponed until after arrival in Jervis Bay.

4. The ship was fortunate, throughout the period, in obtaining berths at either Station Pier, Port Melbourne or up the river Yarra, giving a convenience much appreciated by all hands. This was, in the main, due to the very good liaison between the Naval Officer-in-Charge, South Eastern Area and the Melbourne Harbour Trust and a fortunate lull in Melbourne's normally busy shipping traffic. Mr. McKenzie - Chairman of the Melbourne Harbour Trust and Captains Channel and Robertson were entertained on board on Tuesday 12th as a mark of appreciation of their kindness in making the berths available.

13th August - 14th August - Melbourne to Jervis Bay.

5. At 0900K Wednesday 13th, H.M.A.S. "ANZAC" proceeded from Station Pier, Port Melbourne, seen off by a large crowd of relatives and friends.

6. On passage down Port Phillip Bay, Mustangs and Vampires simulated strafing attacks on the ship, break up shot being fired at them. This form of exercise was most valuable, as guns' crews were able to experience realistic gun-direction, acquisition and firing experience at jet aircraft.

...../7. After an uneventful



7. After an uneventful passage, during which, the ship participated in exercise "~~Checkmate~~", the ship anchored in Jervis Bay at 2012K Thursday 14th. <sup>"AUSTRALIA ONE"</sup>

15th August - 18th August - At Jervis Bay.

8. The period was spent chiefly in carrying out M/F D/F and H/F D/F Initial Calibrations which were completed by noon on Sunday 17th. On Monday 18th, Closing Down Trials were completed successfully with the ship in a gas cloud to test the gas-tightness of the forward and after Citadels. In the afternoon, the Royal Australian Naval Air Station, Nowra provided a Sea Fury as a target for Tracking and to simulate strafing runs on the ship.

19th August - 31st August - Jervis Bay to Sydney and at Sydney.

9. At 0300K Tuesday 19th, the ship weighed and proceeded for Sydney. Long and Close Range A.A. Sleeve Firings were to have taken place at 0900, but when the towing aircraft arrived it reported having a defective towing winch and being unable to stream a sleeve, it returned to base, promising to be out again as soon as possible. Meantime, Officer of the Watch Manoeuvres were exercised with H.M.A.S. "CULGOA", who had joined company to witness the shoot during the forenoon. Inclement weather prevented the towing aircraft from returning in the afternoon for the shoot, and, therefore, the ship proceeded to Sydney, securing alongside H.M.A.S. "WARRAMUNGA" at the Fitting Out Wharf at 1420K.

10. Having <sup>embarked</sup> ten torpedoes the preceding day, the ship proceeded to sea at 0900K Thursday 21st for 24 knot torpedo discharge trials. These were successfully completed in the day, the torpedoes being fired and recovered singly. A feature of the operation was the continuous air cover provided by Naval Air Station, Nowra for follow up purposes. The entire Station Flight took part and all types of aircraft from a Wirraway to a Dakota were used.

11. At 1115K Friday 22nd, the ship again proceeded to sea for Long and Close Range A.A. Firings. The towing aircraft once more had winch trouble and in the event only Close Range Firings could be carried out. On return to harbour at 1600, the ship secured to No. 1 Buoy.

12. On Monday 25th, berth was shifted to the dolphins at Shell Cove and Squid Calibration Firings were successfully carried out. It was noteworthy that although the Australian Commonwealth Naval Board had given approval only for the Press to take photographs of the projectiles in flight, batteries of cameras and binoculars were trained on the ship from the flats and houses, which closely overlook the Shell Cove Dolphins.

13. At 0900K Tuesday 26th, the ship proceeded to sea and carried out Anti-Submarine practices in company with H.M.A.S. "SHOALHAVEN" and H.M.S. "THOROUGH". Day and night surface firings at a Battle Practice Target were to have taken place during the afternoon and evening, but continuous break downs in both the fire control equipment and turret machinery prevented this and in fact all that could be achieved were one day surface emergency and two starshell shoots. On return to harbour at 2125, the ship secured to No. 1 Buoy.

14. On Wednesday 27th, Anti-Submarine practices were again carried out in company with H.M.A.S. "SHOALHAVEN" and H.M.S. "THOROUGH". Long and Close Range A.A. Sleeve Firings were scheduled for the afternoon, but further defects in the fire control system prevented all but one run of the Long Range Firings. However, the Close Range Firings were most successful, one drogue being shot down and the second drogue being hit several times. The ship returned to No. 1 Buoy at 1700K.

15. The 28th and 29th were fully occupied in ammunitioning, storing and fuelling ship. Ten torpedoes and warheads were em-  
...../barked and by

berked and by P.M. Friday, the ship was ready for the passage to Korea.

16. At 1300K Saturday 30th, the ship was shifted by tugs to Fitting Out Wharf in order that friends and relatives could witness the ship departing for Korea.

17. On Thursday 28th, the ship was visited by a Mr. A. Buckle of Orange who had expressed a wish to visit H.M.A.S. "ANZAC", as he had commissioned the first "ANZAC" in 1916 as a Seaman Gunner. Mr. Buckle, whose Service Certificate, which he produced, showed "V.G. Superior" assessments from the date of his joining the Royal Navy until his invaliding after the First World War, was shown over the ship and entertained to lunch in the Wardroom. His memories of sailing, of naval personalities and of ships of World War I were very clear and his conversation was most interesting.

#### Training.

18. No additional higher rates training classes have as yet been started, all effort being concentrated on working up for operational service.

#### Condition of the Ship.

19. The condition of the ship is satisfactory and she is capable of developing full power. All fire control defects have not as yet been overcome, but it is anticipated that the system will be functioning correctly by the time the ship arrives in Singapore on 10th September. This and former experiences suggest at first sight that about two months should be allowed to ships fitted with Flyplane System to work up after a refit period. However, it has been found each time that the success of a work-up following a refit was prejudiced from the start by ample shore power not being available during the refit period to permit tuning of the Fire Control System and turrets to be carried out. An additional factor is drafting of fire control maintainers. I have already reported, that in this class of ship, it is some six months before a new maintainer is fully pulling his weight. (Captain (D), 10th Destroyer Squadron's letter number 10820/203 dated 4th April, 1952 refers). We had, unavoidably no doubt in present circumstances, many changes in our Fire Control maintenance team, particularly the replacement of one Electrical Artificer and the Chief Radio Electrician, who are of course important members of the team. The passage to the operational area at present being undertaken is providing a much needed period when attention every day and every night, if necessary, can be utilised to get the equipment in efficient working order.

#### Sport.

20. H.M.A.S. "ANZAC's" Australian Rules Football Team defeated Naval Air Station, Nowra by 70 points to 66.

#### Health and Conduct of the Ship's Company.

21. The health and conduct of the Ship's Company remains satisfactory.

#### Officers' Appointments.

22. Lieutenant Commander (L) I.W. Barns, R.A.N. was discharged to H.M.A.S. "PENGUIN" on 9th August, Lieutenant W.P. Main, R.N. was discharged to H.M.A.S. "ALBATROSS" on 12th August and Acting Lieutenant P.C.J. Cockburn, R.N.R. was discharged to H.M.A.S. "TOBRUK" on 29th August. Surgeon Lieutenant N. Mc.A. Baird, R.A.N. joined from H.M.A.S. "PENGUIN" on 25th August, 1952.

...../23. The monthly

The monthly steaming figures are as follows:-

Distance steamed during the month	1157.2 miles
Hours underway during the month	98 hours 4 minutes
Average distance per ton of fuel	2.69 miles
Total distance steamed since commissioning	44,960.64 miles
Average speed since commissioning	14.47 knots
Total hours underway since commissioning	3108 hours
Date of commissioning	14th March, 1951

I have the honour to be,

Sir,

Your Obedient Servant,



*Robertson*  
CAPTAIN

# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 20/1/4

H.M.A.S. "ANZAC",  
At Melbourne,  
10th August, 1952.

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.  
(Copy to : Captain (D),  
10th Destroyer Squadron)

## H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS JULY, 1952

Sir,

I have the honour to submit the following Report of Proceedings for the month of July, 1952, of H.M.A.S. "ANZAC" under my command.

### 1st July - 27th July - At Williamstown.

2. During this period the ship was in dockyard hands undergoing refit, with the majority of the Ship's Company on long leave.

3. The refit completed on Friday 25th and indeed has been a most satisfactory one. Radar type 974 has been fitted and preliminary trials promise well. The forward set of torpedo tubes have also been installed. As usual, Williamstown Dockyard has been most co-operative and efficient and all items were completed on time.

### 28th July - 31st July - Port Phillip Bay for Exercises and Port Melbourne.

4. H.M.A.S. "ANZAC's" work-up programme outlined in my letter 20/1/4 dated 5th June, 1952 was commenced on Monday 28th.

5. At 1130K Wednesday 30th, the ship cast off and proceeded for exercises in Port Phillip Bay. Gun functioning trials, firing and recovery of one torpedo from each tube and final equipment trials on the forward torpedo tube mounting were successfully carried out. On returning to harbour at 1718K, the ship berthed at Station Pier Port Melbourne.

### Training.

6. Training recommenced on Monday 28th and at present all effort is diverted to settling down the eighty new comers to the ship at their quarters.

### Condition of the Ship.

7. The condition of the ship is satisfactory and she is capable of developing full power.

### Health and Conduct of the Ship's Company.

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

9. Lieutenant (C) R. Brokenshire, R.A.N., Sub-Lieutenant

...../(L) P.F. Foggan,

(L) P.F. Foggan, R.A.N. and Mr. G.T. Gafford, Commissioned Gunner, R.A.N. joined ship on 31st July, 29th July and 28th July respectively and Mr. W.R. Devine, Commissioned Gunner, R.A.N. was discharged to H.M.A.S. "CERBERUS" on 31st July.

10. The monthly steaming figures are as follows:-

Distance steamed during month.	21 miles
Hours underway during month	5 hours 58 minutes
Average distance per ton Oil Fuel	1.9 miles.
Total distance steamed since commissioning	43,803.44 miles
Average speed since commissioning	14.59 Knots.
Total hours underway since commissioning.	3009 hours 56 minutes.

(SGD) G.G.O. GATACRE.

CAPTAIN



Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 20/1/4

H.M.A.S. "ANZAC",  
At Williamstown,  
7th July, 1952.

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.  
(Copy to : Captain (D), 10th Destroyer Squadron)

H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS  
JUNE, 1952

Sir,

I have the honour to submit the following Report of Proceedings for the month of June, 1952 of H.M.A.S. "ANZAC" under my command.

1st June - 3rd June - At Sydney

2. During this period H.M.A.S. "ANZAC" was alongside Cruiser Wharf, Garden Island. New South Wales natives were sent on winter leave and the ship prepared for the forthcoming refit at Williamstown Dockyard.

4th June - 6th June - Sydney to Melbourne

3. At 1515K Wednesday 4th, the ship proceeded for Melbourne. The passage was noteworthy for the complete absence of the Eastern Australian Coast Current, and the severe winter gales experienced on passing Gabo. Westerly winds exceeding force 8 at times, were experienced, with consequent very rough seas and a short high swell. The gales were caused by the passage of a succession of very deep 'lows' to the south of Tasmania, together with a very steep pressure gradient extending across Bass Strait. However, the ship weathered the passage well and secured alongside Dock Pier at Williamstown at 1130K Friday 6th.

6th June - 30th June - At Williamstown

4. The dockyard conference was held on Friday 6th and the ship commenced a 50 day refit and leave period on Monday 9th. The High Definition Warning Surface Radar, Type 974, is being installed, and this should prove to be a great asset in Korean waters. However, the lack of an adequate Air Warning Radar in Battle Class destroyers is a matter of concern and is considered to be a serious deficiency in ships which have such an effective A.A. armament.

5. The second set of torpedo tubes is also to be fitted during the present refit and on completion of this, H.M.A.S. "ANZAC" will then have her designed armament.

6. On Friday 13th, I had the honour and pleasure of entertaining the First Naval Member, Vice Admiral Sir John Collins, K.B.E., C.B. with Captain (S) Leitch and Captain (E) Urquhart to lunch on board after the First Naval Member had visited H.M.N.Z.S. "KIWI" and H.M.N.Z.S. "ECHUCA" prior to their departure for New Zealand.

Training

7. Apart from the first week of the month, there has been  
...../no opportunity

no opportunity to further training.

Condition of the Ship

8. No major defects have become apparent.

Sport

9. Three games of Australian Rules Football have been played against the combined teams of the Ocean Minesweepers present at Williamstown. There have been no cinema performances during the month.

Health and Conduct of the Ship's Company

10. It is apparent from the many drafting changes at present taking place that H.M.A.S. "ANZAC" will sail with a largely new and young Ship's Company. However, morale remains high and the health and conduct of the Ship's Company remains satisfactory.

11. The monthly steaming figures are as follows:-

Distance steamed during month	571.9 miles
Hours under way during month	44 hours 19 minutes
Average distance per ton of fuel	3.86 miles
Total Distance Steamed since Commissioning	43,782.44 miles
Average Speed since Commissioning	14.575 knots
Total Hours under way since Commissioning	3,003 hours, 56 minutes
Date of Commissioning	14th March, 1952.

I have the honour to be,

Sir,

Your Obedient Servant,



*[Handwritten signature]*  
CAPTAIN

CONFIDENTIAL

20/1/4

H.M.A.S. "ANZAC",  
At Sydney,  
2 June, 1952.

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET

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

H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS  
MAY, 1952

Sir,

I have the honour to submit the following Report of Proceedings for the month of May, 1952 of H.M.A.S. "ANZAC" under my command.

1st May - At Port Moresby

2. On Thursday 1st, H.M.A.S. "ANZAC" was alongside Main Wharf at Port Moresby, in company with H.M.A.S. "AUSTRALIA" wearing your flag. During that afternoon I accompanied you and your Flag Captain to a March Past, (at which you took the salute), by armed and unarmed parties from H.M.A.S. "AUSTRALIA" and H.M.A.S. "ANZAC" to commemorate the Coral Sea Battle. In the evening I attended an "At Home" aboard H.M.A.S. "AUSTRALIA" at which the Officers of the Fleet were hosts.

2nd May - 5th May - Port Moresby to Manus

3. At 1020K Friday 2nd, H.M.A.S. "ANZAC" cast off and proceeded in company with H.M.A.S. "AUSTRALIA" wearing your flag for Manus. After an uneventful passage H.M.A.S. "ANZAC", in accordance with your signalled instructions, was detached at 0400K Monday 5th, in order to proceed ahead to Manus, fuel and shift berth to Lorengau Jetty by 1200K.

5th May - 7th May - At Manus

4. On arrival at 0900K the Naval Officer-in-Charge, New Guinea, Acting Captain J.A. WALSH, O.B.E., R.A.N. and the Commanding Officer, H.M.A.S. "TARANGAU", Commander S.T.M. Gower, R.A.N. called on me. I also received calls from the District Commissioner, Mr. English and The Commanding Officer, R.A.A.F. Station, Momote, Squadron Leader Saunders.

5. After lunching with you in your flagship, I accompanied you in paying return calls on the District Commissioner and the Officer-in-Charge, R.A.A.F. Station, Momote and also for your inspection of the Ship's Company of H.M.A.S. "TARANGAU". In the evening, I had the pleasure of dining ashore with Captain and Mrs. Walsh together with yourself and Captain Morrow, and afterwards of attending an "At Home" given by the officers of H.M.A.S. "TARANGAU".

6. On Tuesday 6th, I accompanied you in walking around H.M.A.S. "TARANGAU", the Japanese War Criminal Compound and driving round Los Negros. Again on Wednesday 7th, I accompanied you on a visit to the Lorengau magazine area, which was followed by a boat picnic luncheon. In the evening, I attended an "At Home"

aboard H.M.A.S./...

CONFIDENTIAL



2. **CONFIDENTIAL**

aboard H.M.A.S. "AUSTRALIA" given by the Officers of H.M.A.S. "AUSTRALIA" and "ANZAC".

8th May - 9th May - Manus to Rabaul via Emirau

7. In accordance with your signalled instructions, the Staff Officer Intelligence, New Guinea Area, Lt. Cdr. F.A. Rhoades, R.A.N.V.R. was embarked at 0600K Thursday 8th and H.M.A.S. "ANZAC" cast off and proceeded at 21 knots for Emirau, in order to contact the Patrol Officer there and investigate a submarine sighting report. Prior to sailing it had been possible to obtain a large scale American H.O. Field Print of Emirau as the Admiralty Chart B.A. 3832 was considered inadequate. Some difficulty was experienced transferring the 3 fathom patch in Hamburg Bay reported in Australian Notices to Mariners 367 of 1951 to the American Chart, as the latitude and longitude of Emirau on the latter differed considerably from that of the Admiralty Chart. By using bearings separately and distances from charted points a cocked hat about one mile square was placed on the Field Print and it was confidently felt that this enclosed the shoal patch.

8. At 1450K Thursday 8th, H.M.A.S. "ANZAC" anchored in 20 fathoms in position 192° C. Ballin 1.78 miles about 2½ cables off the beach. Neither visually nor by A/S sweep was there any sign of the reported shoal patch. Lt. Cdr. Rhoades and the Ship's Intelligence Officer, proceeded ashore and conferred with the Patrol Officer. Lt. Cdr. Rhoades has reported direct to the Director of Naval Intelligence on this matter. Opportunity was also taken to give two hours' recreational leave for fishing and swimming parties.

9. At 1800K the same day, the ship weighed and proceeded joining H.M.A.S. "AUSTRALIA" wearing your flag at 2350K and then proceeding in company to Rabaul where both ships anchored in Simpson Harbour at 1110K Friday 9th.

9th May - 10th May - At Rabaul

10. At 1215K Friday 9th, the District Commissioner, Mr. McCarthy called on me. In the afternoon, I accompanied you and your Flag Captain in paying a return call on the District Commissioner. That evening, my officers and I attended a reception given to the officers of the Fleet at the Residency.

11. On Saturday 10th, some 500 schoolchildren and native councillors were shown over the ship. During the forenoon, I attended the ceremony at which you laid a wreath at the cenotaph. Guards for the occasion were provided by H.M.A.S. "AUSTRALIA" and H.M.A.S. "ANZAC". In the afternoon the ship was opened to visitors. In the evening, the Officers of the Fleet gave an "At Home" aboard H.M.A.S. "AUSTRALIA".

11th - 13 May - Rabaul to Honiara

12. At 1000K Sunday 11th, the ship weighed and proceeded in company with H.M.A.S. "AUSTRALIA" wearing your flag for Honiara. On passage 4.5" rate of fire and calibration firings were carried out. Clocks were advanced one hour to zone - 11 at 2330 K Monday 12th.

13. At 0915L, both ships stopped engines over the position in which H.M.A.S. "CANBERRA" was sunk. Whilst ships remained stopped a Remembrance Service was held in H.M.A.S. "AUSTRALIA" and I gave a lecture to the ship's company on the Battle of Savo Island. At 0935L, both ships proceeded and anchored off Honiara at 1056L.

13th May - 15 May/.....

13th May - 15th May - At Honiara

14. During the forenoon, I joined you on board H.M.A.S. "AUSTRALIA" to receive the official call of the Acting Resident Commissioner and then accompanied you ashore with Captain Morrow to return the Acting Resident Commissioner's call and to lunch at the Residency.

15. At 1500L, the same day, berth was shifted to alongside H.M.A.S. "AUSTRALIA" in order to fuel. It had been hoped to remain alongside H.M.A.S. "AUSTRALIA" for the remainder of the stay at Honiara, but the slight ground swell made it necessary to shift berth to an anchorage at 1000L the following morning.

16. The ship was open for public inspection during the afternoon of Wednesday 14th and in the evening, I attended the "At Home" given aboard H.M.A.S. "AUSTRALIA" by yourself, Captains and Officers of H.M.A.S. "AUSTRALIA" and H.M.A.S. "ANZAC".

15th May - 19th May - Honiara to Brisbane

17. In accordance with your signalled instructions, and having embarked the District Commissioner, Honiara, Mr. Peebles and four native notables, H.M.A.S. "ANZAC" weighed and proceeded to Marau Sound, anchoring there at 1230L. On arrival I gave a luncheon party to Mr. Peebles and the sole local planter and his wife (Mr. and Mrs. Forbes). Recreational leave was given for swimming and fishing parties and the ship was opened for inspection by the local natives, who however did not evince much enthusiasm. It is understood that a large number of the islanders had gone "bush" at the sight of a warship. Of the natives given passage from Honiara to Marau however, there were two remarkable personalities - one Jacob Vouzu, a Chief Headman of the Lengo District, is the Solomon Islands' most famous man. When the war broke out he had retired as Senior Sergeant Major of the British Solomon Islands Protectorate Armed Constabulary, but immediately joined up as an allied scout. Captured by the Japanese he was tortured for information without success, then tied up against a tree and used for bayonet practice and left for dead. However, he then crawled 10 miles to the American lines and reported for duty. He has been awarded the George Medal, the U.S. Legion of Merit, the U.S. Silver Star and the U.S. Purple Heart with many clusters. The other notable was Daniel Pule, B.E.M. who was a Staff Sergeant in the famous South Pacific Scouts and who is an expert marksman having despatched 27 Japanese with his own rifle by sniping. \*These two were entertained to lunch onboard in the Chief Petty Officers Mess.

18. At 1730L, the ship weighed and proceeded and at 1830 rejoined H.M.A.S. "AUSTRALIA" wearing your flag and coming from Malaita.

19. On passage to Brisbane, Range and Inclination Exercises, Interrogation Exercises, Radar Calibration Exercises, a Night Encounter, Special Radar Trials, M/F D/F Calibrations and a prolonged and most valuable and interesting Shadowing exercise took place.

20. At 1735KL Sunday 18th, an acute appendicitis case was transferred to H.M.A.S. "ANZAC" from H.M.A.S. "AUSTRALIA" and in accordance with your signalled instruction, the ship proceeded with all despatch to Brisbane, securing to Newstead Wharf at 1020K Monday 19th. The patient, Stoker K.J. Burgess, O.N. 45965 was operated on immediately and the surgeon stated that it was the worst appendectomy he had ever done. I am glad to say Burgess has made a good recovery.

21. At 1700K, on/.....

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21. At 1700K, on completion of fuelling H.M.A.S. "ANZAC" shifted berth to Cold Stores Wharf at Hamilton. That evening I entertained to dinner onboard a party including the Resident Naval Officer and Mrs. Chesterman.

20th May - 24th May - At Brisbane

22. At 1400K Tuesday 20th, H.M.A.S. "AUSTRALIA" wearing your flag entered harbour and for the remainder of the afternoon, I accompanied you and your flag Captain in paying official calls on the Premier, Chief Justice, Lord Mayor, the General Officer Commanding Northern Command and His Excellency, the Governor.

23. At 0445K on Wednesday 21st, H.M.A.S. "ANZAC's" jetty sentry discovered a fire in the Butter Marketing Board's Premises on Cold Stores Wharf and alongside the ship. The Fire Brigade was notified and a Fire Party from H.M.A.S. "ANZAC" attended the fire until the Fire Brigade had gained control. Letter of thanks received from the Queensland Butter Marketing Board is appended as Annex 1 to this Report of Proceedings.

24. On the forenoon of Wednesday 21st, I attended on you aboard your flagship whilst return calls were received. In the afternoon, I captained a Fleet Cricket Team in a match against "The Wanderers", and later attended the "At Home" given to yourself and officers of H.M.A.S. "AUSTRALIA" and H.M.A.S. "ANZAC" by the General Officer Commanding Northern Command and his Officers.

25. On Thursday 22nd, I revisited my old School (Brisbane Boys College), was received by a Cadet Corps Guard of Honour and addressed the school. My visit was combined with the College celebration of Empire Day. Afterwards I joined you and Captain Morrow at luncheon given by the Royal Queensland Yacht Club. During the afternoon, my officers and I attended a reception given at the City Hall by the Lord Mayor of Brisbane to yourself and the officers of the Fleet. In the evening, I had the honour and pleasure of dining at Government House with His Excellency the Governor and Lady Lavarack. Yourself, Captain J.C. Morrow, Commander and Mrs. J.H. Dowson and your Flag Lieutenant were also present.

26. On Friday 23rd, I acted as President of a Selection Board to interview six candidates for R.A.N.R. Commissions. At 1245, I attended a Public Loyalty Ceremony in the City Hall at which the Fleet had provided armed Guards. His Excellency, the Governor and yourself were present.

27. In the evening, together with yourself and your Flag Captain, I attended an informal reception and dinner at the United Services Club.

28. Throughout the ships' stay in Brisbane, a full sporting programme was carried out and the people of Brisbane showed their usual unbounded hospitality towards visiting officers and men.

24th May - 28th May - Brisbane to Sydney

29. At 0900K Saturday 24th, H.M.A.S. "ANZAC" proceeded for Jervis Bay and after some unpleasant weather caused by a cyclonic depression about 100 miles east of Gabo, anchored in Jervis Bay at 0120K Monday 26th. At approximately 0840K Monday 26th, the thread on the bridge of the valve steam to coils on No. 1 Evaporator in No. 1 Boiler Room sheared, causing No. 1 Boiler Room to be filled with steam and evacuated temporarily. One rating (Stoker B.K. Wrigley, O.N. 39366) was admitted to hospital at Nowra with first and second degree burns and shock. This matter is being reported in detail separately. During the day, I carried out my Annual Inspection of H.M.A.S. "TOBRUK". H.M.A.S. "ANZAC" sailed again at 1800K in order to Rendezvous with Fox One off Tacking Point the

CONFIDENTIAL following/.....

following forenoon in accordance with your signal timed 080635Z May.

30. The Rendezvous was duly affected at 0900K Tuesday 27th and during the forenoon H.M.A.S. "ANZAC" took part in A.S.P.'s with H.M.A.Ships "SHOALHAVEN", "CULGOA" and "CONDAMINE" and H.M. Submarine "TELEMACHUS". In the early afternoon, H.M.A.S. "ANZAC" and H.M.S. "TELEMACHUS" carried out S.M.X.10 and H.M.A.S. "ANZAC" then rejoined H.M.A.S. "AUSTRALIA" wearing your flag and the frigates, whence O.O.W. Manoeuvres, a Night Encounter Exercise and a Submarine Shadowing and Attack Exercise were carried out.

31. At 0800K Wednesday 28th, on completion of the night exercises, H.M.A.S. "ANZAC", with H.M.A.S. "SHOALHAVEN" in company, entered Sydney Harbour and secured alongside Cruiser Wharf, Garden Island.

28th May - 31st May - At Sydney

32. The remainder of the month was spent alongside Garden Island. At 0900K Wednesday 28th, Lieutenant Commander W.O.C. Roberts, R.A.N. joined the ship and assumed the duties of First Lieutenant. Mr. D.G. Mooney, Commissioner Gunner (T.A.S.) joined the ship on Thursday 29th.

33. The cruise just completed with H.M.A.S. "AUSTRALIA" proved to be of great value, providing opportunity for training and drills and inducing a healthy competitive pride in the ship.

Training

34. Good progress was made throughout the month. Training Class M.T. 17 from H.M.A.S. "AUSTRALIA" was embarked, and, with the exception of two ratings, all passed for Able Seamen prior to reaching Brisbane. Higher Rates Training Classes have also made good progress.

Condition of the Ship

35. The condition of the ship remains satisfactory and the ship is capable of developing full power.

Sport

36. A full sporting programme was carried out at all ports of call during the cruise, the ships' teams competing in Australian Rules, Hockey, Cricket and Tennis Matches. H.M.A.S. "ANZAC" was also well represented in Fleet Rugby and Cricket Teams, whilst seven Australian Rules Players remained behind at Brisbane to represent the Fleet against Queensland United Services.

H.M.A.S. "ANZACS" Rifle Shooting Team gained a decisive victory in a shooting match against H.M.A.S. "AUSTRALIA", the Army, the R.A.A.F. and Police at Brisbane.

There were no cinema performances during the month.

Health and Conduct of the Ship's Company.

37. The Health and Conduct of the Ship's Company has been most satisfactory.

38. The monthly/.....

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38. The monthly steaming figures are as follows:-

Distance steamed during the month	4648.7 miles
Hours under way during the month	323 hours 22 minutes
Average distance per ton of fuel	3.383 miles
Total distance steamed since commissioning	43,228.2 miles
Average speed since commissioning	15.117 knots
Total hours under way since commissioning	2859 hours 37 minutes
Date of commissioning	14 March, 1951.

39. With reference to Commonwealth Navy Order 437/49, economical speed, at set revolutions, was exceeded on three occasions, figures are as follows:-

- (a) From 0700 to 1400 8th May, 1952.  
 Distance 150 miles  
 Average speed 21.4 knots  
 Authority. The Flag Officer Commanding, H.M. Australian Fleet's SIGNAL 062357 May.  
 Consumption. 7.4 tons per hour at 2.89 miles per ton.
- (b) From 1800 to 2400 8th May, 1952  
 Distance 106.8 miles  
 Average speed 17.8 knots  
 Authority. The Flag Officer Commanding, H.M. Australian Fleet's Signal 062357 May.  
 Consumption. 4.75 tons per hour at 3.75 miles per ton.
- (c) From 1900 18th May to 0900 19th May, 1952.  
 Distance 370 miles  
 Average speed 26.4 knots  
 Authority. The Flag Officer Commanding, H.M. Australian Fleet's Signal 180705 May.  
 Consumption. 11.37 tons per hour at 2.32 miles per ton.

I have the honour to be,

Sir,

Your Obedient Servant,

CAPTAIN

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THE BUTTER MARKETING BOARD

GWC/YLeC

Box 1020 N, G.P.O.

HAMILTON. (Brisbane)

26th May, 1952.

Officer Commanding,  
H.M.A.S. Anzac,  
C/- G.P.O.,  
SYDNEY N.S.W.

Dear Sir,

On behalf of The Butter Marketing Board, I desire to express our sincere thanks for the prompt action of your watch in notifying the Fire Brigade of the recent fire which destroyed portion of the Board's premises early on Wednesday morning the 21st May.

We are given to understand that the men of the Anzac fought the fire with their fire fighting equipment before the Brigade arrived on the scene. In our opinion it was this early action which prevented colossal damage being done to the Board's premises and the adjoining Hamilton Cold Stores. Although we estimate the damage to be in the vicinity of £10,000 it would have been well over £90,000 had the Board's plant been completely destroyed and if the Hamilton Cold Stores adjoining, had also gone up in flames the loss would have run into millions.

We would like to convey to the officers and men under your command, the sincere thanks of the Dairying Industry of Queensland for the prompt action in averting what could have been a catastrophe to the industry in this state.

(Sgd) G.W. Coombs.

MANAGER

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20/1/4

H.M.A.S. "ANZAC",  
At Sea,  
between Port Moresby and Manus,  
2nd May, 1952,

The Flag Officer Commanding,  
H.M. AUSTRALIAN FLEET.  
(Copy to : Captain (D),  
10th Destroyer Squadron).

H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS  
APRIL, 1952.

Sir,

I have the honour to submit the following Report of Proceedings for the month of April, 1952 of H.M.A.S. "ANZAC" under my command.

1st April - 15th April - At Sydney.

2. At the beginning of the month the ship was alongside Cruiser Wharf, Garden Island. Preparations were being made for the torpedo discharge trials which were to take place during the current period in Sydney. During the period also, the armature of J.4 turbo generator was removed by the dockyard for examination, and one of H.M.A.S. "TOBRUK's" armatures which had been rewound was shipped in its place. On completion of the examination, Captain Superintendent, Sydney reported that the defect, mentioned in paragraph 24 of my Report of Proceedings for March, 1952 had been caused by bad workmanship by the original makers. It was gratifying to note that these defects had not been caused by bad shipboard maintenance. Captain Superintendent, Sydney's messages timed 100646Z and 160711Z April refer.

3. An unfortunate accident occurred on Thursday, 3rd when the rear end of one torpedo blowing head burst and multiple injuries were caused to Leading Seaman H. Hall, O.N. 28241 of H.M.A.S. "RUSHCUTTER", who was working on the head at the time. This matter was reported in my letter 18/3/3 dated 3rd April and was the subject of a Board of Inquiry in H.M.A.S. "AUSTRALIA" the following Monday. I am glad to say that Leading Seaman Hall has made a good recovery.

4. On Thursday 3rd, I called on the Flag Officer-in-Charge, New South Wales, Acting Rear Admiral H.B. Showers, C.B.E., R.A.N., and he returned my call the following day. On Monday 7th, my wife and I had the honour of being entertained to afternoon tea by His Excellency, the Governor, Lieutenant General Sir John Northcott. His Excellency had kindly suggested this arrangement in lieu of an official call.

5. By prior arrangement, the President and a representative member of the Gallipoli Legion of Anzacs (Sydney) visited the ship on Monday 7th. This Legion of Anzacs has always taken a keen interest in the ship and had presented the ship with a very nice pair of chromium tread name plates.

After the gentlemen had been shown round the ship, lower deck was cleared and in speaking for the ship's company, I expressed our great satisfaction with the association between the Legion and the ship, our pride in having the name which members of the Legion helped to make so famous, our ambition to add modern lustre to the name ANZAC, and finally our gratitude for the generous and much appreciated gift of the tread name

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plates. The President of the Legion in replying expressed for their part a pride in being associated with the most modern ship in the Royal Australian Navy and their satisfaction that such a fine ship would bear the name ANZAC. The President then went on to say that any officer or man from H.M.A.S. "ANZAC" would always be welcome to enter their city club premises, that the members hoped that they would see a good deal of us and turning to me, the President asked that should there be anything the ship needed and which the Gallipoli Legion of Anzacs might be able to supply or to do for us, I was to let them know and if it would be their pleasure to fulfil whatever was required if it were possible.

These old Anzacs were then entertained in the Wardroom.

6. Progress in preparing five torpedoes for running was unavoidably slow due largely to the inexperience of the T.A.S. ratings borne. However, after two cancellations, five torpedoes were finally ready and the ship proceeded to sea at 0845K on Tuesday 8th April.

7. The first torpedo, set to run straight, was fired at 1020 with the ship on steady course at 24 knots. The torpedo appeared to be running correctly on leaving the tubes, however, no wake was seen after it entered the water. A comprehensive criss cross search carried out at 24 knots, covering a large area and with excellent conditions of sea and visibility, failed to find any trace of this torpedo.

8. In the afternoon, Long and Close Range A.A. Sleeve Firings were satisfactorily carried out, several hits being scored on the drogue by the S.T.A.A.G.'s, the former finally disintegrating.

9. At 1605, a second torpedo, angled to 30° on the bow was fired to starboard with the ship swinging to port at 24 knots. This torpedo began porpoising immediately after entering the water, seemed to turn a complete circle with a gyro failure and then ran near the surface on about its pre-set course. The R.A.A.F. Beaufighter of No. 30 Squadron which had been towing the sleeve had been asked to follow up this torpedo and had agreed to do so. Consequently, firing of the torpedo had been delayed until the Beaufighter had recovered its sleeve and tow and was ready. H.M.A.S. "ANZAC" and the Beaufighter followed up the torpedo, which was observed to sink at the end of its run. The loss of two torpedoes, has in addition to signals made at the time, been reported in my letter 10/1/4 dated 9th April and was the subject of a Board of Inquiry in H.M.A.S. "AUSTRALIA" on Friday 15th.

10. The ship returned to harbour and secured alongside H.M.A.S. "TOBRUK" at Cruiser Wharf at 1745K. As a result of the loss of the two torpedoes, a conference was held in ANZAC between representatives of the Director of Underwater Weapons, Navy Office, the Flag Officer Commanding, Her Majesty's Australian Fleet, Royal Australian Naval Torpedo Factory, H.M.A.S. "RUSHCUTTER" and H.M.A.S. "ANZAC", at which it was recommended that torpedo discharge trials be deferred until the ship's torpedo personnel obtain more experience in preparation of torpedoes.

11. Lieutenant Peter Charles Jeken Cockburn, R.N.R. and Lieutenant (P) Albert Leslie Oakley, D.F.C., R.A.N. joined the ship during this period, for training, whilst Lieutenant Commander Robert Cecil Savage, R.A.N., my First Lieutenant, left the ship on the 15th for leave and to take up his appointment as Commanding Officer of H.M.A.S. "CONDAMINE".

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...../ 16th April - 17th



16th April - 17th April - Sydney to Brisbane and at Brisbane

12. In accordance with your signalled instructions, the ship sailed for Brisbane at 0900K on Wednesday 16th. Successful I.F.F. tests were carried out with H.M.A.S. "WATSON" on clearing the Heads. After an uneventful passage, the ship secured alongside Newstead Wharf, Brisbane at 1500K on Thursday 17th.

13. At about 1915K, Thursday 17th, I joined the Resident Naval Officer, Brisbane at the Eagle Farm Airport to meet Vice Admiral Sir John Collins, C.B., Chief of Naval Staff to discuss the embarkation of himself and the Prime Minister the following day.

14. At 1030K on Friday 18th, Commander R. Macklin, U.S.N. Attache joined ship for passage to Townsville as a guest in accordance with Australian Commonwealth Naval Board's message timed 030944Z April.

15. At 1100K, I was included in an unofficial reception given to the Chief of Naval Staff by the Resident Naval Officer. Later, I had the honour of being entertained to lunch by His Excellency the Governor of Queensland, Sir John Lavarack. The Chief of Naval Staff, the Resident Naval Officer and Mrs. Chesterman, General and Mrs. King were the other guests at lunch.

18th April - 27th April - Brisbane to Cairns

16. At 1600K Friday 18th, the Chief of Naval Staff came aboard for passage to H.M.A.S. "AUSTRALIA" at Moreton Bay. Half an hour later, the Prime Minister, the Right Honourable Robert Gordon Menzies embarked. Ship's officers were presented to each.

17. The ship cast off at 1645K and proceeded down the river anchoring off Pile Buoy, 3 cables south west of H.M.A.S. "AUSTRALIA", wearing your flag, at 1815K. The Prime Minister and the Chief of Naval Staff then transferred to H.M.A.S. "AUSTRALIA". Shortly after, both ships weighed and proceeded in company for Hervey Bay anchoring off Rooney Point at 1130K on Saturday 19th.

18. Twenty-four hours were spent at anchor in Hervey Bay, and at 1200K on Sunday 20th, both ships weighed and proceeded in company for Cid Harbour. On passage, Jackstay Transfer, Buoyant Squid Firings, a Fire Power Demonstration and Officer of the Watch Manoeuvres were exercised. The ships anchored in Cid Harbour at 1545K on Monday 21st.

19. Commander Macklin, U.S.N. and I had the honour and pleasure of dining aboard H.M.A.S. "AUSTRALIA" with the Prime Minister, the Chief of Naval Staff, yourself, your Chief Staff Officer and other guests on Monday evening.

20. At 0925K on Tuesday 22nd, the Prime Minister, the Chief of Naval Staff and yourself embarked in H.M.A.S. "ANZAC" for passage to Bait Reef. On passage, Mr. Menzies very kindly addressed the ship's company and this was very much appreciated. Bait Reef was reached at 1115K and after lunch, the ship closed the Reef and yourself and your guests proceeded by boat to the Reef. H.M.A.S. "ANZAC's" ship's company occupied the other boats. At 1545K, after re-hoisting boats, the ship proceeded back to Cid Harbour via the Narrows between Hayman and Hook Islands and anchored at 1715K. Your guests and yourself then returned to H.M.A.S. "AUSTRALIA".

21. In the evening, I had the very great pleasure and honour of entertaining the Prime Minister and the Chief of

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Naval Staff to dinner onboard H.M.A.S. "ANZAC".

21. At 1445K Wednesday 23rd, H.M.A.S. "AUSTRALIA" and H.M.A.S. "ANZAC" weighed and proceeded in company to Hayman Island, anchoring at 1545K. That evening, I had the pleasure of dining ashore at the Royal Hayman Hotel with the Prime Minister, the Chief of Naval Staff, yourself and your Flag Captain.

23. At 0600K Thursday 24th, both ships weighed and proceeded in company to the Palm Islands, anchoring in Challenger Bay at 1700K the same day.

24. On Friday 25th, I attended, together with you and your guests, a short tour of the administration set up on Palm Island and witnessed a corroboree and island dances performed by the natives. Recreational leave was also given to the ship's company and an H.M.A.S. "ANZAC" Rugby League football team was soundly beaten by a Palm Island team. At 1500K, the ships weighed and proceeded in company to Cleveland Bay, anchoring at 1700K.

25. At 0725K Saturday 26th, the Prime Minister and the Chief of Naval Staff embarked and H.M.A.S. "ANZAC" weighed and proceeded into Townsville securing alongside No. 1 Berth at 0810K. The Prime Minister and the Chief of Naval Staff and the U.S.N. Attache disembarked at 0825K. Despite the early hour a small crowd on the wharf witnessed the Prime Minister landing and gave him a welcoming hand clap.

26. During the few hours spent at Townsville, I received calls from Brigadier Monaghan, Group Captain McLachlan, R.A.A.F., the Sub Collector of Customs (and Naval Agent) and a representative of the Missions to Seamen.

27. The Sub Collector of Customs had not provided a berthing party, as he regarded it a normal thing for ships to provide their own. I told him it would be helpful if he provided a berthing party, but that the most important point was for the ship to be informed whether or not a party was being provided.

28. The Royal Netherlands Naval Attache, Commander J. L. Goslings, R.N.N. joined for passage to Manus as a guest in accordance with the Australian Commonwealth Naval Board's message timed 100932Z April.

29. The visit to Townsville provided the opportunity to grant leave to North Queensland natives until the ship's departure from Cairns (i.e weekend leave).

30. At 1130K the ship proceeded to Cairns, anchoring for three hours in Juno Bay (Fantome Island) during the afternoon in order to allow recreational leave. The ship anchored off Dunk Island at 2215K to transfer personnel and stores to H.M.A.S. "AUSTRALIA", weighing again some five hours later to continue passage to Cairns.

31. H.M.A.S. "ANZAC" secured alongside No. 10 Berth at Cairns at 1000K Sunday 27th to collect mail and provisions for H.M.A.S. "AUSTRALIA" and H.M.A.S. "ANZAC" and to fuel. I received calls from the Mayor, (Mr. Fulton) Colonel Williams of the 51st Battalion, the President and Secretary of the Returned Soldiers League and several other prominent citizens.

32. Colonel Williams was kind enough to put a staff car at the disposal of the officers and arranged an additional train to Kuranda. About 60 officers and men availed themselves of this opportunity of seeing the picturesque Barron Gorge and

...../ Falls.

Falls. Colonel Williams has offered, if given warning of a future visit by H.M.A. ships, to make similar arrangements, and in addition, to arrange games and to provide facilities such as transport from the fuelling wharf to the town.

During the evening, a number of prominent citizens and their wives were entertained onboard.

28th April - 29th April - Cairns to Port Moresby

33. At about 1030K Monday 28th, the ship cast off and proceeded for Port Moresby via Grafton Passage. Sailing had been delayed for half an hour in order to await the sorting of mail. 4.5" gun functioning trials and rate of fire tests and trials of 40mm breakup shot were carried out on passage. H.M.A.S. "ANZAC" rejoined your flag at Port Moresby when the ship secured alongside Main Wharf at 1640K on Tuesday 29th. This wharf, at present, is under reconstruction, which is believed will occupy another twelve months.

34. In the evening, my officers and I attended a garden party given by the Acting Administrator, Brigadier D.M. Cleland and Mrs. Cleland at their home.

30th April - At Port Moresby

35. During the forenoon of Wednesday 30th, I called officially on the Acting Administrator and he returned my call at 1045K.

Afterwards, I had the pleasure of accompanying you to lunch ashore at Rouna with the Acting Administrator and the District Commissioner. After lunch, I was most impressed with the parade of the Royal Papuan Constabulary, at which you took the salute. The drill with rifles performed by the natives in this parade is unequalled in my experience. An interesting visit was also paid to the beautiful Australian War Cemetery at Bomana, where you laid a wreath.

36. In the evening, I accompanied you to a buffet dinner given by the Acting Administrator and Mrs. Cleland at their home and afterwards to an informal dance given at the Golf Club. This dance was also attended by many of my officers.

Condition of the Ship

37. The condition of the ship remains satisfactory and the ship is capable of developing full power. Both turbo generators are now fully operational.

Sport and Recreation

38. With the protracted stay in Sydney and long steaming periods in the latter part of the month there has been little opportunity for organised sport. An Australian Rules Football Match was played in Sydney against H.M.A.S. "TOBRUK" resulting in a win for H.M.A.S. "ANZAC"; H.M.A.S. "ANZAC" were beaten at Rugby League by a Palm Island Team of natives. Fishing, sailing and swimming parties were organised during the Barrier Reef Cruise. There have been no cinema performances this month.

Health and Conduct of the Ship's Company

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

40. The monthly steaming figures were as follows:-

Distance steamed during month	2363.0 miles
Hours under way during month	152 hours 36 minutes
Average Distance per ton of fuel	3.33 miles
Total Distance Steamed since Commissioning	38,579.54 miles
	...../Average Speed

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Average Speed since Commissioning	15.21 knots
Total Hours under way since Commissioning	2,536 hours 15 minutes
Date of Commissioning	14th March, 1951.

With reference to Commonwealth Navy Order 437/49, economical speed, at set revolutions, was exceeded on two occasions, figures<sup>are</sup> as follows:-

From 1000, 16th April, 1952 to 1100, 17th April, 1952.

- (a) 25
- (b) 19.6
- (c) The Flag Officer Commanding, H.M. Australian Fleet's signal 100452Z April.
- (d)(i) 4.8 tons per hour.
- (ii) 4.08 miles per ton.

From 1300, 28th April, 1952 to 1600, 29th April, 1952.

- (a) 27
- (b) 16.7
- (c) The Flag Officer Commanding, H.M. Australian Fleet's signal 272347Z April.
- (d)(i) 4.26 tons per hour.
- (ii) 3.92 miles per ton.



I have the honour to be,

Sir,

Your Obedient Servant,

G.G.O. GATACRE

CAPTAIN

CONFIDENTIAL

5193/12/12

MEDICAL OFFICER FOR H.M.A.S. "ANZAC" DURING FIRINGS.

2nd N.M.  
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Submitted:

Reference is made to your minute dated 30th April, 1952 ( on file 5193/12/12 report of proceedings of H.M.A.S. "ANZAC") which reads as follows :

"It is noted that no Medical Officer was made available to "ANZAC" by C.S.T. F.N.D. for Gunnery School firings paragraphs 17 and 18 of "ANZAC\*s" report refer. This I believe is contrary to normal practice and I believe to regulations for firings of this nature. D.N.M.S. is requested to remark."

2. I concur that a medical officer should be carried during 'firings'. Although allowed by complement, owing to shortages, no medical officers are available for appointment to small ships except when proceeding to operational areas or independently outside Australian waters.

3. It is not clear why a medical officer was not loaned by either H.M.A.S. "LONSDALE" or "CERBERUS" when requested. From records held it would appear that only one medical officer was on leave at the time.

(Sgd.) D. A. Pritchard

4 /6/1952

D.N.M.S.  
-----

# Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 20/1/4

H.M.A.S. "ANZAC",  
At Sydney,  
5th April, 1952.

The Flag Officer Commanding,  
H.M.A. FLEET.  
(Copy to : Captain (D), 10th Destroyer Squadron)

## H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS MARCH, 1952

Sir,

I have the honour to submit the following Report of Proceedings for the month of March, 1952 of H.M.A.S. "ANZAC" under my command.

### 1st March - Woodbridge

2. On Saturday 1st, H.M.A.S. "ANZAC" was anchored off Woodbridge to act as flagship for the Channel Racing Association's Regatta. The weather was ideal, flat calm for the rowing events in the forenoon whilst a good sailing breeze sprang up in the afternoon for the sailing races. I had arranged for the word to be passed that H.M.A.S. "ANZAC" would give all possible assistance to competitors. During the day many yachts made use of the ship and their crew members were entertained on board.

3. By arrangement with the local schoolmaster, a party of 70 school children were shown over the ship during the forenoon. Further highlights of the visit were a local beauty contest, judged by three of H.M.A.S. "ANZAC's" Chief and Petty Officers and a dance in the evening, which was well attended by the Officers and Ship's Company. Much amusement was caused at the former by the successful efforts of the judges to obtain more contestants than had at first volunteered.

4. Three Officers and I were entertained to dinner in the evening by Vice Admiral Sir Guy and Lady Wyatt. Mr. and Mrs. Murray of the Regatta also entertained several Officers to lunch.

### 2nd - 3rd March at Hobart

5. At 0830K on Sunday 2nd, the ship weighed and proceeded for Hobart, securing south side of Queen's Pier at 1015K and rejoining H.M.A.S. "AUSTRALIA" wearing your flag.

6. The ship was open for public inspection on both Sunday 2nd and Monday 3rd. Over 1000 people took advantage of this opportunity to look over the ship. On the evening of Monday 3rd, I had the honour of being entertained to dinner at Government House by His Excellency, the Governor and Lady Cross.

### 4th - 7th March - At North West Bay

7. At 0600K on Tuesday 4th, the ship proceeded independently to North West Bay anchoring there at 0715K. H.M.A.S. "AUSTRALIA" wearing your flag entered harbour and anchored 3 cables east of H.M.A.S. "ANZAC" at 1145K.

8. The period in North West Bay was profitably spent in preparing the ship for your inspection. Regatta training was also started.

...../8th March

8th - 10th March - North West Bay to Westernport

9. At 0930K on Saturday 8th, H.M.A.S. "AUSTRALIA" and H.M.A.S. "ANZAC" weighed and proceeded in company under your command for Westernport. On passage, O.O.W. Manoeuvres, Surface Tracking Exercise, Dummy Torpedo Attacks and a Night Encounter were exercised. In the Night Encounter starshell were fired at a range of 15000 yards with excellent results. Thick fog encountered in Bass Strait during the forenoon and afternoon of Sunday 9th closed the visibility in Westernport approaches and necessitated the ships anchoring off the entrance to Westernport at 1706K. The passage up Westernport to the anchorage off Stoney Point was made the following morning, the ships anchoring at 0715K.

10th - 14th March - At Westernport

10. In accordance with your instructions, I attended onboard H.M.A.S. "AUSTRALIA" as President of a Court Martial on Tuesday 11th and on the following day as a Member of the Court of a further Court Martial.

11. Large numbers of National Service Trainees, Technical Training Classes, and one year of Cadet Midshipmen were shown over the ship during this stay in Westernport. Plentiful use was made of the sporting facilities offered by Flinders Naval Depot. Training and exercising Gunnery Drills were also progressed.

14th - 15th March - Westernport to Norfolk Bay

12. On 14th March, H.M.A.S. "ANZAC" had been in commission for one year.

13. At 0930K on Friday 14th, after H.M.A.S. "ANZAC" had embarked Messrs. Adeney and Richards of the Royal Australian Naval College tutorial staff, H.M.A.S. "AUSTRALIA" and H.M.A.S. "ANZAC" weighed and proceeded in company for Norfolk Bay. Inert squid firings, streaming unifoxer at long stay, a surface tracking exercise and O.O.W. Manoeuvres at night with the ships darkened were exercised on passage. H.M.A.S. "ANZAC" anchored in Dart Bay at 1820K on Saturday 15th.

15th March - 20th March - At Norfolk Bay

14. All hands now turned to with a will to complete final preparations for your inspection, which was carried out on Friday 18th. Your signal timed 180639Z (copy attached) sent on completion of your inspection was very much appreciated by all the ship's company.

15. On Wednesday 19th, I had the honour and pleasure of entertaining you and Captain J.C. Morrow, D.S.O., D.S.C., R.A.N. to dinner onboard.

20th - 25th March - At Hobart

16. At 0645K Thursday 20th, H.M.A.S. "AUSTRALIA" and H.M.A.S. "ANZAC" weighed and proceeded in company for Hobart, H.M.A.S. "ANZAC" securing alongside Ocean Pier north side at 0915K.

17. In the evening I attended an At Home given by the United Services Institute at Anglesea Barracks, at which the Patron, His Excellency, Sir Ronald Cross, Bart. and yourself were present.

On 21st and again on 24th, I had the pleasure and honour of lunching with you in your Flagship, when you enter-

...../tained local

local dignitaries.

On the evening of 24th, I had the pleasure of being included in a dinner given by the President of the Tasmanian Club when His Excellency, yourself, your Chief Staff Officer and Flag Lieutenant were also entertained.

18. A large sporting programme was carried out in Hobart. The ship was again open to public inspection on Saturday 22nd and Sunday 23rd, and on these occasions over 1000 people visited the ship each day. Officers and Ship's Company also visited Cadbury's Chocolate Factory by courtesy of Lieutenant Commander W.A. Smith, R.A.N.V.R.

19. Messrs. G.F. Adeney and W.G. Richards left the ship on Sunday 22nd to return to Flinders. Members of the College professional staff have been most welcome onboard and Mr. Richards was kind enough to give an interesting lecture on the Theory of Communism to the ship's company.

25th - 29th March - At Surge Bay

20. At 0915K Tuesday 25th having embarked Senators Chamberlain and Cole and the latter's Secretary, the ship cast off and proceeded in company with H.M.A.S. "AUSTRALIA" for Surge Bay. On passage, several demonstrations were given the Tasmanian Members of Parliament including transferring stores by jackstay, squid firing, fire power demonstration, burning of smoke floats and a surface tracking exercise. Unfortunately a heavy southerly swell spoilt the lunches of all our visitors except Senator Cole. However, all recovered in time for the passage up the D'Entrecasteaux Channel and Huon River. The ship anchored off Surge Bay at 1600K and the visitors were disembarked at 1700K.

21. On Wednesday 26th, a force 8 North Westerly caused me to raise steam, hoist all boats and let go second anchor. Fortunately the wind eased in the evening.

22. A most enjoyable regatta between H.M.A.S. "AUSTRALIA" and H.M.A.S. "ANZAC" was held on Friday 28th. Although H.M.A.S. "ANZAC" was beaten by 23 points to 13, the crews were satisfied that they had not disgraced themselves owing to the limited amount of training they had done. The spirit shown by the ship's company was most gratifying. On completion of the regatta you were kind enough to receive a deputation of the "ANZAC TRIBE".

29th - 31st March - Surge Bay to Sydney

23. At 0630K on Saturday 29th, H.M.A.S. "AUSTRALIA" and H.M.A.S. "ANZAC" weighed and proceeded in company for Sydney. On passage, the annual full power trial was carried out satisfactorily, the ship achieving a speed through the water of 31.2 knots. Prior to entering Sydney Harbour on Monday 31st, H.M. Submarine "THOROUGH" carried out an S.M.X. on H.M.A.S. "AUSTRALIA" screened by H.M.A. Ships "ANZAC", "SHOALHAVEN" and "BARCOO". On completion of the S.M.X. H.M.A.S. "ANZAC" proceeded into harbour and secured alongside H.M.A.S. "GASCOYNE" at Cruiser Wharf at 1215K.

Condition of the Ship

24. The condition of the ship remains satisfactory and full power was maintained for two hours at the end of the month. However, during a routine examination and cleaning of J.4 turbo generator at the commencement of the month, two commutator bars exhibited a peculiarity. This took the form of a dark line running longitudinally on each and the commutator was kept under observation. These lines gradually moved across to approximately the centre of each bar and were reported to the inspecting officer of your staff during your inspection. Investigations are at present in progress and J.4 turbo generator has been immobilised in accordance with your signal timed 270919Z March.

...../Sport and



Sport and Recreation

25. This has been a good month for sporting activities.

Australian Rules - ANZAC defeated AUSTRALIA twice  
Cricket - AUSTRALIA defeated ANZAC by 6 runs  
Rugby - AUSTRALIA defeated ANZAC 6 - 0  
Soccer - S.S. "PORT VINDEX" defeated ANZAC 3 - 2  
Rifle Shooting - Four rifle shooting matches were carried out - with only one defeat for ANZAC's team. Members of the team also competed in Fleet Matches.

Several Interpart cricket matches were also played and ship's company participated in Fleet Teams for all sport. Instructional cinema films obtained from the State Film Library of Tasmania had enabled film programmes to be shown most nights in harbour.

Health and Conduct of the Ship's Company

26. The health and conduct of the ship's company remains satisfactory. Morale is very high as a direct result of the successful completion of your inspection and the officers and ship's company have a great pride in the ship.

27. The monthly steaming figures were as follows :-

Distance steamed during month	1,929.5 miles
Hours under way during month	133 hours 27 minutes
Average Distance per ton of fuel	3.675 miles
Total Distance Steamed since Commissioning	36,216.54 miles
Average Speed since Commissioning	14.582 knots
Total Hours under way since Commissioning	2,483 hours 39 minutes
Date of Commissioning	14th March, 1951.
Economical Speed was exceeded as necessary for exercises throughout the month.	



I have the honour to be,

Sir,

Your Obedient Servant,

G. G. O. GATACRE

CAPTAIN

UNCLASSIFIED MESSAGE

S1320d

ANZAC (INFO) D 10

ANZAC

FOCAF

180639Z MARCH

I WAS MOST IMPRESSED BY ALL I SAW DURING MY INSPECTION TODAY -X-  
SHIP WAS VERY CLEAN AND CONSIDERABLE ATTENTION WAS PAID TO  
DETAIL IN PARTICULAR TO MESSDECKS AND IT IS OBVIOUS THAT ANZAC  
HAS A LIVELY AND KEEN SHIPS COMPANY WHO HAVE A GREAT PRIDE IN  
THIER SHIP -X- I CONGRATULATE YOU ALL

// 180639Z MARCH

DIST-FULL

LIGHT

P/L

TOR 1648K

HK

18/3/52

## Royal Australian Navy.

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IN REPLY PLEASE QUOTE

No. 20/1/4

H.M.A.S. "ANZAC",  
At Hobart,  
3rd March, 1952.

The Flag Officer Commanding,  
H.M.A. FLEET.  
(Copy to : Captain (D), 10th Destroyer Squadron)

H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS  
FEBRUARY, 1952

Sir,

I have the honour to submit the following report of Proceedings for the month of February, 1952 of H.M.A.S. "ANZAC" under my command.

1st February - 20th February - At Port Melbourne

2. At the beginning of the month the ship was alongside Dock Pier at Williamstown making final preparation for the Royal Tour.

3. At 0930K on Wednesday, 6th February, I joined H.M.A.S. "ANZAC" and relieved Captain J. Plunkett-Cole, R.A.N. in command of H.M.A.S. "ANZAC" and as Captain (D), 10th Destroyer Squadron. I had arranged to pay official calls on His Excellency the Governor of Victoria, the Chief Justice of Victoria, the Premier of Victoria and the Lord Mayor of Melbourne the following morning. However the sad news of the death of His Majesty King George VI caused these calls to be cancelled.

4. The abandonment of the Tour of the Commonwealth by their Royal Highnesses the Princess Elizabeth and the Duke of Edinburgh was also a great disappointment to the Officers and Ship's Company as all had looked forward to the experience of providing naval escort for Royalty. Members of the Ship's Company who were under training for the Royal Guard were particularly disappointed as theirs was to be a personal part and they felt they were reaching a standard of precision in drill that would please the Royal Visitors.

5. On Monday, 11th on receipt of "Subsmash One" after fears were entertained for the safety of H.M. Submarine "THOROUGH", steam was raised with all despatch and the ship proceeded to sea at 1300K. Fortunately at 1445, when 15 miles south of Fawkner Beacon, the signal was received that "Subsmash One" was cancelled as "THOROUGH" had surfaced. Course was reversed and "ANZAC" returned to her berth in Williamstown.

6. On Wednesday 13th, I called officially on the First Naval Member and Chief of the Naval Staff, Vice Admiral Sir John Collins, K.B.E., C.B. also the Secretary and Permanent Head of the Department of the Navy, T.J. Hawkins, B.A., LL.B. and other Naval Board members.

7. The period 11th February - 20th February was spent in furthering training and working up for Long and Close Range A.A. Sleeve Target Firings. This training and work up was particularly necessary because the ratings who had been training for the Fleet Royal Guard had just returned to the ship - many of them occupying key gunnery positions. Also a number of drafting changes had been made. The R.A.A.F. were able, (at short notice) to provide Mustang aircraft for Day Tracking Exercises on the 18th, 19th and 20th. Consequently the ship proceeded to sea on these days, and

...../the exercises

the exercises were carried out in Port Phillip Bay. During this period also, 14 Ordinary Seamen were examined for Able Seaman, only four failing the exam. Gunnery, Communication and A.I.O. Harbour exercises were also carried out.

8. On return from exercises each day on the 18th and 19th the ship was fortunate in being able to berth at Station Pier, Port Melbourne. The acute shortage of wharves and dock space in Melbourne makes the occasions on which one of H.M.A. ships can berth at Port Melbourne very rare indeed.

20th February - On passage from Port Melbourne to Westernport

9. At 0900K, the ship proceeded to sea for exercises and on passage to Westernport. During the forenoon further Day Tracking Exercises with two Mustang target aircraft were carried out. In the afternoon A.A. Close Range Sleeve Target firings and Inert Charge Squid Firings took place. Unfortunately the long range firings arranged had to be cancelled owing to a defect in the fire control system.

10. At 1630K, the ship anchored off Stony Point joining company with H.M.A.S. "AUSTRALIA" wearing your flag. In the evening I had the honour of dining with the Commodore Superintendent of Training, Flinders Naval Depot, Commodore H.J. Buchanan, D.S.O., Royal Australian Navy.

21st February - 22nd February - At Westernport

11. On Thursday 21st, I had the honour to call on you officially at 0930K and you returned my call at 1030K the same day.

12. In accordance with arrangements made between yourself and the Commodore Superintendent of Training, Flinders Naval Depot, Mr. R. Clarke and Mr. C. Fitzpatrick of the Royal Australian Naval College Professional Staff joined H.M.A.S. "ANZAC" at 0830 Friday 22nd to experience a short period afloat.

22nd February - 23rd February - On passage Westernport to Port Arthur

13. At 0900K Friday 22nd, H.M.A.S. "ANZAC" proceeded in company with H.M.A.S. "AUSTRALIA" wearing your flag. Officer of the Watch Manoeuvres, Jackstay Transfer and a Night Encounter were exercised whilst on passage. At 1800K Saturday 23rd, the ship anchored in Opossum Bay, Port Arthur.

23rd February - 27th February - At Port Arthur

14. This period, spent in a sheltered anchorage and away from the distraction of a capital city provided good opportunity for getting ahead with maintenance and training. The addition of crayfish to the normal diet proved most pleasant and the Ship's Company used the ship's boats to the maximum extent out of working hours for fishing trips and sailing. An Australian Rules football match was played against H.M.A.S. "AUSTRALIA" resulting in a win for "ANZAC".

15. On 26th February, my First Lieutenant, Lieutenant Commander R.C. Savage, Royal Australian Navy, my Engineer Officer, Lieutenant Commander (E) C.C. Connolly, Royal Australian Navy and I had the honour and pleasure of dining with you in your flagship.

27th February - 29th February - At Hobart

16. At 0700K Wednesday 27th, the ship weighed and proceeded to Hobart in accordance with your signalled instruction and secured alongside Macquarie Wharf at 1015K. The Resident Naval Officer,

...../Commander F.D.

Commander F.D. Shaw, R.A.N. called on me on arrival.

17. H.M.A.S. "AUSTRALIA" wearing your flag arrived at 0915K 28th February. That afternoon I accompanied you and Captain J.C. Morrow, D.S.O., D.S.C., R.A.N. in paying official calls on His Excellency the Governor, the Right Honourable Sir Ronald Cross, Bart., The Honourable the Premier, Mr. Robert Cosgrove, the Right Honourable the Lord Mayor of Hobart, Mr. A.R. Park, and Mr. Justice Green, who was representing the Chief Justice, Sir John Morris. I was also present in H.M.A.S. "AUSTRALIA" when the Commandant Tasmania, Brigadier E.M. Dollery, O.B.E., M.C. and the Resident Air Force Officer, Squadron Leader S.J. Nichol called on you that afternoon, and when your official calls were returned on Friday 29th.

18. On Thursday 28th, my officers and I attended a cocktail party given at the Naval and Military Club and later a reception given by the Victoria League Young Contingent.

19. At 1330K, Friday 29th in accordance with your signalled instructions the ship proceeded to Woodbridge to act as flagship for the Channel Racing Associations' Regatta which will be held on the 1st March. At 1500K, the ship was anchored in position 262° Woodbridge Pier 5.5 cables. On arrival Vice Admiral Sir A. Guy N. Wyatt, K.B.E., C.B., who is the President of the Channel Racing Association called on me and at 1600 I entertained Admiral and Lady Wyatt and a party of committee members and their ladies. Afterwards the party looked over the ship and before proceeding ashore they were entertained in the Wardroom. In the evening I gave a dinner party onboard for Vice Admiral Sir Guy and Lady Wyatt and Mr. and Mrs. Murray.

#### CONDITION OF THE SHIP

20. The condition of the ship remains satisfactory and the ship is capable of developing full power. However, maintenance of electronic equipment has been very much hampered by the inadequate number of spares allowed by establishment and this will be included in the half yearly electrical material report. Furthermore, the K5 Diesel Generator is not available for use. Due to faulty materials the cams and cam followers were excessively worn after only 66 hours running and had to be left in the hands of H.M.A. Dockyard, Williamstown, for building up with harder metal and machining. It is expected that the repaired parts will be forwarded to the ship during the first week in April. This machine being out of use does not affect the ships action load.

21. On passage from Westernport to Port Arthur, turbo-generator G.1. rapidly rose in temperature from its normal running temperature of 90° to 175°. It was taken off load, closed down and opened for inspection. No electrical fault was evident, but examination revealed that the sea intake strainer for the cooling system was blocked with seaweed. Removal of this rectified the fault. The rise in temperature was so rapid that only the vigilance of the watch-keepers prevented serious damage from being done.

#### HEALTH AND CONDUCT OF THE SHIP'S COMPANY

22. The health and conduct of the Ship's Company has been satisfactory and I believe that as the ship improves in cleanliness and efficiency in preparation for your inspection, pride in her is being raised in all onboard.

#### SPORTS AND RECREATION

23. The ship competed in a Rifle Shooting Match at Flinders Naval Depot with teams from "AUSTRALIA" and Flinders Naval Depot, "ANZAC's" team came second in the event. Apart from the Australian Rules football match against "AUSTRALIA" at Port Arthur, no other important matches have been played during the month.

...../24. The monthly

24. The monthly steaming figures were as follows :-

Distance steamed during month	737.6 miles
Hours under way during month	59hours 13 minutes
Average distance per ton of fuel	3.52 miles
Total Distance steamed since commissioning	34287.04 miles
Average speed since commissioning	14.58 knots
Total hours under way since commissioning	2350 hours 12 minutes

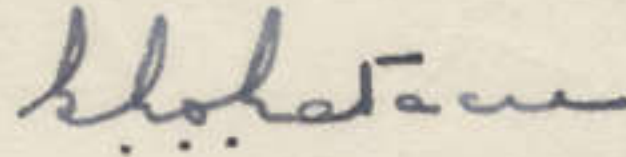
Economical speed was exceeded as follows (C.N.O.437/49) :-

- (a) 6 hours
- (b) 16.8 knots
- (c) Exercising with H.M.A.S. "AUSTRALIA"

I have the honour to be,

Sir,

Your Obedient Servant,



CAPTAIN



IN REPLY PLEASE QUOTE

No. 20/1/4

H.M.A.S. "ANZAC"  
At Williamstown,  
5th February, 1952.

The Flag Officer Commanding,  
H.M.A. FLEET.  
(Copy to The Captain (D), 10th Destroyer Squadron)

H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS  
JANUARY, 1952

Sir,

I have the honour to submit the following Report of the Proceedings of H.M.A.S. "ANZAC" for the month of January, 1952.

2. At the beginning of the month the ship was in Jervis Bay and spent the 1st at anchor. H.M.A. Ships "BATAAN" and "WARRAMUNGA" were in company until 2300, when they sailed for Sydney to make final preparations for their respective departures for Korea.

3. At 0900 K/2 January, the anchor was weighed and "ANZAC" proceeded to rendezvous with "GLORY" at 1230 K in a position off Port Kembla. The aircraft carrier began Deck Landing Training at 1400 K in good weather and at 1750 K, both ships were brought to anchor off Captain's Point.

4. Deck landings were continued during daylight for the next two days without incident and at 1350 K/4 January "ANZAC" preceded "GLORY" through Sydney Heads and secured to No. 1 buoy in Farm Cove.

5. Week-end leave was granted and the week-end was without incident except for heavy rain on 6 January.

6. At 0915 K/7 January, "ANZAC" slipped from No. 1 buoy and proceeded to effect a rendezvous with "WARRAMUNGA" off Sydney Heads, where an Anti-Submarine search was organised to try and locate "THOROUGH", who was to carry out an attack on "GLORY" leaving harbour. The search was short and unsuccessful and "WARRAMUNGA" had to be detached at 1015 K to fulfil arrangements of long standing, made with the R.A.A.F. for sleeve target firings.

7. At 1020 K, "GLORY" appeared and "ANZAC" took up a screening position 4000 yards ahead on a south easterly course. No sign of the submarine was detected and "THOROUGH" was finally sighted surfacing on the carrier's port quarter in a position which indicated that she had not been able to attain a favourable attacking position.

8. At 1130 K, deck landings began but the afternoon's programme was interrupted by heavy rain. Late in the afternoon it began to blow hard from the South and the ships were brought to anchor off Captain's Point at 1930 K. The 8 January was spent at anchor in southerly weather.

9. At 0630 K/9 January, "ANZAC" weighed and proceeded in company with "GLORY". The wind had eased considerably but a heavy southerly swell had built up. "ANZAC" washed down on a southerly course and "GLORY" pitched to an extent to preclude deck landings. However, the wind veered to the north-west at about midday, the swell subsided and deck landings were continued during the afternoon.

...../10. The

10. The ships spent the night of 9/10 January at anchor and proceeded for more deck landings on 10 January. By this time the wind was blowing strongly from a northerly direction and it was considered prudent to set anchor watch on anchoring at 1750 K. The weather moderated during the night.

11. At 0900 K/11 January, I called on Captain Colquhoun to say goodbye and at 0930 K "GLORY" and "ANZAC" weighed and proceeded on a southerly course after passing Bowen Island. At 1000 K, twelve Firefly's from Naval Air Station, Nowra flew past in formation as a farewell gesture to "GLORY" who was now on her way to Fremantle on the first stage of her return to the Far Eastern Station.

12. Aircraft were operated during the forenoon and afternoon without incident. At about 1545 K, the ships passed under a long roll of cumulus cloud which had been observed for an hour or so to the southward, and met a "southerly buster". The glass, which had been falling rapidly since 1200 K, immediately began to rise just as rapidly and the wind, which had been north-easterly force 2, quickly increased to force 6 from the south. A choppy sea also built up very quickly.

13. At 1630 K, "ANZAC" closed "GLORY's" starboard quarter and passed by line some signal publications which had been borrowed. At this time, "WARRAMUNGA" joined company and "ANZAC", on completion of the evolution, was detached for Port Phillip. "GLORY" and "WARRAMUNGA" proceeded in company for Fremantle.

14. The 12 January was fine and the passage was without incident. At 2100 K, the ship was brought to anchor off Sorrento, just clear of the South Channel.

15. The anchor was weighed at 0700 K/13 January and "ANZAC" proceeded for Port Melbourne, berthing alongside at Outer West, Station Pier at 1000 K in fine but very hot weather.

16. Gunnery School Classes from Flinders Naval Depot joined on 14 January and ammunition for the instructional firings was embarked. At 0845 K/15 January, the ship proceeded and at 0930 K the first sub-calibre firings were carried out at a target towed by "LATROBE".

\* 17. The firings went on without incident until 1600 K, when one rating unfortunately lost his little finger in the closing breech of the left gun of Able Turret. As no Medical Officer is borne, though one is allowed by complement, the gunnery practices were stopped and the ship returned to Port Melbourne, where the rating was landed at 1705 K and taken to Flinders Naval Hospital by ambulance.

18. A signal was made to the Commodore Superintendent of Training, Flinders Naval Depot and to "LONSDALE" asking that a Medical Officer should be loaned to "ANZAC" for the remainder of the firings but none was available. Fortunately no other accident occurred, but I retained feelings of apprehension until the last practice had been completed. The risks run by ratings under instruction when learning to operate the lightning-fast machinery of a Mark VI turret are considerable.

19. At about 2040 K/15 January, a small girl fell into the sea between Prince's Pier and the ship's side and was promptly rescued by Able Seaman B.W. Wiles, O/N 25067. This was reported under cover my letter No. 4/16/1 dated 17th January, 1952.

20. Gunnery School firings were continued on 16 January and completed on 17 January without noteworthy incident.

21. "ANZAC" berthed alongside Inner West, Station Pier at 1715 K/17 January and remained there until 1430 K/21 January, when berth was shifted to Inner West Gellibrand Pier.

...../22. The ship



22. The ship was opened to visitors on Sunday 20 January and about 5,700 came on board.

23. "ANZAC" remained at Williamstown until the end of the month, shifting berth as required by the Dockyard. The time was spent in smartening up the ship's appearance preparatory to assuming the duties of escort to S.S. "GOTHIC" and in bringing kits up to date as far as clothing stores could provide.

24. On 24 January, I waited on His Excellency, the Governor of Victoria, Major-General Sir Dallas Brooks, K.C.B., C.M.G., D.S.O., K.St.J., Royal Marines.

25. Conditions on board were satisfactory throughout the month. The conduct of the Ship's Company was also satisfactory, though one punishment by warrant was executed for a rating who deserted en route to join the ship.

26. The monthly steaming figures are as follows :-

(a) Distance steamed during the month	1692.5 miles
(b) Hours under way during the month	130 hours 40 minutes
(c) Average distance per ton of fuel	3.14 miles
(d) Total distance steamed since commissioning and date of commissioning	33549.44 miles 14th March, 1951
(e) Total hours under way since commissioning	2290 hours 59 minutes
(f) Average speed since commissioning	14.207 knots

I have the honour to be,

Sir,

Your Obedient Servant,



*J. Burrows - Col*

CAPTAIN

4336-12-16

Royal Australian Navy.

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IN REPLY PLEASE QUOTE

No. 20/1/4

4336-12-61

H.M.A.S. "ANZAC"  
at Jervis Bay,  
10th January, 1952.

The Flag Officer Commanding,  
H.M.A. FLEET.  
(Copy to :- Captain (D),  
10th Destroyer Flotilla)

H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS  
DECEMBER, 1951

Sir,

I have the honour to submit the following report of the proceedings of H.M.A.S. "ANZAC" during the month of December, 1951.

2. At the beginning of the month the ship was in the hands of H.M.A. Naval Dockyard, Williamstown, undergoing a refit and being fitted with two S.T.A.A.G. mountings and a pentad torpedo tube mounting.
3. Trials of the torpedo tube mounting were begun on 4th December and progressed satisfactorily for the rest of the week.
4. Lieutenant P. H. Doyle, appointed as Flotilla N. D. Officer, joined on 5th December.
5. On 6th, 7th and 8th December I sat as member of a board for the selection of officers for the Royal Australian Naval Reserve and was very favourably impressed with the generally high standard of the candidates interviewed, the majority of whom were ratings.
6. On 10th December, I had the pleasure of entertaining Mr. T. J. Hawkins, Secretary to the Department of the Navy, Mr. F. G. Cummins, Secretary to the Naval Board and Captain A. W. R. McNicoll, G.M., R.A.N., Deputy Chief of the Naval Staff, to luncheon.
7. Lieutenant Commander J. L. W. Merson attended the "launching" of the Sea Ranger Ship "ANZAC" at Mentone on 11th December as my representative. A letter on this subject was forwarded under cover of my No. 21/1/6 dated 27th June, 1951 to the Secretary, Naval Board only.
8. The ship's refit was completed on 14th December.
9. At 0900 K/17th December and at the same time on 18th December, "ANZAC" cast off from the Dockyard Pier and proceeded for trials of the S.T.A.A.G. Mountings in Port Phillip Bay. Arrangements had been made some weeks previously with the R.A.A.F. for a helicopter, a target towing Beaufighter, a Mustang and a Vampire to be made available as required to assist with these trials, and which were all essential to their proper completion. In the event, only the Mustang and the Vampire were available and ~~the~~ trials had to be progressed as far as they could be without the helicopter and the target towing Beaufighter. The necessity for a Fleet Requirements Unit was once more emphasised.
10. On 17th December, a strong northerly wind was blowing and the ship was berthed in the somewhat restricted area on the east side of Dockyard Pier only with difficulty. Tugs, which had been ordered well in advance failed to attend. This has been found

to be more the rule than the exception with Melbourne Tugs.

11. "ANZAC" departed Williamstown for Sydney at 1500 K/22nd December and the passage was made without incident in excellent weather.

12. At 1030 K/24th December, "ANZAC" berthed on "WARRAMUNGA", lying alongside "AUSTRALIA", wearing the Flag of the Flag Officer Commanding, His Majesty's Australian Fleet (Rear Admiral J. W. M. Eaton, D.S.O., D.S.C.) at the Cruiser Wharf.

13. At 1115 K, I waited on the Admiral.

14. Christmas Day was observed on board with the traditional "Captain's" Defaulters, dinner rounds and much skylarking, and was enjoyed by us all. The Christmas dinner was very good indeed.

15. "BATAAN" sailed for Broken Bay at 0900 K/27th December.

16. At 1000 K/31st December, "ANZAC" departed Sydney for Jervis Bay. It was intended that "WARRAMUNGA" should sail in company and that "BATAAN" should depart Broken Bay in time to rendezvous off Sydney Heads, so that the three ships of the 10th Destroyer Flotilla in Australian waters might be exercised together. Unfortunately "BATAAN" was held up in Broken Bay with her circulator inlets blocked by jelly fish and "WARRAMUNGA" was unable to go to sea early as she had to await the return of long leave libertymen.

17. "ANZAC" proceeded to Jervis Bay independently after some runs over the measured mile and anchored off Captain's Point at 1800 K. "WARRAMUNGA" came to anchor at 2100 K and "BATAAN" at 2359 K.

18. On 31st December, I was promoted to Captain.

19. The conduct of the Ship's Company was satisfactory throughout December as also were conditions on board. The Officers and Ship's Company continue to take a great pride in the ship and rightly regard it as a great honour that "ANZAC" has been detailed as permanent naval escort for S.S. "GOTHIC" during the forthcoming Royal Visit.

20. The monthly steaming figures are as follows :-

(a) Distance steamed during the month	806.9 miles
(b) Hours under way during month	66 hours 43 minutes
(c) Average distance per ton of fuel	4.48 miles
(d) Total distance steamed since Commissioning	31856.94 miles
(e) Total hours under way since Commissioning	2160 hours 19 minutes
(f) Average speed since Commissioning	14.74 knots



I have the honour to be,

Sir,

Your Obedient Servant,

(Sgd.) J. PLUNKETT-COLE

CAPTAIN

ENCLOSURE No. 2 TO

A-149/1140/38

20/1/4

H.M.A.S. "ANZAC"  
at Williamstown,

19th December, 1951.

Sir,

H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS  
NOVEMBER, 1951.

I have the honour to submit the following report of the proceedings of H.M.A.S. "ANZAC" for the month of November, 1951.

2. The ship was in the hands of H.M.A. Naval Dockyard, Williamstown throughout the month undergoing refit and giving long leave.
3. On 1st November, I waited on the Flag Officer Commanding, H.M.A. Fleet (Rear Admiral J. W. Eaton, D.S.O. D.S.C.) in H.M.A.S. "AUSTRALIA" at Station Pier and in the afternoon attended an "At Home" given by the First Naval Member (Vice Admiral Sir John Collins, K.B.E. C.B.) in the flagship.
4. At 1100K, 2nd November, H.M.A.S. "AUSTRALIA" shifted berth from Station Pier to Gellibrand Pier in a strong northerly wind which must have made conditions extremely difficult but the manoeuvre was accomplished with apparent ease.
5. At 1115K, 8th November, the Flag Officer Commanding, H.M.A. Fleet returned my call.
6. On 12th November, "AUSTRALIA" departed from Melbourne.
7. "ANZAC" was docked in the Williamstown Graving Dock on 12th November and undocked on 30th November. The bottom was sand-blasted during this period.
8. During the refit, two STAAG Mountings and one Pentad 21-inch Torpedo Tube Mounting were shipped.
9. Conditions on board were as satisfactory as they could be expected to be during a refit and docking period and Dockyard officers were thoughtful to minimise the inconvenience suffered when heads, bathrooms or cooking arrangements had temporarily to be put out of action.
10. The conduct of the ship's company was satisfactory except for one case of refusal of duty and one of breaking out of ship, both committed by the same rating.
11. The monthly steaming figures are as follows:-

(a)	Distance steamed during the month	None
(b)	Hours under way during the month	None
(c)	Average distance per ton of fuel	Not Applicable
(d)	Total distance steamed since commissioning	31050.04 miles
(e)	Total hours under way since commissioning	2093 hours 36 mins and date 14th March, 1951.



The Flag Officer Commanding,  
H.M.A. Fleet.  
(Copy: Commander (D)  
10th Destroyer Flotilla)

*J. Amundson-Cole*

COMMANDER

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 20/1/4

**CONFIDENTIAL**H.M.A.S. "ANZAC"  
at Williamstown,  
9 NOV 1951The Flag Officer Commanding,  
H.M.A. FLEET  
(Copy to : Commander (D)  
10th. Destroyer Flotilla.)H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS - OCTOBER, 1951.

Sir,

I have the honour to submit the following report of the proceedings of H.M.A.S. "ANZAC" for the month of October, 1951.

2. In company with H.M.S. "GLORY", "ANZAC" on 1 October passed through the Osumi Kaikyo and entered the East China Sea, bound for Hong Kong. The speed was 18 knots and the weather hot and humid with a following wind. On 2 October from 0930 to 1100, "GLORY" operated aircraft and on 3 October, south of the Formosa Strait, large fleets of junks were passed; otherwise the voyage to Hong Kong was without incident.
3. "GLORY" and "ANZAC" entered the Lye Mun Pass at 1700/3 October and "ANZAC" secured alongside R.F.A. "WAR AFRIDI", at No. 18 buoy, off Kowloon, for fuel. At 0700, 4 October, berth was shifted to No. 8 buoy, on the Hong Kong side of the harbour. Hands were employed painting the ship's side and the weather luckily stayed fine.
4. At 1200 I, I waited on the Commodore-in-Charge, Hong Kong (Commodore H.G. Dickinson, R.N.).
5. In the evening, on behalf of the Australian Trade Commissioner, who was away visiting Manila, the Assistant Trade Commissioner (Mr. Hines), very kindly gave a reception to "ANZAC"'s officers, so that they might meet Australian resident's of Hong Kong. This was much enjoyed.
6. At 0830 I/5 October, "ANZAC" in company with "GLORY" sailed from Hong Kong in a heavy rain shower and on clearing the Lye Mun Pass, course was set for Singapore at 17½ knots. Fourteen Royal Marine Bandsmen, with their instruments, and five other ratings were embarked for passage.
7. At 0810 I/6 October, a whale surfaced close to the ship fine on the starboard bow and crossing from starboard to port. The wheel was put to starboard to avoid it and, while the ship was turning, a distinct bump was felt, approximately under the bridge. Immediately, on the port side, another whale surfaced, lashing its tail in apparent agony and staining the sea with blood. The spouts of four or five whales were seen as the ensuing commotion dropped astern, so the ship had obviously passed through a school and struck one. The pitometer log failed to register after this incident but the ship suffered no other damage.
8. During 6 October, the ships zig-zagged for the benefit of Officers of the Watch and at 1700, "ANZAC" closed "GLORY" for the transfer by line of some music cards, which arrangements had been made to borrow. The Royal Marine Bandsmen had brought no music with them and it was thought well to alleviate the disappointment they expressed at therefore being unable to play for us. The clocks were retarded one hour to the time of Zone H during the dog watches.

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9. At 0001/7 October, Exercise "Heave-to", arranged by the Flag Officer, Malaya, to test the air defences of Singapore, began. "ANZAC" was stationed 15 miles ahead and, later, 35 miles ahead of "GLORY" to act as radar picket. A Sunderland on reconnaissance was sighted soon after dawn and from then onwards the defenders seemed to have no difficulty in shadowing the ships. "ANZAC" rejoined at 1800 H. After dark, in an attempt to throw the shadowers off the scent, "ANZAC" parted company and steamed on a divergent course. The Sunderland on patrol simply commuted back and forth between the two ships, so at 0545/8 October "ANZAC" again rejoined "GLORY" and at 0600, the first Combat Air Patrol was flown off. Fighters were operated as required during the day and at 1130 a series of attacks on "GLORY" and "ANZAC" was made by Brigands from Singapore, the ships taking avoiding action in rain squalls. When these attacks were completed exercise "Heave-to" was over.
10. In the dog watches, Officer of the Watch manoeuvres were exercised, "ANZAC" in charge.
11. At 0600/9 October, the ships entered the Johore Strait and at 0745 H, with the Royal Marine Band playing in fine form on the midship S.T.A.A.G. deck, "ANZAC" secured alongside the wall at Singapore Dockyard. The services of a diver were kindly loaned by H.M.S. "TERROR" and an inspection made of the pitometer log tube. It was found to be bent and was therefore unshipped. Lieutenant Commander Birrell and Lieutenants Carter and Young, who had been embarked for watchkeeping experience, were discharged to rejoin "GLORY".
12. The Commander-in-Chief, Far Eastern Station was still in Korean Waters and the Flag Officer, Malaya was on leave, so calls were made on the Chief Staff Officer to the Flag Officer, Malayan Area, the King's Harbour Master and the Captain, H.M.S. "TERROR". The Chief of Staff to the Commander-in-Chief, (Commodore R.L. Fisher, D.S.O., O.B.E., D.S.C., R.N.) waived calls and very kindly asked the Captain of "GLORY" and myself to dinner.
13. Commodore Fisher, who had commanded H.M.S. "GRAVELINES", expressed a wish to see the ship, so walked round during the forenoon of 10 October. He afterwards paid a visit to the Wardroom Mess and lunched with me.
14. Lieutenants J.G.C. Harvey, Royal Navy, and R.G.D. Trelawney, Royal Navy, of H.M.S. "GLORY" joined to gain watchkeeping experience on passage to Sydney and at 1030 H, "ANZAC" cast off and proceeded via the Johore Strait for D.G. Ranging, arrangements having been made with the staff of the Flag Officer, Malayan Area for the range to be available. Four runs were made in each direction and ranging was completed at 1500 H, when course was set to rendezvous with "GLORY" off the Johore Shoal buoy at 1630 H. After making the *r/v*, the ships then proceeded through the Rhio Strait.
15. "GLORY" and "ANZAC" entered the Bangka Strait at 0600 H/12 October and from then until 1300 H, when the strait was cleared, into the Java Sea, heavy rain was continuous. At 1700 H, the ships were stopped and Mr. C.E. Mason, Commissioned Gunner (Air), Royal Navy was transferred from "GLORY" by boat to join the other two officers for watchkeeping experience. Clocks were advanced 30 minutes during the night.
16. The Sunda Strait was entered at 0015 GH/13 October and at 0330, the ships passed through Prince's Channel into the Indian Ocean. Christmas Island was raised at 1600 and at this time Dog Watch manoeuvres were exercised.
17. At 1630, 14 October "ANZAC" fuelled from "GLORY" at 12 knots and took in 158 tons. The next two days were

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uneventful and a speed of 18 knots was maintained into a southerly wind and a long swell.

18. At 0800/17 October, "GLORY" entered Fremantle Harbour and berthed at the North Quay. "ANZAC" entered harbour at 0915 and berthed ahead of "GLORY". Customs Officers boarded. The Naval Officer in Charge, Fremantle, (A/Captain F.B. Morris, R.A.N.) very kindly entertained the Commanding Officer of "GLORY" and myself to luncheon.

19. The weather deteriorated during the day and was blowing hard from the South West at 1700, at which time it was intended to proceed. "ANZAC" cast off and was making a sternboard away from the wharf when an Officer from the Harbour Master's Office arrived and informed me by megaphone that the port was closed to out-going traffic as a ship was entering harbour. View of the harbour entrance was obscured by a shed and it was then appreciated that what had been mistaken for a weather signal was actually the traffic signal. By this time, I was too far committed to return to the berth, so continued astern and, by dint of letting go an anchor at the north western end of the harbour, kept clear of the incoming ship. By signal I requested the Naval Officer in Charge to offer my apologies to the Harbour Master for apparently disregarding his signal. "GLORY" left harbour at 1800 and course was set to the southward into the strong wind.

20. Cape Leeuwin was rounded during the forenoon of 18 October and the ships proceeded eastward at 20 knots with a heavy following swell and the wind astern. Conditions were not uncomfortable but steering was difficult. The weather improved steadily throughout this and the next day although there was still a heavy swell in the Investigator strait when "GLORY" began flying operations at 1100/20 October. Ten Sea Furies were flown off and returned an hour later to land on skilfully but, it appeared, not without difficulty.

21. At 1600/20 October "GLORY" and "ANZAC" entered Eastern Cove, Kangaroo Island, where H.M.A.S. "AUSTRALIA", flying the Flag of the Flag Officer Commanding, H.M.A. Fleet, (Rear-Admiral J.W.M. Eaton, D.S.O., D.S.C.), and H.M.A.S. "CONDAMINE" were at anchor. "GLORY" saluted the Admiral's Flag with 13 guns and the ships were then brought to anchor and the Commanding Officer of "GLORY" and I waited on the Admiral. Eight midshipmen were transferred from "GLORY" to "AUSTRALIA" to undergo examination in Seamanship in the near future.

22. Anchors were weighed at 1745 and "GLORY" and "ANZAC" proceeded through the Backstairs passage at 17½ knots. Cape Otway was rounded during the forenoon of Trafalgar Day and in the dog watches "ANZAC" closed "GLORY" and fuelled, taking 160 tons.

23. South-East Point Light was passed abeam at 0200/22 October and at 1045, "GLORY" flew off 20 "Sea Furies" and 3 "Fireflies" from a position south west of Gabo Island into a strong north-easterly wind. After a fly-past in formation, the aircraft set course for The Royal Australian Naval Air Station, Nowra. At 1300, "GLORY" began a trial at full power. By this time the Northerly was blowing force 6 and at 23 knots conditions became unpleasant and the ship began to slam into the steep seas, so speed was reduced to 15 knots at which speed it was comfortable. "ANZAC" was ordered to proceed independantly at 1600 and course was set for Sydney.

24. The Hornsby Light was passed at 0800 K/23 October and the ship was secured to No. 2 buoy. Customs Officers and members of the Press came on board. At 1000, berth was shifted to the Cruiser wharf, Garden Island, alongside "WARRAMUNGA" and I called on Captain D.10, Captain O.H. Becher, D.S.O., D.S.C. At 1500 K, I waited on the Flag Officer in

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Charge, New South Wales, A/Rear Admiral H.A. Showers, C.B.E.

25. The 24 October was spent provisioning and storing and during the afternoon natives of New South Wales and Queensland proceeded on long leave. I called on the Captain Superintendent, Sydney, Captain G.C. Oldham, D.S.C.

26. At 0900 K/25 October, I assumed the duties of Commander (D), Tenth Destroyer Flotilla.

27. During the forenoon, four torpedoes, needed for discharge trials, were embarked and at 1530 K, "ANZAC" departed Sydney for Melbourne. A strong westerly was blowing and a storm warning was in force. Fairly rough weather was met with during the passage, which was otherwise uneventful. Wilson's Promontory was rounded at 2200 K/26 October and "ANZAC" passed through the Rip at 0530 K/27 October, securing at the Dockyard Pier, H.M.A. Naval Dockyard, Williamstown at 1000 K. A large party of relatives and friends of members of the Ship's Company had been permitted to enter the Dockyard and were assembled on the Pier to meet the ship.

28. "ANZAC" was taken in hand for refit on 29 October and remained alongside for the remainder of the month.

29. The conduct and health of the Ship's Company were satisfactory throughout the month. During the 3 months spent away from Australia, thirteen cases of venereal disease developed.

30. Conditions on board were good. During October, the roughest weather to be encountered since the ship commissioned in March was met with off the South East corner of Australia. Sea keeping qualities proved to be very good indeed and no difficulty was experienced in handling the ship at speeds of 12 knots or more. Speed was not reduced below this figure.

31. Monthly figures:-

Distance steamed during month	8227 miles
Hours under way during month	479 hours 2 mins.
Average distance per ton of Oil Fuel	3.94 miles
Total distance steamed since Commissioning	31050.04 miles
Total hours under way since Commissioning	2093 hours 36 mins.
Average speed since commissioning	14.83 knots.

32. Of the ninety days which elapsed between the departure of the ship from Sydney on 30 July till its arrival in Melbourne on 27 October, there was steam on the main engines for eighty-one.

I have the honour to be, Sir,

Your Obedient Servant,

*J. P. ...*  
COMMANDER.



CONFIDENTIAL



20/11

DEPARTMENT OF THE NAVY  
MINUTE PAPER

4336/12/26

C.441/45.

SUBJECT: H.M.A.S. Anzac - Report of Proceedings - September '51

2 NM 16/10

~~DNH~~ 7/4

~~DPS~~ 12/11

~~DTSR~~ 18/11

~~DOD~~ 21/11

~~DNC~~ 22/11

~~DNI~~ 26/11  
HN(N5)

Job minute detached  
on receipt in NS 18/11/52

H 9/11 16/11

DEPARTMENT OF THE NAVY  
MINUTE PAPER

4336/12/26

C.441/45.

SUBJECT: HMAS Anzac - Report of Proceedings - September 1951

11/10

An interesting report. "Anzac" has the best prose style among the Korean boys so far. As it is so badly blundered it might well be left until FOCA's copy appears. 12/10  
not for a week or so

1st NM  
Secretary 14/10

HN(NS) for further circulation

now forward  
19/11

Minister

15M  
Minister  
1561 190 8 T  
18 OCT 1951

Have we received FOCA's copy? 17/10

*[Faint, mostly illegible handwritten notes and signatures at the bottom of the page]*

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336/12/26.

SUBJECT: H.M.A.S.

*Angac*

REPORT OF PROCEEDINGS.

*19/9* September '51

~~S.N. 28/11~~

~~2nd N.M. 29 Practicably illegible unfortunately~~

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~~4th N.M.~~

~~DAW 11/12~~  
~~D. of P. 19/12.~~

~~Ops. (N) 20/12~~

~~N.S. 20/12~~

~~DNA 21/12~~

~~D.H.L. 21/12~~

~~INM 21/12~~

~~H.P.P. 21/12~~

~~A.A. 2nd N.M. 17/1~~

~~D. of M. 18/1~~

~~D.D.M. 18/1~~

~~D.S. (N) 18/1~~

~~D.O.U.W. 18/2/52~~

~~D.N.V.S. 20.2~~

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~~N.S. HN 3/1/3~~

~~D.N.I. (N.H.R.O.) 3/4~~

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R.N.S. BRANCH  
11 FEB 1952  
NAVY OFFICE

1/4

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20/1/4

H.M.A.S. "ANZAC"

28 SEP 1951

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

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

(Copy to : Captain (D),  
10th. Destroyer Flotilla.

H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS - SEPTEMBER, 1951.

Sir,

I have the honour to submit the following report of the proceedings of H.M.A.S. "ANZAC" from 1 September 1951, to 26 September, 1951. This report is taken only as far as the latter date as it is desired to submit it to the Flag Officer, Second-in-Command, Far Eastern Station before the ship leaves Japanese waters on 30 September, 1951.

2. On the first day of the month, H.M.A.S. "ANZAC" in company with U.S.S.'s "PERKINS" and "KIDD" and H.N.M.S. "VAN GALEN" was screening U.S.S. "SICILY" in area Nan for air operations directed at the West Coast of North Korea. At 1430 K, Lieutenant (L) Shaw, of the staff of the Flag Officer, Second-in-Command, Far Eastern Station, who had joined temporarily in Sasebo was transferred by high line to "SICILY" for passage back and at 1715 K, "SICILY" parted company and, escorted by U.S.S. "ORLECK" and "VAN GALEN", set course for Sasebo. The eight days of air operations were completed, as far as is known, without casualty.

3. "ANZAC" having completed patrol "AUSTIN" and "PERKINS" patrol "BUGATTI" during the night, the new C.T.G. 95.11 in H.M.S. "GLORY" was joined at 0630 K and the two ships augmented H.M.S. "CONCORD" and H.M.C.S. "SIOUX" on the screen. The weather was fine but overcast and air operations proceeded.

4. At 0900 K/3 September, ships of the screen began to fuel from R.F.A. "WAVE PREMIER" and at 1100 K, having cast off from that ship "ANZAC" re-assumed the duty of Senior Officer of the screen. Flying operations proceeded normally except that the helicopter was sent off to Peng Yang Do to inspect an aircraft that had made an emergency landing on the beach there. The two members of the aircrew were eventually picked up by "SIOUX" on 4 September after she had completed patrol "Bugatti" during the night. "SIOUX" rejoined the screen at 1100 K. The weather was cloudy, the wind variable and there were occasional showers of rain during this day.

5. On 5 September, "PERKINS" was relieved on the screen by "ORLECK" and parted company to proceed to the East Coast. The weather was cloudless with a steady breeze and flying went on without incident. A message from C.T.E. 95.12 asking for "ANZAC" to be detached to carry out a bombardment off Haeju was received with great excitement.

6. At first light on 6 September, rendezvous was effected with R.F.A. "WAVE PREMIER" escorted by H.M.S. "ST.

BRIDES'S BAY" and with H.M.C.S. "CAYUGA", so that, while "GLORY" fuelled, she and the tanker were screened for most of the time by five ships. "ANZAC" did not fuel and by 1100 all other ships were replenished. Flying operations began again and at 1400 K, "ANZAC" was detached from Task Element 95.11 to go to meet H.M.S. "BELFAST" off Peng Yang Do, where the ship arrived at 1645 K. Here Captain R.A. Villiers, Royal Navy, the Chief Staff Officer to the Flag Officer, Second-in-Command, Far Eastern Station, transferred with his staff from "BELFAST" to "ANZAC" and the ship proceeded at slow speed to examine the targets in the vicinity of Haeju which had been allotted for direct bombardment. Air spotting had been arranged, but was unfortunately cancelled.

7. At 1815 K, the Commonwealth Ensign was broken at the fore and, for the first time, the guns of "ANZAC" opened fire on the enemy. The targets were first, a two-storied house which intelligence indicated was occupied by the headquarters of the Communist forces located in the vicinity, then a pill-box gun emplacement and lastly, an area occupied by enemy troops. As far as could be judged, the fire on all three targets was effective. The tonic effect on the Ship's Company of the small operation was noteworthy.

8. On completion of the bombardment at 1930 K, course was set to rendezvous with "WAVE PREMIER" off the Russell Islands, whence she was escorted on a course for Sasebo. At 1150 K/7 September, a pattern of squid projectiles was fired for exercise and all exploded satisfactorily. At 2100 K, "WAVE PREMIER" was ordered to proceed independently to Kure as fresh water was not available in Sasebo to replenish her. During most of this night it was necessary to alter course constantly to avoid myriads of brightly lighted Japanese fishing vessels.

9. At 0645 K/8 September, the Sasebo boom was negotiated and, in heavy rain, "ANZAC" secured alongside Josco pontoon for fuel and at 1130 K berth was shifted to buoy No. X-2.

10. At 1000 K, I waited on the Flag Officer, Second-in-Command, Far Eastern Station in H.M.S. "LADYBIRD".

11. At 1700 K, H.M.C.S. "ATHABASKAN" secured alongside and I exchanged calls with her Commanding Officer.

12. At 0700 K/9 September, "ATHABASKAN" slipped. At 1100 K/the Flag Officer, Second-in-Command, Far Eastern Station, was received with a guard and walked round "ANZAC". The Ship's Company was fallen in by Divisions but, as it was raining heavily, the Admiral ordered them to be dispersed and did not inspect them. The Admiral left the ship at 1145 K. In the evening I had the honour of dining with him in H.M.S. "LADYBIRD".

13. At 2359 K/9 September, clocks were retarded one hour and the time of Zone Item became effective.

14. I had the honour of meeting Vice-Admiral Roper, United States Navy, in Command of the U.S. Pacific Fleet Cruisers, on 10 September. On this day and on 11 September, "ANZAC" remained in harbour and the opportunity was taken of returning calls kindly made on me by the Chief Staff Officer and officers on the staff of the Flag Officer, Second-in-Command, Far Eastern Station.

15. At 0700 I/12 September, with "SIOUX" in company, "ANZAC" sailed from Sasebo for exercises in area George, on route to the East Coast of Korea. At 1130 I, U.S.S. "ELKHORN" was met in the exercise area and a series of firings with

Close Range weapons at "Drone" targets was begun. "Drones" are small aeroplanes, with a wing span of about 8 feet, which are catapulted from the operating ship and controlled by radio to fly over the firing ship so as to present themselves as attacking aircraft. They are very effective but this day were to prove unreliable. The first to take the air was flown over "ANZAC", was fired at by G.3 Bofors and M.2 S.T.A.A.G. and dived into the sea. "ELKHORN"'s report that we "shot that one down pretty quick" was accepted with slight surprise but without argument. The engine of the next "Drone" to be fired for our benefit stalled shortly after being catapulted, released its parachute and descended into the sea in a dignified manner. The third banked steeply after leaving "ELKHORN" and just dived into the sea. "SIOUX" fared little better when her turn came, but had the satisfaction of shooting down the only "Drone" of the five launched which really performed satisfactorily.

16. After the "Drone" firings, "ANZAC" and "SIOUX" carried out alternate attacks on a submarine target towed by "ELKHORN" at about 4 knots. This target gave excellent echoes and so was of considerable value to A/S operators but was not of great value to bridge personnel as to them the position of the target could not but be well known throughout the attacks. The practices were completed by 1230 I and throughout them "ELKHORN" proved most co-operative and helpful.

17. At 1230 I, a series of firings by long range weapons at a sleeve target towed by a U.S. Navy Invader aircraft was carried out and completed at 1340 I, when "SIOUX" parted company to proceed to Area Nan off the West Coast and "ANZAC" reported for duty to C.T.G. 95.2, who was at Wonsan, on the East Coast of Korea.

18. Course was set for Wonsan at 18 knots and at 1100 I/13, the ship was brought alongside U.S.S. "TITANIA", anchored at Point X-Ray off Wonsan Harbour, to transfer to her mail for No. 42 Royal Marine Commando, which had been brought from Sasebo. On casting off, course was set for Songjin where a rendezvous with H.M.S. "CHARITY" was effected at 1700 I. The ships were stopped about a cable apart and the Commanding Officer, H.M.S. "CHARITY" and two of his officers came over by boat with a boat-load of documents, plans, charts and maps to effect the turnover of the duties of C.T.E. 95.22.

19. I assumed these duties at about 1800 I and found that I was the Officer in Tactical Command of a Task Element of three ships, the other two of which were the Destroyer Mine Sweeper U.S.S. "THOMPSON" and the Destroyer Escort U.S.S. "NAIFEH". Our duties were to blockade the East Coast of Korea from a point about 23 miles South of Songjin to the latitude  $41^{\circ}50'$  N, about 34 miles south of the Korean-Siberian border - a length of coast of about 130 miles - to "interdict" by gunfire rail and road traffic along this coast and to support the R.O.K. garrison on the island of Yang Do.

20. "CHARITY" parted company at 1830 I to proceed to Kure and at 2100 I "ANZAC" with "THOMPSON" in company, set off on patrol "Whisky" - the daily patrol to latitude  $41^{\circ}50'$  North, on which is taken the opportunity to bombard targets in the Chongjin Area either on the way northeast or on the way southwest. On this occasion selected targets were bombarded on the way southwest at about 0200 I/14 September.

21. The Siamese Vessel "BANGPAKONG" reported to C.T.E. 95.22 at first light on 14 September and, as the state of her boiler brickwork would not permit the firing of her

guns, was given an A/S patrol well to seaward of Songjin for the day. She departed southward at sunset. During most of the day, "ANZAC" reconnoitred the coast in order to identify targets and in general to see what was going on, but made opportunities to bombard five targets. A visit was paid to Yang Do to replenish the water supply and to make the acquaintance of Lieutenant Bond of the U.S. Marines, who is the representative in the area of that Corps and of the senior officer of the R.O.K. Marine garrison, and to gather what intelligence was available. At about 1600 I, "THOMPSON" and "NAIFEH" closed and their Commanding Officers, Lieutenant Commanders Barckman and Smits, U.S. Navy, were good enough to visit me by boat. At 1700 I, U.S.S. "TITANIA", a store and ammunition ship and U.S.S. "PASSUMPIC" were met and the Task Element fuelled and stored under way, the operations being completed at 2100 I. "ANZAC" and "NAIFEH" then set off on patrol "Whisky" which was without incident except for the bombarding of targets in the Chongjin Area in heavy rain.

22. Rain persisted until the afternoon of 15 September when the weather began to clear. "NAIFEH" closed and Lieutenant KIM Chong Hyuk of the R.O.K. Navy, the R.O.K. liaison officer, was transferred to "ANZAC", it being necessary that the liaison officer should be available to the Officer in Tactical Command of the Element. The three ships of the Element patrolled their allotted sections of coast, engaging targets of opportunity and, after dark, "THOMPSON" and "NAIFEH" departed on patrol "Whisky". "ANZAC" remained in the Songjin Area and had a busy night. No less than six times were trains sighted and engaged and from one a very satisfactory cloud of smoke and steam indicated a hit although the train succeeded in gaining the shelter of a tunnel. In another train a chain of lesser explosions was observed after a shell-burst but in the darkness it was impossible to gauge accurately what damage had been inflicted. A railway marshalling yard was also bombarded at long range and a bright flash was seen on the fall of one broadside. In addition to these activities, "ORLECK" on patrol "Windshield" from Wonsan to Songjin was met in the middle of the night and 3 R.O.K. Officers, to be accommodated in the two Ships of the Element, were transferred. They were passed on to "THOMPSON" and "NAIFEH" next morning.

23. The weather was fine on 16 September and the three ships patrolled their stations, bombarding from time to time as suitable targets presented themselves. Patrol "Whisky" was made by "ANZAC" and "THOMPSON" and at 41°50' N, before turning southward, the environs of the Siberian border and the approaches to Vladivostock could be clearly seen on the Radar scan. Chongjin targets were bombarded on the way southwest in bright moonlight. The events of 17 September were very much a repetition of the day before, except that "THOMPSON" carried out a "Check sweep" of the swept area off Songjin with negative results, "ANZAC" and "NAIFEH" exchanged patrol sectors and "Whisky" was carried out by "ANZAC" and "NAIFEH". It was astonishing how quickly this (for so-called peace-time) most unusual and exciting duty becomes almost a matter of routine and a mere direct bombardment, quite commonplace. Lack of enemy retaliation in any form worthy of note engenders a feeling of security which is quite false and must be carefully and energetically guarded against.

24. At 0545 I/18 September, a rendezvous was made with U.S.S. "CHARA" (C.T.E. 92.12) an ammunition and supply ship and U.S.S. "CHEMUNG", a tanker, for replenishment, which was completed by 0930 I. "NAIFEH" was then detached to escort T.E. 92.12 southward to the Bomb Line, whence she returned to Songjin at 0300 I.19. After replenishing, "ANZAC" provided fresh water for the Yang Do garrison and repaired their defective radio transmitter. During the afternoon there was heavy rain and bombardment of railway yards south of Songjin were carried out between showers.



25. At 2130 I/18, "ANZAC" and "THOMPSON" departed for patrol "Whisky". It had been noted that, at about the times ships on the course northeastward for this patrol reached the ~~xxxx~~ latitude of certain points on the coast, fires or unexplained lights appeared on certain headlands. These were thought to be some sort of telegraph system by which the inhabitants of Chongjin were warned of the approach of the ships which nightly disturbed their sleep. In order to hoax the warning system, if such it was, on this occasion an initial Southerly course was steered while near the land and it was not altered to the northeastward until dark and the ships were well out. Whether or not the ruse was successful to the extent of catching Chongjin unprepared for bombardment at 0430 I/19 September is, of course, not known, but no signal fires were seen. One of "ANZAC"'s targets on this morning was a railway yard in which a series of small explosions was seen after the fall of one salvo. At daylight, snow could be seen on the tops of mountains to the westward of Chongjin - an early sign of winter.

26. "THOMPSON" was employed minesweeping an area required by C.T.F. 95 to be cleared, "NAIFEH" was patrolling south of Songjin and "ANZAC" had just completed an interview with the Yang Do intelligence team at 0940 I/19 September, when a distress call was heard from an aircraft in trouble about 45 miles to the northward. "ANZAC" set course up the coast and went on to full speed and very soon had a position close to the coast off Hukushiuku Tan, to steer for, where a Skyraider from U.S.S. "BOXER" was reported by his consorts to have "ditched". The pilot was reported to be in his rubber dinghy, very near the shore, apparently unhurt and was given a very powerful fighter umbrella from which from time to time an aircraft broke off and closed the ship to give us a course to steer. The pilot's position was less than half-a-mile from the coast, two miles inside the hundred fathom line so the possibility of the presence of mines had to be considered. Furthermore, the only chart available of the vicinity did not show dangers close to the coast in any great detail. However, the coast appeared to be very steep - to with precipitous cliffs, the circling aircraft reported that they could see no navigational dangers and it seemed a profitless area in which to sow mines so the risks were accepted and the ship was brought alongside the dinghy. Happily the reasoning proved correct.

27. It was thought that the pilot was perhaps not fit to climb the ship's side by scramble-net so the motor cutter was lowered with Lieutenant Commander (P) D. Buchanan, R.A.N. in charge. The boat's crew very quickly had Lieutenant P.M. Fant, U.S. Navy, inboard and the boat was hoisted. It was a few minutes before Fant recognised Buchanan as the Sub-Lieutenant, R.N.V.R., undergoing the pilot training course at Fort Lauderdale, Florida, in 1943, for whom he had flown as aircrew Radioman. They had not seen or heard of one another since that time. Fant was in fact uninjured but very cold and soon recovered after a hot bath and when clad in dry clothes. A speed of 30.2 knots through the water was maintained while the ship was at full power for this operation, the ship being just 6 months out of dock. This achievement pleased the Engineer Officer who thanked the rescued pilot for providing an opportunity to carry out an unofficial full power trial. Fant courteously replied that he was glad to have been of service, and that he had been greatly heartened when he first saw on the horizon a cloud of smoke.

28. "ANZAC" carried out patrol "Whisky" in company with "THOMPSON" during the night and bombarded Chongjin targets at 0430 I/20 September. The experiment of standing out from the coast was tried again and was apparently again successful. However it can not be made a regular practice as it would

permit boat traffic to pass close to the coast undetected.

29. "THOMPSON" continued her minesweeping task and at 1020 I/20 September cut a mine. "ANZAC" closed it, lowered the motor cutter to photograph it and make a sketch of it after which the mine was sunk in by Bofors fire. It did not explode and was tentatively identified as a Russian Mk.31 type.

30. At 1040 I. a distress signal from an aircraft was intercepted and within a few seconds the plane was sighted over the land, in a shallow dive, leaving a trail of smoke. It disappeared behind a hill and was reported by a consort to have made a landing in the bed of the Namdae Chong (river), about 3 miles from the coast. The pilot was reported to be safe but there seemed little that we could do to help him but land a rescue party. This involved a long boat trip in daylight through water known to be mined, to land on a hostile shore of which little intelligence was available and the project was still under discussion when C.T.G. 95.2 signalled that a helicopter was on its way. This appeared at 1330 I with formidable fighter protection, flew in over the coast and in a few moments was back again over the sea, having recovered the stranded pilot. It seemed to be accomplished with ridiculous ease, but of course there were considerable risks attached to the operation.

31. At 1815 I, the U.S. Destroyer "YARNALL" relieved "NAIFEH" of her duties in T.E. 95.22 and the latter parted company to set course for Yokosuka. At 2000 I, "ANZAC" and "YARNALL" departed Songjin for patrol "Whisky" and bombarded the Chongjin targets at 0045 I/21 September. At 0600 I, the Task Element fuelled and stored from U.S.S.'s "CHARA" and "CHEMUNG". This was completed by 0900 I, when "THOMPSON" resumed sweeping and "ANZAC" and "YARNALL" patrolled the coast, bombarding targets of opportunity.

32. From 1425 I until 1530 I, aircraft spotting was provided by two Corsairs from U.S.S. "BONHOMME RICHARD" and three targets in the area south of Songjin were bombarded. It is believed that this was the first occasion on which the Fire Control System as fitted in "ANZAC" has been used for indirect bombardment with air spotting. Lieutenant Fant, U.S.N. manned a set of headphones in the operations Room and was of great assistance in maintaining communications with the pilots. One target was a small railway bypass bridge which was hit at a range of 10,000 yards. Results were good, several hits being reported in the target areas and, finally, "Good shooting". Later in the evening, some broadsides were fired to surprise repair gangs working on the railway. They were dispersed but with what casualties could not be seen. At 2100 I, "ANZAC" and "YARNALL" departed on patrol "Whisky" and bombarded in the Chongjin area on the way back from the 41°50' parallel. This time, on information received from T.F.77's air reconnaissance, both ships bombarded the same target- a small harbour and boat-building yard on the western side of Gyoro Tan. "ANZAC" bombarded first at first light and then "YARNALL", and both ships considered that the target had been well covered and two small fires were observed to have been started.

33. The ships got back to the Songjin patrol area at 1100 I/22 September and for the rest of the day, targets of opportunity were engaged while "THOMPSON" completed her minesweeping task. "YARNALL" and "THOMPSON" departed on patrol "Whisky" at 2000 I.

34. During the night a different technique for harassing railway repair gangs was tried. The ship was brought to a range of about 4000 yards from the shore, just inside the mineswept area, off each of the two long exposed railway

embankments in turn. The night was very dark before moonrise so that it was probable that the ship was not sighted from shore before opening fire. At the propitious moment, a series of starshell was fired to illuminate and as soon as the target could be seen, fire was opened with main armament and all the Bofors guns that would bear. The 40 m/m/ ammunition was fuzed to self-destroy at 4500 yards and the guns were laid so that the shell would burst just above the embankment. The effect was most spectacular and, it is thought, must have been demoralising. In one run, the starshell revealed a train puffing along but it unfortunately escaped into a tunnel though it is believed that a hit was scored on the guard's van. This was kept up until the moon rose, after which time the ship was too easily visible from the shore. At 0145 I/23 September, U.S.S. "CARMICK", on patrol "Windshield" was met five miles to seaward and Lieutenant Fant was transferred for passage to Wonsan, whence he was to return to "BOXER".

35. On 23 September, bombardments were carried out by all ships at targets in the Songjin area. At 1500 I, "ANZAC" closed Yang Do Island, hoisted in a sampan and embarked 12 marines of the R.O.K. garrison and, having done so, proceeded northeastwards on patrol "Whisky" with "THOMPSON" in company. When darkness had fallen, course was altered to the westward to enter the bay south of Chongjin "THOMPSON" proceeded to her allotted station to bombard specified targets and "ANZAC" to the point on the 100 fathom line nearest to the village Pong Ri (EB 571071). Here the ship was stopped and the sampan was hoisted out and the R.O.K. marines set off in it, towed by the ship's motor cutter. Their object was to land, gather intelligence regarding Chongjin - Songjin rail traffic and capture a few prisoners. They disdained the assistance of the motor boat from a point not less than 3 miles from the shore for fear of the noise of its engine being heard, so the tow was cast off and the motor cutter returned to the ship. Having hoisted it, "ANZAC" moved off to a bombarding position from which three targets were engaged at 2130 I and then proceeded in company with "THOMPSON" to patrol to the 41°50' parallel and return.

36. The plan was for both ships to engage a further series of targets in the Chongjin area at 0315 I/24 September, after which "ANZAC" would meet and recover the sampan. However, on approaching the bombarding position at 0300 I, the emergency recognition signal was seen being flashed from the direction of the clandestine landing. Course was altered towards and the sampan was located, ready to be picked up half an hour before its time. The possibility of an enemy ruse was considered but the occupants of the sampan quickly identified themselves as those for whom we were looking so were hoisted in without further ado. It transpired that the party had landed without being detected and had made its way to the village where the first person bailed up informed the leader that a meeting of the local Communist bosses was then in progress in a building which he indicated. Instead of stirring up the party with grenades and taking advantage of the confusion to make his captures, the sergeant chose to surround the building with his 12 men, fling open the door and demand surrender. He did so, was blinded by the light inside and was promptly shot through both legs by one of the well-armed Communists within. The remainder of the meeting came out fighting to such effect that our R.O.K. intruders were forced to retreat to their sampan. Two of their number were unfortunately killed and one in addition to the sergeant was wounded. The survivors managed to escape in the sampan and put out to the rendezvous where they had what must have seemed a long wait for the return of the ship. The wounded were treated in the sick bay where the sergeant gave his age as 21 years. x

37. Having hoisted in the sampan, "ANZAC" proceeded

to the position for bombarding another three targets and then rejoined "THOMPSON" to return to Songjin. Here "THOMPSON" was detached to begin a magnetic sweep of the area and "ANZAC" went to Yang Do and landed the survivors of the landing party. The one more seriously wounded member, the sergeant, was kept in the sick bay to await treatment by a doctor when the Task Element should next replenish. The remainder of the day was occupied in bombarding targets as they presented themselves. Later in the afternoon a good deal of sampan activity was observed inshore and was discouraged with Bofors fire.

38. Aircraft for air spotting were again made available by C.T.F. 77 and "ANZAC" took advantage of them to score hits on a village reported to house troops, by indirect bombardment at a range of 14,500 yards. Experience indicates that the 4.5 inch gun is a very accurate weapon indeed.

39. At 1900 I, "ANZAC" and "YARNALL" departed Songjin on patrol "Whisky". The patrol was uneventful but there was fog in the environs on Chongjin so the bombardments at 0030I/25 September were "blind" and no fall of shot could be seen. Course was set from Chongjin to rendezvous with U.S.S.'s "NAVASOTA" and "CHARA" for replenishment at 0600 I. "NAVASOTA" had four very welcome bags of mail for "ANZAC".

40. The opportunity was taken to ask the "NAVASOTA"'s Medical Officer to examine the wounded R.O.K. Sergeant in the sick bay. He recommended that the man should be sent to hospital, so he was transferred to U.S.S. "McDERMOTT", screening the replenishment group, for passage to Wonsan. "ANZAC" then proceeded to Yang Do, once more to replenish the garrison's water supply and to pass on the warning of the intentions of a female poisoner in accordance with C.T.G. 95.2's message timed 241000z September. (Copy attached).

41. At 1300 I/25 September, "YARNALL" was closed and four officers and myself boarded her to turn over to Commander W.G.N. Ward, U.S.N., the duties of the Officer in Tactical Command of Task Element 95.22. This was accomplished by 1400I, shortly after which air spotting from Task Force 77 became available and was employed by "YARNALL". "ANZAC" patrolled "Manhattan" engaging targets from time to time. At 1945 I. "YARNALL" and "THOMPSON" departed on patrol "Whisky" and "ANZAC" engaged in "Flycatching" and "Interdiction" in the Songjin Area. No "flys" (sampans engaged in coastal traffic, minelaying, fishing etc.) were seen but the sections of railway on which railway repair gangs were engaged nightly in repairing the damage inflicted by day were at intervals taken under a starshell and Bofors fire. No trains were seen.

42. At 1015 I/26 September, at a target near a village suspected of engaging in mining activities, the one thousandth round of 4.5 inch ammunition to be fired "in anger" by H.M.A.S. "ANZAC" since her employment in Korean waters was expended in the course of a bombardment.

43. At 1115 I, "ANZAC" was ordered to part company with Task Element 95.22 and course was set for the Shimonoseki Strait and Kure at 21 knots.

44. The Shimonoseki Strait was entered at 0615 I/27 September and the passage through the Inland Sea to Kure was made without incident. "ANZAC" was berthed alongside "TOBRUK" at K5 buoys at 1600 I.

45. The conduct of the Ship's Company has been satisfactory throughout the month and it is evident that the short period of Service in Korean waters has had a most stimulating effect on morale. The Ship's Company is now a "team" and is proud of its ship.

46. The health of the Ship's Company has been satisfactory as have been conditions on board and the standard of messing and of cooking have remained high. There were five additional cases of venereal disease, making eight in all contracted in Japan.

47. It is of interest to note that there has been steam on the main engines for all but 5 of the 59 days that have elapsed since "ANZAC" left Sydney.

48. Monthly figures :-

Distance steamed during the month			7,325.9 miles
Hours under way during the Month			520.26 hours
Average distance per ton of Oil Fuel			3.63 miles
Total distance steamed since Commissioning			22,687.69 miles
Total hours under way since Commissioning			1,607.18 hours
Average speed since Commissioning			14.11 knots
Rounds fired	4.5"	----	1,035
	40 m/m	----	1,030

I have the honour to be

Sir,

Your Obedient Servant,

*J. R. ...*

COMMANDER.



PRIORITY

CONFIDENTIAL

CTE 95.22 (R? CTG 95.2 CTF 95

CTE 95.23

241000z September

INTERROGATION NORTH KOREAN EVACUEE FROM YANG-DO REVEALS  
WOMAN ENEMY AGENT, KOMOGUM, AGE 38, STILL ON YANG-DO HAS HIDDEN  
POISON WHICH SHE INTENDS TO USE AGAINST FRIENDLY FORCES. OUR  
PERSONNEL WILL ARRIVE SOON TO LOCATE POISON. PENDING ARRIVAL  
TAKE PRECAUTIONARY MEASURES INCLUDING RETENTION ALL WOMEN  
ON ISLAND.

(ACTION ADDRESSEE PASS TO C.T.U.95.23.1. ATTENTION LT. BOYD)

20/1/4

CONFIDENTIAL

H.M.A.S. "ANZAC"  
at Singapore,  
10 OCT 1951

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

The Flag Officer Commanding,  
H.M.A. FLEET.  
(Copy to : Captain (D)  
10th. Destroyer Flotilla.

H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS - 28 - 30 SEPTEMBER, 1951.

Sir,

I have the honour to submit the following Report of the Proceedings of H.M.A.S. "ANZAC" for the period 28 - 30 September, 1951, and to request that it may be attached to my previous Report for the earlier part of the month.

2. At 0900 I/28 September, H.M.S. "ALERT" with The Commander-in-Chief, Far Eastern Station, Vice Admiral The Honourable Sir Guy Russell, K.C.B., C.B.E., D.S.O., on board, but not flying his Flag, arrived and secured to No. 10 buoy.
3. At 1030 I, H.M.S. "UNICORN" entered harbour flying the Flag of the Flag Officer, Second in Command, Far Eastern Station, and secured to No. 14 buoy.
4. At 1030 I, I waited on the Commander-in-Chief, British Commonwealth Occupation Forces, Lieutenant-General Sir Horace Robertson K.B.E., C.B., D.S.O., at his headquarters in Kure. My call was returned at 1230 by Major Latham, A.D.C. to the Commander-in-Chief.
5. At 1030 I/29 September, The Commander-in-Chief, accompanied by the Flag Officer, Second-in-Command, walked round "ANZAC" and then "TOBRUK". In the dog watches, the Officers of H.M.S. "GLORY" gave a cocktail party which I attended. At 1930 I, in company with the Flag Officer, Second-in-Command and the Commanding Officers of the other ships in Kure, I had the honour of dining with the Commander-in-Chief on board H.M.S. "ALERT".
6. I waited on the Flag Officer, Second-in-Command, Far Eastern Station on board H.M.S. "UNICORN" at 1410 I/30 September, pour prendre congé.
7. During the afternoon Lieutenant Commander (P) Birrell, R.N., Lieutenant (O) Carter, R.N. and Lieutenant (P) Young, R.N. of H.M.S. "GLORY" joined on loan to gain Watchkeeping experience on the passage south. At 1630 I, "ANZAC" slipped from No. K5 buoy and proceeded out of Kure Harbour in company with "GLORY", bound for Hong Kong. Course was set through the Inland Sea and the Bungo Suido.
8. Copies of a signal received from the Flag Officer, Second-in-Command, Far Eastern Station and one received later from the Commander, Task Group 95 are attached.
9. It is requested that the following figures may be ~~added to~~ the monthly figures submitted in my previous Report:-

Distance steamed during Month	7461.25 miles
Hours under way during the Month	527 hours 42 minutes
Total distance steamed since Commissioning	22823.04 miles

Submitted for

Average distance per ton of Oil Fuel	3.66	miles
Total hours under way since Commissioning	1614	hours 34 minutes
Average speed since commissioning	14.83	knots.

I have the honour to be

Sir,

Your Obedient Servant,

*J. Ambrose - Col.*

COMMANDER.



CONFIDENTIAL



ANZAC

FO2 I/O FEB

300517Z SEPTEMBER

GOODBYE AND GOOD LUCK IN ALL YOUR SAILINGS YOU HAVE DONE US  
PROUD AND IT HAS BEEN VERY PLEASANT HAVING SUCH A FINE SHIP IN  
THE COMMONWEALTH FLEET. WELL DONE ANZAC. I AM SO GLAD YOU HAVE  
ENJOYED YOUR TIME WITH US.

300517Z SEPTEMBER 1951

TBS

P/L

TOR14301R

DJY

30/9/51

RESTRICTED

DEFERRED

RESTRICTED DEFERRED

AN ZAG (R) GTC 95.1

GTF 95

300932Z

IT HAS BEEN A PLEASURE TO HAVE YOU UNDER MY COMMAND. GOOD  
LUCK IN YOUR NEXT ASSIGNMENT. ADM DYER COMMANDER UH BLOCKADING  
BRN AND REPORT TO RCH.

300932Z SEPTEMBER 1951

REFIN

GTF 95 (R) GTC95.1

ANZAG

020556Z

THANK YOU FOR YOUR KIND SIGNAL. IT HAS BEEN AN HONOUR TO SERVE  
UNDER YOUR COMMAND. FLUNKETT-COLE.

020556Z OCTOBER 1951

FE

CGM

TOR0358  
TOD I.T.

DJY

2/10/51

RESTRICTED

DEFERRED

20/1/4

H.M.A.S. "ANZAC"

7 SEP 1951

The Flag Officer,  
Second-in-Command,  
Far Eastern Station.  
SASEBO.

The Flag Officer Commanding,  
H.M.A. FLEET.  
(Copy to ; Captain (D)  
10th. Destroyer Flotilla.

H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS - AUGUST, 1951.

Sir,

I have the honour to submit the following Report of the Proceedings of H.M.A.S. "ANZAC" for the month of August, 1951.

2. On 1 August, H.M.A.S. "ANZAC", on passage from Sydney to Darwin, passed Lady Elliot Island at 0830 K and entered the waters of the Great Barrier Reef in fair weather which held until after the Cumberland Channel and Whitsunday Passage were traversed during the night of 1/2 August. At about 2000/2 August visibility began to deteriorate and rain squalls became more and more frequent until at 2230 K, when approaching Gubbins Reef, it was found necessary to anchor as the leading lights were quite obscured. Conditions were better by 0600 K/3 August, when the ship was got under way again, and visibility slowly improved until Lizard Island was passed, when the weather was again fair.

3. H.M.A.S. "ANZAC" entered the Adolphus Channel at 0600 K/4 August and had passed through the Prince of Wales Channel and was off Booby Island by 1000 K. At 0400 K/5 August, Cape Wessel was abeam but the day was otherwise uneventful. Clocks were retarded 30 minutes in the dog watches.

4. The Clarence Strait was negotiated during the night of 5/6 August and at 0730 IK/6 August, H.M.A.S. "ANZAC" entered Port Darwin and secured alongside the fuelling Wharf at 0800 IK. Calls were exchanged with the Naval Officer in Charge, Darwin and fuel, water and provisions were embarked. It was a public holiday on shore so short leave was granted to Privilege Leave men. His Honour, the Administrator, who had assumed his duties only the day before, paid the ship an informal visit.

5. At 1420 IK, having waited for 20 minutes while the Regulating Staff of H.M.A.S. "MELVILLE" made a search of likely places for two absentees without success, the ship cast off and proceeded for Hong Kong. The absentees were apprehended later in the day and were sent to Japan by air.

6. In very good weather, H.M.A.S. "ANZAC" passed Meatai Mirarang during the forenoon of 7 August and the next day traversed the Manipu Starit to enter the Serang Sea. At 1640 IK/8 August, in Latitude C<sup>o</sup>, H.M.A.S. "ANZAC" reported for duty to the Flag Officer, Second in Command, Far Eastern Station, in accordance with para. 2 of F.O.C.A.F.'s message timed 270215 July.

7. The weather remained good. During the afternoon, the tanker "NISO" was passed and spoken and at 2300 IK/8 August the ship entered the Sulu Sea through the Bangka Strait. After passing through the Mindoro Strait on 10 August, the effect of a tropical depression moving north westwards from a position to the east of Luzon began to be felt and the weather deteriorated. Clocks were retarded 30 minutes on 11 August. A north westerly wind of force 4 and heavy rain squalls were encountered until the early morning of 12 August, when the ship neared Hong Kong.
8. The Lyee Mun Pass was negotiated at 0800 I/12 August and the ship secured alongside R.F.A. "WAR AFRIDI" at No.18 buoy, Kowloon, to fuel. Water and provisions were sent by lighter. The usual "Hong Kong fashion" boarding party swarmed over the side before the way was off the ship and sampans three of four deep obstructed all approaches. The "bush telegraph" appears to have operated with its usual efficiency, for most of the people seemed to have accurate fore-knowledge of ANZAC's arrival.
9. As it was Sunday forenoon and the ship's stay was so short, The Commodore, Hong Kong, waived calls. The Australian Trade Commissioner, Major-General Hugh Wrigley, paid us a call, however.
10. H.M.A.S. "ANZAC" proceeded again at 1400 I/12 August for Sasebo via the Formosa Strait. Numerous junks and fishing boats were passed and at 2000 I, U.S.S. "EPPERSON" was met and spoken, southward bound. At 2130 I, the ship was circled for about 15 minutes by a U.S. Navy Mariner Flying Boat on the Formosa Strait's Patrol. No intelligence of the existence of this patrol had been received and the Mariner would have been less inclined to linger, perhaps, if its crew had been able to see that its movements were being carefully followed in the moonlight by the ship's Bofors.
11. On 13 August, U.S. Navy Neptunes on patrol were met and U.S.S. "Nicholas", southward bound, was passed and spoken. At about 1400 I, the wind began to freshen from the Eastward and the influence of the same tropical depression (mentioned in para. 7 above) again began to be felt. By this time it was being called by Royal Observatory, Hong Kong, a "weak" tropical depression but it nevertheless managed to register 50 knots on the ship's anemometer. The true wind speed was 38 knots. Clocks were advanced 30 minutes on 13 and again on 14 August.
12. The weather slowly moderated during 14 August and by the next day was calm. H.M.A.S. "ANZAC" arrived at Sasebo at 1100 K/14 August, and berthed at Josco for fuel. Lieutenant W.P. Main, Royal Navy joined from H.M.A.S. "WARRAMUNGA". At 1400 K, berth was shifted to alongside the port side of U.S.S. "CARMICK" at X-1 buoy. On CARMICK's starboard side was berthed H.M.A.S. "WARRAMUNGA", Captain D10, Captain O.H. Becher, D.S.C., R.A.N. Courtesies were exchanged and a quick "turnover" took place. At 1730 K, H.M.A.S. "WARRAMUNGA" sailed for Hong Kong and Australia.
13. I had the honour of dining with the Flag Officer, Second in Command, Far East Fleet, Rear-Admiral A.K. Scott-Moncrieff, C.B., C.B.E., D.S.O. in H.M.S. "LADYBIRD" on the evening of 15 August.
14. The Commander, U.S. Fleet Activities, Sasebo, (Commander N.C. Walley, U.S.N.), called on 16 August and was kind enough to place at the ship's disposal an L.C.V.P. with crew and to offer the use of any of the U.S. Facilities that we might require. This offer was found to be no idle promise

and the privileges enjoyed have been very much appreciated.

15. Typhoon "Marge" had been regularly reported during the past week, steadily advancing on a north westerly then a northerly track and at 2000 K/17 August was estimated to be within 24 hours of Sasebo. "Typhoon Condition Two" was therefore ordered by the Senior Officer Present Afloat and this involved shifting berth down harbour to buoy No.22 which was done at 2130 K. Libertymen were recalled. The weather was fine and clear.

16. At 1145 K/18 August, I called on the Commanding Officer, U.S.S. "SICILY", (Captain Scheoch, U.S.N.) having learned that H.M.A.S. "ANZAC"'s first operation was to be escorting that ship during air strikes off the West Coast of Korea. At 1400 K, "Typhoon Condition One", meaning that the Typhoon was expected to reach Sasebo within 12 hours, was ordered and steam was raised for full speed. The weather was still fine but on 19 August, the southerly wind reached 30 to 35 knots in gusts. This state of affairs obtained until 2300/20 August, when "Cancel Condition One" was ordered, and the ship reverted to normal harbour conditions.

17. Captain Scheoch, U.S.N., U.S.S. "SICILY" returned my call on 21 August.

18. At 0730 K/22 August, H.M.A.S. "ANZAC", in company with H.M.S. "MOUNT'S BAY" AND H.M.N.Z.S. "HAWEA" sailed for the practice area south west of Sasebo for gunnery practices. Firings were carried out at a drogue target towed in a shallow dive by a U.S.Navy Invader aircraft and in the third run the sleeve was shot down with the second salvo. After a week in the enervating August heat of Sasebo, this small success delighted everybody. Unfortunately, at about 1200 K, the weather deteriorated rapidly and the practices at a radio-controlled "Drone" target for the close range weapons, A/S practices at a towed submarine target, and H/F D/F calibration which had been arranged had to be cancelled. These three later practices were to have been provided by U.S.S. "ELKHORN" who was most co-operative. H.M.A.S. "ANZAC" returned to harbour and secured alongside H.M.S. "ST. BRIDE'S BAY" at X-2 buoy at 1815 K.

19. At 1400 K/23 August I waited on the Flag Officer, Second in Command, Far Eastern Station, and at 1430K Rear-Admiral Scott-Moncrieff returned my call. At 1800 K, the Commanding Officers of U.S.S. "PERKINS" (Commander Chapman, U.S.N.) and H.N.M.S. "VAN GALEN" (Commander Valkenburg R.N.N.) called and the forthcoming duty of screening U.S.S. "SICILY" was discussed.

20. At 0740 K/24 August, H.M.A.S. "ANZAC" slipped from X-2 buoy and, in company with U.S.S. "PERKINS", left harbour 20 minutes ahead of U.S.S. "SICILY". U.S.S. "SICILY" was screened until the practice area was reached when the ships formed single line for close range drogue target firings. The cloud ceiling was too low for Long Range Anti-Aircraft practices so, on completion of the Bofors firings, the screen reformed and course was set for Area Nan, off the West Coast of Korea. At 2000 K, the Task Element, 95.11, was joined by U.S.S. "KIDD".

21. At 0645 K/25 August, U.S.S. "SICILY" began the flying operations which were to continue through daylight hours for the next week. At 0900 K we were treated to our first close sight of "SICILY"'s helicopter which came and hovered a few feet above our stern to pass, in a bag on the end of a line, official mail and the "Sicily News". The

activities of this most useful "maid-of-all-work" were to become so commonplace in the next few days as scarcely to excite notice. Apart from its primary duties of search and rescue, the helicopter saves many hours and tons of fuel which, without its services, would have to be expended on routine trips by a duty destroyer. It is an incalculably useful asset.

22. At 1500 K/25 August H.M.C.S. "CAYUGA" joined company and a screen of four ships was formed. H.M.C.S. "CAYUGA" was relieved by H.N.M.S. "VAN GALEN" at 1000 K the next day.

23. Flying operations continued throughout 26 and 27 August and apart from the landing on and taking off of aircraft with clockwork regularity and a destroyer detached to investigate an innocent "Skunk" occasionally, the operations were conducted without, as far as could be seen, noteworthy incident.

24. H.M.A.S. "ANZAC" replenished from R.F.A. WAVE PREMIER" on 27 August and received 358 tons of furnace fuel at an average rate of 276 tons/hour. The four ships of the screen replenished in turn.

25. The weather was bad, with very heavy rain during the forenoon of 28 August and flying operations were temporarily curtailed. They were resumed at 1200 K, by which time the weather was improving.

26. At 1600 K/29 August, H.M.A.S. "ANZAC" parted company with Task Element 95.11 to meet H.M. Ships "CEYLON" and "CONCORD" off the island of Peng Yang Do, near the West Coast of Korea and 3 miles south of the 38th. parallel, at 2000 K. On this passage we had our first sight of Korea. The rendezvous was effected and H.M.S. "CEYLON" transferred mails, two ratings for Van Galen and important despatches for delivery to Task Element 95.11. H.M.A.S. "ANZAC" proceeded at 2000 K, passing northward of Peng Yang Do and carried out an anti-junk patrol for the rest of the night, but sighted nothing.

27. Task Element 95.11 was rejoined at 0630 K/30 August. H.N.M.S. "VAN GALEN" came alongside at 0900 K and the two ratings were transferred by jackstay, the speed of the ships being 18 knots. The ubiquitous helicopter collected the mail and distributed it to the ships concerned - a very simple procedure.

28. All ships of the screen replenished again from R.F.A. "WAVE PREMIER" on 31 August.

29. The health of the Ship's Company has been satisfactory throughout August. Surgeon Lieutenant H.M. James was discharged to H.M.S. "MAINE" on 19 August, his illness being diagnosed as scrub typhus. Several Lectures on hygiene and the prevalence of venereal disease in Japan were given to the Ship's Company as opportunity offered but in spite of these, three cases of venereal disease developed, subsequent to the ship's arrival in Sasebo.

30. Weather conditions in Sasebo in August are very trying - a daytime temperature of 85°F. and a very high humidity, with little or no relief at night. The ship got very hot but conditions on board were never worse than slightly uncomfortable.

31. The conduct of the Ship's Company was satisfactory though there were several leave-breaking offences. Libertymen seem to find conditions on shore in Sasebo to their liking, and the British Fleet Club, Chief and Petty Officer's Club, and the club and entertainment facilities made available by the U.S. Authorities have proved most popular. It was a little

disappointing to have to spend our first week in Japanese waters in Sasebo harbour, having made a fairly fast voyage to Japan from Australia, but such was the effect of Typhoon "Marge" that the whole programme of operations was upset. Any effect that this disappointment might have had disappeared as soon as the ship got to sea again and the Ship's Company is in good heart.

32. Steaming Figures :-

Distance steamed during Month.	8474.8 miles
Hours under way during Month	523 hours 5 mins.
Average distance per ton of Oil Fuel	3.807 miles
Total distance steamed since Commissioning.	15361.79 miles
Average speed since Commissioning	14.12 knots.

I have the Honour to be,

Sir,

Your Obedient Servant,

*J. Duncker-Cly.*

COMMANDER.



IN REPLY PLEASE QUOTE

No. 20/1/4

H.M.A.S. "ANZAC"  
 at Sea,  
 - 5 AUG 1951

The Flag Officer Commanding,  
H.M.A. FLEET.  
 (Copy to : Captain (D)  
 10th. Destroyer Flotilla.)

H.M.A.S. "ANZAC"- REPORT OF PROCEEDINGS - JULY, 1951.

Sir,

I have the honour to submit the following report of the proceedings of H.M.A.S. "ANZAC" for the month of July, 1951.

2. At the beginning of the month H.M.A.S. "ANZAC" was in Dockyard Hands at Williamstown for the Winter leave period. This ended on 6 July, by which time one S.T.A.A.G. had been mounted aft, the old Squid mounting had been replaced by a new one, the first built at Maribyrnong, and some minor defects in the ship had been remedied. The second watch of ratings had all returned from their long leave by 2 July and the last few days of the period at Williamstown were spent in painting ship in preparation for the inspection by the Flag Officer Commanding H.M.A. Fleet, which was to take place on 30 July.

3. A party of Sea Rangers of the "Sea Ranger Ship "ANZAC"" from Mentone visited the ship on 7 July and were shown round. They were most interested and enthusiastic.

4. Lieutenant (SP) O.V. Dimmitt, R.A.N.V.R. and Lieutenant (S) D.J. Wyles, R.A.N.V.R. joined at 0800/9 July, for 13 days training. On this morning also, the Principal Electrical Engineer and Members of his department, representatives from the Director of Ordnance and Underwater Weapons' department, from Maribyrnong and Bendigo and from H.M.A. Naval Dockyard, Williamstown embarked to witness tests of the S.T.A.A.G. and Squid. H.M.A.S. "ANZAC" slipped from the Dockyard Pier at 0930K and proceeded to a position off the Fawkner Beacon. Arrangements had been made with A.O.R.S.A. for a Beaufighter towing a radar sleeve to be made available for Long and Short range Anti-Aircraft practices. The aircraft had to come from Schofield and was unfortunately unable to make the flight south in time for this day's practices because of adverse weather. However, the Squid was tested with satisfactory results and functioning trials were carried out with the S.T.A.A.G. and Bofors. It was a disappointing day as we all had been keen to demonstrate some of the ship's capabilities to our visitors and we landed them at Williamstown at 1530 having been able to show them very little. The ship then proceeded to an anchorage off Portarlington for the night.

5. The weather on 10 July was perfect and A.O.R.S.A. informed us that the Beaufighter with its target would be available for our practice. At 0945 the anchor was weighed and the ship proceeded to Williamstown, where the General Manager, Williamstown Dockyard and members of Navy Office and Dockyard Staffs were embarked and some Gunnery spares were hoisted in. At 1300K, the aircraft appeared over the practice area and long and short range firings were carried out. During one 4.5 inch run, a rack in the Flyplane Electrical Predictor was jolted loose by gunfire and caused a training error as a result of which some bursts appeared



a good deal nearer to the towing aircraft than to the sleeve. This evoked a commendably good-humoured protest from the pilot of the Beaufighter, to whom my apologies were promptly conveyed. A lesson was learnt from this incident. All the Bofors guns were fired with satisfactory results and in visual aiming the S.T.A.A.G. displayed some good shooting. However the S.T.A.A.G. blind tracking was not entirely satisfactory as the mounting would not search and a recommendation was made that final checking and adjustment of this mounting should be made in Sydney.

6. At 1630K, the visitors were disembarked at Williamstown and H.M.A.S. "ANZAC" departed for Jervis Bay. The South Channel was negotiated without incident, though it was found that colours of the flashing lights on the buoys at the Hovell Pile had been changed to conform with the Uniform System of Buoyage, but that no correction to Admiralty Chart No. 2747 had been issued, although the change had been advised in Nto M.No.60 of 1951. The weather remained very good and the passage to Jervis Bay was without incident.

7. On rounding Bowen Island, identities were exchanged with H.M.A.S. "SYDNEY", anchored off Captain's Point and the ship was brought to anchor in her vicinity at 0800K/12 July. H.M.A.S. "SYDNEY"'s Navigating Officer paid us a quick visit to explain the day's requirements and at 0835K the ships weighed and proceeded to sea. The day was spent by H.M.A.S. "SYDNEY" in calibrating radar and H.F. D/F and by ANZAC in providing a target for the latter. After dark both ships darkened and mutual inspections were made. The ships anchored in Jervis Bay at 2040K.

8. Anchors were weighed at 0630K/13 July and H.M.A.Ships "SYDNEY" and "ANZAC" proceeded in company. At 0730K, in good weather, replenishment at sea was exercised. The evolution was carried out in slow time as ANZAC's gear had not been tried before. One 5½" rubber hose was passed to the forward fuelling connection and a jackstay to the tripod on "B" deck before "B" Turret. Six tons of fuel were pumped and a rating was sent from ANZAC to SYDNEY and brought back by boatswain's chair. The evolution was completed entirely without untoward incident and the gear was quite satisfactory. A course of 160 degrees was chosen into a slight S.E. by S. swell and no trouble was experienced in maintaining station. At 0820K, lines were cast off and ANZAC took station on SYDNEY's port beam for index tests of Radar Type 275. At 1400K, ANZAC was detached to return to harbour and the sea boat's crew was exercised on the way into Jervis Bay. The ship was brought to anchor at 1440K and at 1600K recreation parties were landed.

9. Saturday 14 July was a fine day but early on Sunday morning it began to blow hard from the North East. Steam for slow speed was raised and anchor watch was set but during the afternoon the wind moderated and recreation parties were landed.

10. The wind had backed to the North West but was still blowing strongly when SYDNEY and ANZAC weighed at 0630K/16 July and proceeded to sea for Deck Landing Training. This continued until 1800K when the ships returned to anchor in Jervis Bay. Anchor watch was set and steam for slow speed kept. On this day, ACNB's message timed 160703 July, conveying the intention that "ANZAC" was to be sailed for Japan at the end of the month was received.

11. Early in the morning of 17 July, our two R.A.N.V.R. officers were sent to "SYDNEY" to see a day's flying and at 0555K, "SYDNEY" and "ANZAC" weighed and proceeded for further deck landing training. A moderate westerly breeze was blowing. At 1500K, the undercarriage

of a Sea Fury landing on appeared to collapse and the aircraft disappeared over SYDNEY's port side. Lieutenant (P) P. Goldrick, the pilot, fortunately escaped from the cockpit before the aeroplane sank and was picked up by ANZAC's whaler and was transferred to one of SYDNEY's two motor cutters which were quickly on the scene. When boats were hoisted deck landing training was continued and ships then returned to harbour, anchoring at 1750K. At 1830K I attended a conference on board SYDNEY with the Commanding Officer, the Staff Officer (O) to the Flag Officer Commanding H.M.A. Fleet and the Fleet Communications Officer to discuss ANZAC's immediate future in view of ACNB's message timed 160703 July.

13. Anchors were weighed at 0525K/18 July and SYDNEY and ANZAC proceeded for more deck landing training. At 0900K, a Sea Fury had a mishap landing on and came to rest precariously in a Bofors Sponson on the Port side. It fouled the flight deck and prevented any further training for the time being, so "ANZAC" was detached to proceed to Sydney for fuel. The Hornby Light was passed at 1300K and the ship secured at the Northern end of the Fitting Out Wharf. At 1430K, I waited on the Flag Officer Commanding H.M.A. Fleet. At 2300K, having fuelled, watered and provisioned, ANZAC sailed for Jervis Bay.

14. At 0600K/19 July, "SYDNEY" was met off Point Perpendicular and a letter was transferred by line. Deck Landing training was continued until 1430K when ANZAC was detached to act independantly. Action stations were exercised and the sea boat was sent away to recover a life buoy. The ship was brought to anchor at 1540K and at 1600K recreation parties were landed.

15. Throughout 20 and 21 July the wind blew very strongly from the West. The ships went to sea both days but the only aircraft landed on were five Sea Furies on Friday forenoon, under difficult conditions, so the better part of each of these two days was spent at anchor. The lee afforded by the western shore of Jervis Bay permitted boatwork and recreation parties were landed.

16. At 0800K/23 July, H.M.A.S. "ANZAC" weighed and proceeded for Sydney, securing to the Fitting Out Wharf after an uneventful passage.

17. The period from 23 to 29 July was spent in installing a new H.F. D/F set, in making final adjustments and tests to the S.T.A.A.G. , in storing, provisioning and fuelling and in generally preparing the ship for service in Korean waters. At 1730K/27 July, H.M.A.S. "TOBRUK" secured alongside and cast off again at 1100K/29 July. H.M.A.S. "LABUAN" entered harbour at 1700K/28 July and berthed at the southern end of the Fitting Out Wharf. An accident occurred to Ordinary Seaman D. Cross, who was detailed as a member of the berthing party attending "LABUAN", as a result of which, he suffered broken bones in his left foot. He was discharged to Balmoral Naval Hospital.

18. At 1030K/30 July, the Flag Officer Commanding H.M.A. Fleet, Rear Admiral J.A.S. Eccles, C.B., C.B.E., was received with a guard and walked round the Ship's Company of H.M.A.S. "ANZAC" at Divisions and, later, the Upper Deck, Mess Decks and Flats. The Admiral left the ship at 1145K. At 1645K, the ship cast off from the Fitting Out Wharf and sailed for Japan, via Darwin and Hong Kong. The weather was good and nothing of interest happened during 31 July.

19. A very lively interest in sport was shown by the Ship's Company whenever opportunity offered during the month. Football matches were played against Army teams at

Williamstown and, at Jervis Bay, Rugby, Soccer, Australian Rules and Hockey teams were fielded against those from H.M.A.S. "SYDNEY". The news that the ship was to go to Korean waters was greeted with evident enthusiasm by all hands. Conditions on board throughout the month were satisfactory and the Ship's Companys' health continued good.

20. Steaming Figures:

Distance steamed during Month	2211.89 miles
Hours under way during Month	173 hours 54 mins.
Average distance per ton of Oil Fuel	3.31 miles
Total distance steamed, since Commissioning	6886.99 miles
Total hours under way since Commissioning	563 hours 47 mins.
Average speed since commissioning	12.22 Knots.



I have the honour to be  
Sir,  
Your Obedient Servant,

*J. Runkin, Cdr.*  
COMMANDER.

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Royal Australian Navy.

REPLY PLEASE QUOTE

No. 20/1/4

H.M.A.S. "ANZAC"  
at Williamstown,  
15 JUN 1951

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

Copies to :- The Flag Officer-in-Charge,  
New South Wales.  
Captain (D)  
10th. Destroyer Flotilla.

H.M.A.S. "ANZAC" - REPORT OF PROCEEDINGS - MAY, 1951.

Sir,

I have the honour to submit the following Report of the Proceedings of H.M.A.S. "ANZAC" for the month of May, 1951.

2. At the beginning of the month, H.M.A.S. "ANZAC" was secured to No.2 Buoy, Sydney Harbour and the 1st., 2nd., and 3rd. were occupied in replenishing ammunition and stores and in fuelling and watering ship.

3. At 1120K/3 May, the Flag Officer-in-Charge, New South Wales, walked round the ship accompanied by the Command Supply Officer.

4. At 0825K/4 May, the Flag Officer Commanding His Majesty's Australian Fleet embarked in H.M.A.S. "ANZAC" and his Flag was hoisted at 0830K. At this time, the ship slipped from No.2 buoy and proceeded for Jervis Bay.

5. Arrangements had been made with R.A.N.A.S. Nowra for aircraft to carry out dummy massed attacks on the ship whilst on passage, for the purpose of exercising control of the Long range and Short Range anti-aircraft armament. At 1030K, 14 aircraft, in 3 formations of 4 and one pair were sighted approaching the ship. Each aircraft made one dive only on the ship, all from the same height and direction and then they all returned to base. This was most disappointing and of little or no benefit to anti-aircraft control teams.

6. The ship anchored in Jervis Bay at 1515K. The Admiral left at 1520K and his Flag was struck at that time and rehoisted in H.M.A.S. "SYDNEY". At 2130K, the anchor was weighed and, in company with H.M.A.S. "SYDNEY", H.M.A.S. "ANZAC" sailed for Albany and the Winter Cruise.

7. At 0815K/5 May, H.M.A.S. "SYDNEY" began flying operations which continued until 1400. The aircraft carried out rocket firing attacks on a splash target towed by the carrier. The weather was very good indeed.

8. The 6 May was spent in the Bass Strait, where, on passing Wilson's Promontory, the wind began to freshen from the South West. From early in the morning of 7 May until reaching the lee of Kangaroo Island in the Backstairs Passage, the ship rolled heavily, sometimes as much as 25 degrees, in a beam sea. H.M.A. Ships had by this time been ordered to Port Lincoln and the programme for the Winter Cruise had been cancelled. Clocks were retarded 30 minutes to Zone - 9½.

9. At 1400K, H.M.A.S. "ANZAC" parted company with the Flag, having been ordered to Port Adelaide for fuel. At 1700K a pilot was embarked at the fairway buoy and the ship proceeded up the Adelaide River, securing at the Shell Company's fuelling wharf at 1800K.

10. Fuelling began at 0800K/8 May and at 1330K the ship cast off from the wharf and proceeded, having been ordered to Whyalla. The voyage was made via the Investigator Strait and was without incident.

11. A pilot was embarked off the entrance to the artificial harbour of Whyalla at 0800K/9 May, 1951 and the ship was berthed at the Blast Furnace Wharf, the property of Broken Hill Proprietary. A call was paid on the Chairman of the Town Commission, who combines the functions of Mayor and Town Clerk and it was found that H.M.A.S. "ANZAC" had arrived on the day of Jubilee Celebrations, a public holiday. A day of intensive sport had been organised on the Memorial Oval in which the Ship was invited to take part and a Soccer Team, a Hockey Team and a Tug-of-War team were fielded. The soccer match was lost, the Hockey team drew and the Tug-of-War team won the local championship.

12. It was necessary to proceed to the anchorage at 0600K/10 May as the Broken Hill Proprietary could not spare the berth alongside after this time. The ship remained at Whyalla until 13 May during which time dances, excursions and other entertainments were arranged for the Ship's Company by the hospitable people of the town.

13. Hands were exercised at General Drill on 11 May. On 12 May, thirty of the more prominent citizens were entertained at an evening party on board by the Officers. A strong southerly wind sprang up on this day and blew throughout 13 May.

14. At 0001K/14 May the anchor was weighed and H.M.A.S. "ANZAC" proceeded to rejoin the Flag at Port Lincoln, anchoring there at 1000K. During the afternoon General Drill was conducted by the Flagship and at 1700, H.M.A. Ships "SYDNEY" and "ANZAC" weighed and proceeded in company for Outer Harbour, Port Adelaide.

15. The ships anchored independantly off the Fairway Buoy at 0730 and disembarked Western Australian and South Australian long leave libertymen in the Pilot Boat. At 0915K, anchors were weighed and H.M.A.S. "ANZAC" proceeded 2½ cables astern of the Flagship at 14 knots for Jervis Bay.

16. The ship rolled fairly heavily in the beam swell between the Backstairs Passage and Cape Otway, but the weather improved in the Bass Strait. Clocks were advanced 30 minutes at 2345K/16 May.

17. At 1340K/17 May off Green Cape, H.M.A.S. "SYDNEY" began flying operations to disembark the 21st. Carrier Air Group. By this time there was practically no wind and various courses were steered at 24 knots to take advantage of what little there was. Two Firefly's from R.A.N.A.S. Nowra, bringing spare pilots to ferry aircraft for which H.M.A.S. "SYDNEY" was short of pilots, were unable to land on and returned to base. Eventually 22 Sea Furies and Fireflys were flown off, some of them being accelerated, and course was set for Jervis Bay.

18. At 1800K, H.M.A.S. "ANZAC" was ordered to proceed to Williamstown to give leave in the Flag Officer Commanding Australian Fleet's message timed 170752Z and at 2215 was ordered to part company and proceed to Sydney to embark

stores and items which had been left on departure.

19. H.M.A.S. "ANZAC" passed the Hornby Light at 0700K/18May and secured alongside the Fitting Out Wharf, bows North. Queenslanders were landed for long leave and fuel, water, provisions and stores were embarked during the day. At 0900K, H.M.A.S. "AUSTRALIA" secured to No.1 buoy.

20. At 0600K/19 May, H.M.A.S. "ANZAC" shifted berth to No. 2 buoy. At 0700K, H.M.A.S. "SYDNEY" entered harbour and berthed at the Fitting Out Wharf.

21. At 1500K, H.M.A.S. "ANZAC" slipped and proceeded for Williamstown. The passage was uneventful and was made in excellent weather until fog was encountered at the entrance to Port Phillip. The transit of The Rip was made at 0615/21 May without difficulty in fair visibility but the weather thickened along the South Channel so the Ship was brought to anchor off the Bowen Light Beacon at 0705K. By 0825K the weather had cleared enough to proceed so the anchor was weighed and H.M.A.S. "ANZAC" berthed at Dockyard Pier, Williamstown at 1130 K without further incident.

22. The first long leave party was landed on 21 May and for the remainder of the month, the ship remained at Williamstown.

23. The health of the Ship's Company was satisfactory throughout the month as were conditions on board. The conduct of the Ship's Company was very good, particularly at Whyalla, where beer is much more plentiful than in Sydney or Melbourne.

24. Monthly figures :-

Distance steamed during month	3154.4 miles
Hours under way during month	232.62 hrs.
Average distance per ton of fuel	3.9
Total distance steamed since Commissioning	4675.1 miles.
Total hours under way since Commissioning	389.82 hours
Average speed since commissioning	12.0 knots.

I have the honour to be

Sir,

Your Obedient Servant,

*R. b. Savage*

Lieutenant Commander R.A.N.  
for/ COMMANDER.  
(Absent on leave)





4336-17-26.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. ANZAC REPORT OF PROCEEDINGS. April '51

S.N.P. ~~11/28/6~~

2nd N.M. ~~1/28/6~~

3rd N.M. ~~1/28/6~~

4th N.M. ~~1/28/6~~

D.A.W.O.T. ~~10/7~~

D. of P. ~~11/7~~

Ops (N) ~~12/7~~

N.P. ~~11/7~~

D.M. ~~18/7~~

H.P. ~~2/7~~

A.A. 2nd ~~11/7~~

D. of M. ~~27/7~~

D.D. ~~1/7~~

D.E. (N) ~~1/7~~

D.O.N.W. ~~16/8/51~~

D.N.M.S. ~~22/8~~

N.S. ~~6/9~~

D.M.I. (N.H.R.O.) ~~7/9~~

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BRANCH  
B.N.M.B.  
12 AUG 1951  
OFFICE  
NAVY

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1951-11-20

5/6

DEPARTMENT OF THE NAVY  
MINUTE PAPER

DEPT. OF NAVY  
H336-17-26  
6/6/57

C.441/45.

SUBJECT: Amas "Anzac" Report of Proceedings April 1951.

6/6

DGVS A very cheering report March 7/6

~~100 NM~~  
8/6

NS (for further circulation)

~~DNI~~ 14/6  
DPS 19/6

~~DTSR~~ for 22/6  
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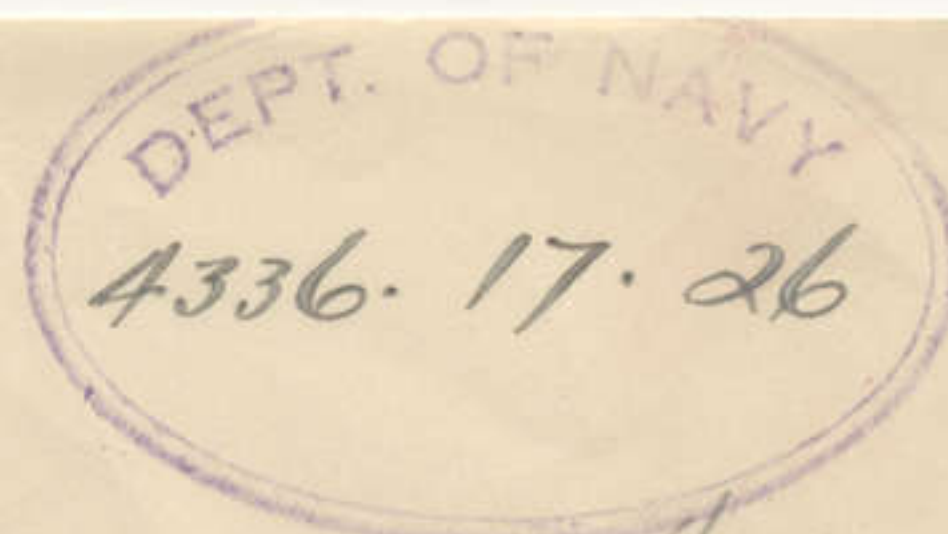
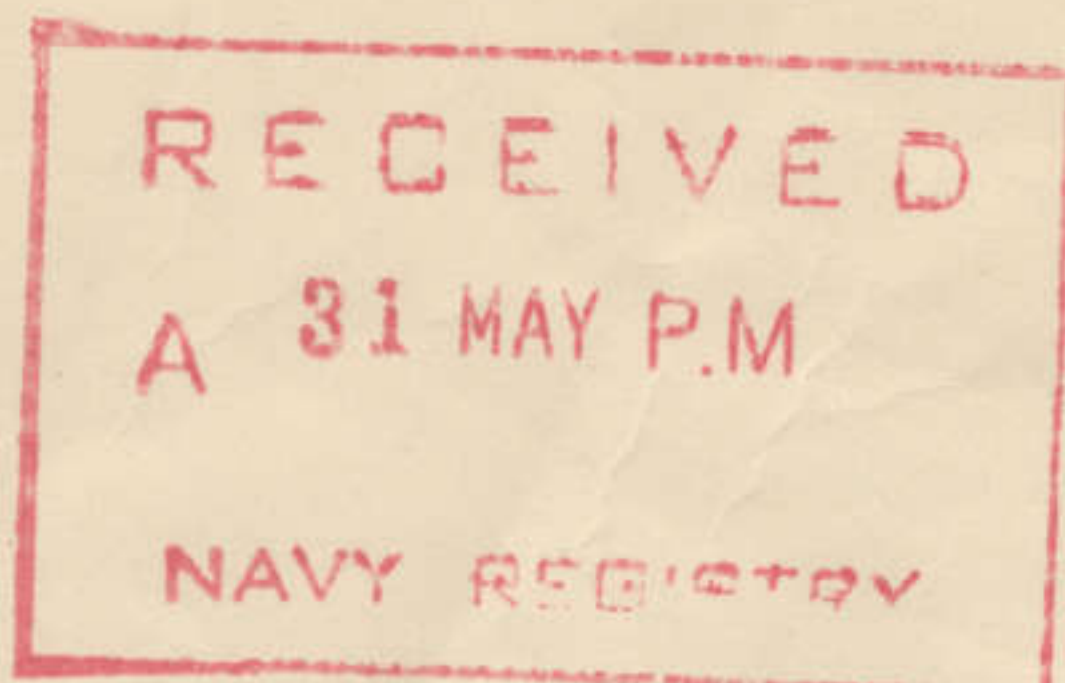
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HN 15/51

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

(ANZAC's letter No.20/1/4 of 18th May, 1951.)

HN  
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II

NSW.1243/682/2/33.  
THE SECRETARY, NAVAL BOARD.

Forwarded for the information of the  
Naval Board in accordance with C.N.O.107/48.

*attached  
on  
signature*

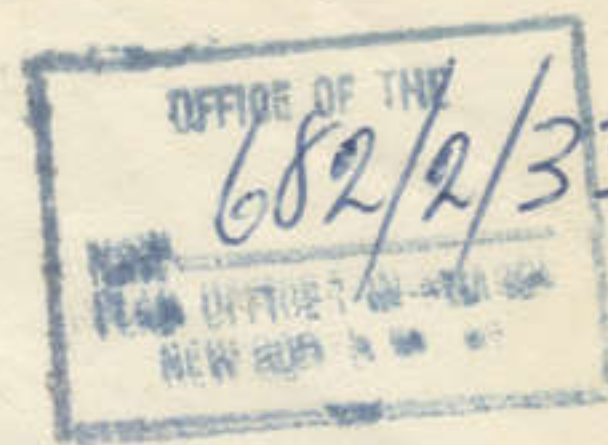
Naval Headquarters,  
Potts Point, Sydney.

28th May, 1951.

A/Rear-Admiral.

# Royal Australian Navy.

IN REPLY PLEASE QUOTE  
No. 20/1/4



H.M.A.S. "ANZAC"  
at Sydney,

18 MAY 1951

The Flag Officer-in-Charge,  
New South Wales,  
Pott's Point,  
SYDNEY.  
(copy to : Captain (D), 10th. Destroyer Flotilla.)

Sir,

I have the honour to submit the following Report of the Proceeding's of H.M.A.S. "ANZAC" for the month of April, 1951.

2. For the first week of the month the ship was secured at No. 2 buoy, Sydney Harbour. During this week the time was spent in testing and setting up the Fire Control Installation, aligning the Gyro Rate Unit Stabiliser, doing Director and Sight Tests and in mustering and arranging stores.
3. On 5 April at 0930 I waited on His Excellency, the Governor-General at Admiralty House.
4. At 1030 on the same day I waited on the Flag Officer Commanding His Majesty's Australian Fleet, Rear-Admiral J.A.S. Eccles, C.B.E., on board H.M.A.S. "SYDNEY".
5. On 6 April, the Commanding Officer, H.M.A.S. "TOBRUK" ( Commander T.K. Morrison, O.B.E., D.S.C. ) called on me and on 7 April, I called on the Commanding Officer, H.M.A.S. "AUSTRALIA" ( Captain G.C. Oldham, D.S.C. ).
6. On 8 April, Jennifer Margaret Barns, the daughter of Lieutenant (L) I.W. Barns, R.A.N. was christened on board at a ceremony conducted by the Chaplain, H.M.A.S. "SYDNEY" ( the Rev. F.G. Kyte ).
7. I waited on His Excellency, the Governor of New South Wales at 1000 on 9 April.
8. At 1100, the Flag Officer Commanding His Majesty's Australian Fleet returned my call.
9. On 10 April, at 0830K, H.M.A.S. "ANZAC" slipped from No. 2 buoy and proceeded in company with H.M.A.S. "CULGOA" for Anti-Submarine Training off Sydney. H.M.S. "TELEMACHUS" was met in the exercise area and was dived with buffs streamed and instructions to steer a steady course. The weather was very good and satisfactory A/S results were achieved. The submarine was surfaced at 1300 and "ANZAC" proceeded to another exercise area to fire trial broadsides with the 4.5 inch guns. These were quite satisfactory, apart from breeches occasionally failing to close fully, and the ship returned to harbour and secured to No. 2 buoy at 1630 K.
10. H.M.A.S. "ANZAC" slipped from No. 2 buoy at 0830K/11 April and proceeded with H.M.A.S. "CULGOA" in company for the submarine exercise area. The weather was very good and, while the ships were proceeding through the exercise area, H.M.S. "TELEMACHUS" carried out a submarine torpedo attack, firing two torpedoes. The submarine attack

was undetected by Asdic and both torpedoes passed beneath "ANZAC" and the ship then proceeded to recover them. When this had been done, anti-submarine practices were carried out in company with "CULGOA", the submarine being unmarked but restricted. Good results were again obtained and the ships returned to harbour and secured at 1630K.

11. On 12 April, anti-submarine exercises were again carried out, this time in company with H.M.A.S. "CONDAMINE". H.M.S. "TELEMACHUS" was unmarked and unrestricted and the results achieved were very good indeed. Contact with the submarine was maintained without difficulty from 0930 till 1500 and the anti-submarine team showed much improvement and derived great benefit from this practice.

12. H.M.S. "TELEMACHUS" again carried out a submerged attack on H.M.A.S. "ANZAC" and H.M.A.S. "CONDAMINE" on 13 April, this time with not such good success. Two torpedoes were fired and were heard approaching by hydrophone. One passed ahead of "ANZAC" and the other ran awry with a gyro failure. "ANZAC" recovered the torpedoes - the second after a short search - and anti-submarine practices were resumed. A hunt was ordered with the submarine unmarked and unrestricted but the confidence inspired by the success of the previous day's practice received a jolt. No echoes whatever were obtained from the submarine so, after an hour of fruitless search, it was ordered to surface and a new hunt was begun with the submarine unmarked but restricted. Little better success was achieved even when the position of the submarine was known and the lack of it was attributed to unsatisfactory asdic conditions, which are said to occur from time to time in the waters off Sydney. All ships returned to harbour at 1600 and "ANZAC" secured to No.2 buoy.

13. On 15 April, Charles Mark Savage, the son of Lieutenant Commander R.C. Savage, was christened at a ceremony on board by the Chaplain, H.M.A.S. "SYDNEY".

14. During the week beginning 16 April, tests of the Fire Control Installation were continued and H.M.A.S. "ANZAC" put to sea daily to "track" aircraft with the Flyplane Electronic Predictor (F.E.P.). These tests progressed satisfactorily.

15. On 18 April, after the ship had secured to No. 2 buoy on return to harbour, Flight Lieutenant R.B. Nash, on behalf of His Excellency, the Governor of New South Wales, repaid my call.

16. On 19 April, while at sea, close range anti-aircraft firings were carried out at a sleeve target towed by an R.A.A.F. Beaufighter, during which each of the six single Bofors guns were fired.

17. Up till this time, progress with the use of the Admiralty Fire Control Clock had been held up because of trouble with the Convergence Mechanism and Gun Range Stops. This was remedied by 23 April and on this day a frigate (H.M.A.S. "CONDAMINE") was "tracked" satisfactorily and a successful sub-calibre firing, during which the control was thoroughly tested, was carried out at two pattern VI targets towed by "BRONZEWING".

18. On 24 April, H.M.A.S. "ANZAC" proceeded to sea for further exercise in surface tracking, followed by a full-calibre day firing at a Battle-practice target towed by the tug "HEROS". It is pleasing to record that the first broadside to be fired by the ship at a target fell in line and was a straddle and that the whole shoot was satisfactory.

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was  
The range was 10000 yards. Later, a number of starshell were fired to test the Starshell Control. The ship returned to harbour on completion.

19. Anzac Day was spent in harbour.

20. A Long Range Anti-Aircraft firing at a sleeve target was carried out with satisfactory results on 26 April. Unfortunately this day proved to be the only occasion on which the R.A.A.F. were able to make a sleeve target available for long range firings. This lack of anti-aircraft targets hindered the ship's working up.

21. The anti-aircraft firing was followed by a full-calibre night firing, with starshell, at the Battle Practice Target towed by "HEROS". Results were satisfactory and hits were obtained at ranges of 6000 and 8000 yards. The ship returned to harbour on completion and secured to No. 2 buoy.

22. The Fire Control System having been proved to be working satisfactorily by anti-aircraft and day and night surface 4.5 inch firings at targets, it was considered that the time had come for the Ship's Staff to assume full responsibility for maintaining the equipment. Mr. Miller of the Staff of H.M.A. Dockyard, Williamstown and Mr. Edgerton of the Staff of the Director of Electrical Engineering, Navy Office, who had been living on board since the ship left Williamstown and who had been occupied in setting up the Installation, agreed with this decision and accordingly made arrangements to return to Melbourne. It is appreciated that there are many things that will go wrong in the system and that it will take many painstaking hours for inexperienced members of the Ship's Staff to correct them, but it is felt that it is essential to build up our self-reliance and confidence to deal with breakdowns and that the only way to do this is to try to stand on our own feet. This decision was the subject of my message timed 261243z April and a submission regarding the services of Mr. Miller and Mr. Edgerton and their assistants was forwarded in my letter Number 2/2/5 dated 3 May, 1951.

23. In company with H.M.A.S. "CONDAMINE", the ship proceeded at 0830/27 April for exercises with H.M. Submarine "TACTICIAN". Unmarked and unrestricted hunts were carried out with good success and the Anti-submarine Team showed marked improvement. All ships returned to harbour on completion.

24. The ship was dressed over all on 28 April in celebration of the Anniversary of Captain Cook's landing at Botany Bay and at 1100K, the guard was paraded for His Excellency the Governor General and the Flag Officer-in-Charge, New South Wales, who left harbour in H.M.A.S. "CULGOA" to take part in the functions at Kurnell. During the day the Ship's Company voted on board in the General Election.

25. The ship was again dressed over all on 30 April in honour of the anniversary of the birth of Her Majesty the Queen of the Netherlands. At 1330, H.M.A.S. "ANZAC" slipped and proceeded for full-calibre day firings at the Battle Practice Target. These were successfully completed in Primary and Emergency Control and in "Blind", though not without minor breakdowns, and were followed by night firings. Two runs were carried out, the first firing Starshell and the second in "blind" control. Good results were obtained with both runs at 10000 yards range and these firings were the last carried out by the ship in her preliminary "working up" period, prior to joining the Flag of the Flag Officer Commanding His Majesty's Australian Fleet. That the practices

have been so satisfactorily completed, albeit with breakdowns from time to time, has engendered great confidence in the equipment. Considerable trouble is still being experienced with breeches failing to close fully but it is felt that as the breeches wear, these holdups will occur less frequently.

26. The conduct of the Ship's Company has been satisfactory during the month. The health has been good and conditions on board satisfactory. The Ship's Company is in good heart and take pride in their ship.

27. Monthly figures are as follows :-

- |  |              |
|--|--------------|
| (a) Distance steamed during the month.         | 752.5 miles  |
| (b) Hours under way during the month.          | 96.2 hours   |
| (c) Average distance per ton of fuel.          | 3.14 miles   |
| (d) Total distance steamed since commissioning | 1520.7 miles |
| (e) Total hours under way since commissioning. | 157.2 hours. |

I have the honour to be,

Sir,

Your obedient Servant,

*J. Amussen-Cole.*

COMMANDER.





DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. ANZAC

REPORT OF PROCEEDINGS.

For 3 months prior to 14.3.1951  
and from 14.3.1951 to 12.4.1951

S.N.B. ~~11/8/6~~

2nd N.M. ~~12/9/6~~

3rd N.M. ~~Jan 3/7~~

4th N.M. ~~10/7~~

D. of P. ~~10/7~~

Ops. (N) ~~12/7~~

N.S. ~~11/7~~

D.N.L. ~~11/18/7~~

H.P.E. ~~12/7~~

L.A. 2nd ~~12/7~~

D. of M. ~~12/7~~

D.N.M. ~~12/7~~

D.E. (N). ~~12/7~~

D.O.U.W. ~~16/8/51~~

D.N.M.S. ~~12.8~~

N.S. ~~12/9~~

D.N.I. (N.H.R.O.) ~~12/9~~

Ops (N) 12/57  
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CAT 2 1/2 10/7

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DEPARTMENT OF THE NAVY  
MINUTE PAPER

H336/17/26  
DEPT. OF NAVY

11/45.

SUBJECT: HMAS "Anzac" Report of Proceedings

For 3 months prior to 1st 3.1951  
and from 1st 3/1951 to 12/11/1951.

DCNS MM 8/5

1st NM 8/5

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HON (for further circulation)

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DATE. 1/5/51.

DEPT OF THE  
NAVY

REPORT OF PROCEEDINGS, H.M.A.S. ANZAC.

4336. 17. 26.

(ANZAC's letter No. --- dated 12th April, 1951.)

II

N.S.W.985/682/2/33  
THE SECRETARY, NAVAL BOARD.  
(Copy to:- ANZAC.)

Forwarded for the information of the Naval Board in accordance with C.N.O.107/48.

*H.N.  
5.  
No*

*H.A. Shower*

A/REAR-ADMIRAL

Naval Headquarters,  
Potts Point, Sydney.

24th April, 1951.

*H.N.  
DEBS  
CNS Submit*

# Royal Australian Navy.



IN REPLY PLEASE QUOTE

NO. ....

H.M.A.S. "ANZAC"  
at Sydney,

12 APR 1951

The Flag Officer-in-Charge,  
New South Wales,  
Pott's Point,  
SYDNEY.

Sir,

I have the honour to submit the following report of events on board "ANZAC" for the 3 months prior to the commissioning of the ship on 14 March, 1951 and of the proceedings of His Majesty's Australian Ship "ANZAC" subsequent to that date.

2. "ANZAC" was launched on 20 August, 1948 by (then) Mrs. Collins, wife of the First Naval Member, (then) Rear-Admiral J.A. Collins C.B. and was built and fitted out at H.M.A. Naval Dockyard, Williamstown.

3. Steam was raised for Sea Trials on 18 December, 1950 and at 0900/19 December, 1950 "ANZAC" got under way under her own power for the first time. It was a very hot day with a Northerly wind of force 7 but unberthing from Dockyard Pier, H.M.A. Naval Dockyard, Williamstown was accomplished without difficulty with the assistance of a tug. Successful tests of steering under way, anchor and capstan trials and magnetic compass adjustments were completed in Port Phillip and at 1600 the ship berthed at Dockyard Pier. A tug was used because of the strong wind, but was considered to be more of a handicap than a help, and as a result of experience on this day, on no subsequent occasion of moving the ship under its own power was a line passed to a tug.

4. At 0745/20 December, "ANZAC" proceeded to sea for her first trial at full power. The weather was squally with passing rain showers and a southerly wind of mean force 5 on departure from Williamstown, but it improved during the day. Runs were carried out at 1000, 2000, and 4000 Shaft Horse Power off the measured mile at Ricketts Point after which the ship proceeded to sea via the South Channel. At sea, off the measured mile between Point Nepean and Cape Schanck, runs at 7000, 12000, 25000, 40000 Shaft Horse Power and at full power were successfully completed. An unexpected incident occurred when the steering gear failed at a speed of 22 knots. The ship was stopped by reversing the engines and a positive reason for the failure was soon discovered and put right, after which the trials proceeded without further incident. "ANZAC" returned to Williamstown and berthed at Dockyard Pier at 1830.

5. The next trial was put down for 4 January, 1951 but, because of an industrial dispute, was postponed until 6 January. On 5 January, Turning, Starting, Stopping and Astern trials were carried out in perfect weather in the area to the southward of Point Nepean and were successfully completed. On 6 January, the

postponed Oil Consumption trials at 1000 and 2000 Shaft Horse Power were completed off Ricketts Point, also without a hitch.

6. Oil Consumption Trials at 4000 Shaft Horse Power were carried out off Ricketts Point on 8 January, again in perfect weather and on this occasion Vice-Admiral J.W. Durnford and the Naval Officer-in-Charge, Port Melbourne, A/Captain M.J. Clark D.S.C. were embarked.

7. On 10 January, Consumption Trials with the ship steaming for 4 hours at 25000 Shaft Horse Power were carried out off the measured mile in the Cape Schanck area under good conditions with a southerly wind of force 4. Gun functioning trials were also carried out on this day but were only partly completed. On 12 January, the ship steamed for 6 hours at Full Power in excellent weather conditions with most satisfactory results. The Third Naval Member, Engineer Rear-Admiral J.W. Wishart, C.B.E. embarked for both these trials, which were the last to be undergone by the ship under way before commissioning. It is noteworthy that with the exception of the postponement mentioned in para 4 above, the trials were completed on schedule and without the development of any serious defect.

8. During the rest of January and February the ship continued to be fitted out at Williamstown and on 13 March, 1951 was inspected by the Naval Officer-in-Charge, Port Melbourne.

9. On 14 March, 1951, H.M.A.S. "ANZAC" commissioned under my command.

10. On 15 March, 1951, I waited on the First Naval Member, Vice-Admiral Sir John Collins, K.B.E., C.B.

11. The work of ammunitioning, storing and provisioning ship began on this day and continued until the Final Sea Trials.

12. On 19 March, the Charge Hands, the Foremen and the Overseers and staff of H.M.A. Naval Dockyard, were entertained in the Ward Room with the object of indicating in small measure the Ship's Officers' appreciation of the facilities afforded and the many courtesies extended by the Yard during the building of the ship. Captain (E) Urquhart, the General Manager, took the opportunity of presenting on behalf of the Dockyard Staff, two pictures and a salver to the Ward Room.

13. At 1145/20 March, the First Naval Member visited the ship. He was received with a Guard, the officers were presented to him and he then addressed the Ship's Company and afterwards made a short tour of the upper deck and included a visit to the ship's galley where he saw dinner being served to the Ship's Company by the cafeteria system.

14. At 1200, Lady Collins arrived on board and she and The First Naval Member honoured us by a visit to the Ward Room where the officers were presented to Lady Collins. Sir John and Lady Collins afterwards lunched in my cabin and Mrs. Plunkett-Cole, Captain (E) Urquhart and Mr. W.E. Rodgers, who is the Works Manager at H.M.A. Naval Dockyard, Williamstown, were also present.

15. H.M.A.S. "ANZAC" with the Third Naval Member on board proceeded for Final Sea Trials at 0745/21 March. These were carried out in the area south of Point Nepean and included one hour steaming at full power, the completion of a series of firings by the 4.5 inch guns which was unfinished on 10 January, and a salvo from the Squid. All were completed satisfactorily in excellent weather and the ship returned to Williamstown at 1600.

16. On 22 March, the ship embarked The Naval Officer-in-Charge, Port Melbourne, representatives of the Press, the R.S.S. & A.I.L.A., the Naval Hospitality Centre Committee and of the Dockyard Staff and the Mayor and Town Clerk of Williamstown and cast off from the Dockyard Pier at 1030. The weather was again perfect and at 1130 the ship was formally accepted from the General Manager, H.M.A. Naval Dockyard by the Naval Officer-in-Charge, Port Melbourne, on behalf of the Naval Board. On completion of this ceremony the Ship's Company was mustered aft and the White Ensign was hoisted at the ensign staff and the Commonwealth Blue Ensign was hauled down. It is of interest to note that in this matter, A.F.O. 2109/1949 is at variance with the King's Regulations and Admiralty Instructions, Article 117 which orders that "all His Majesty's Ships of war in commission shall wear a White Ensign". A.F.O. 2109/1949, (d) orders that the White Ensign "is on no account to be worn, whether or not the ship is in commission, before her official acceptance from the builders".

17. The Ship's Company was then mustered on the forecastle where the Ship's Bell of the previous H.M.A.S. "ANZAC", which had been kept for Anzac House since that ship paid off, was presented to the ship by Councillor Gray on behalf of the R.S.S. & A.I.L.A. The guests then adjourned to refreshments and luncheon in the Ward Room. H.M.A.S. "ANZAC" returned to harbour at 1430 and at 1545, the ladies of the Dockyard Staff, who had shown great interest in the ship, were entertained to tea and shown around.

18. Leave was granted for the Easter Weekend.

19. On 27 March, Mr. T.J. Hawkins, B.A., L.L.B. Secretary to the Department of the Navy and Mr. F.G. Cummins, Secretary to the Naval Board, kindly called on the ship.

20. At 0930/28 March, H.M.A.S. "ANZAC" departed from the Dockyard Pier for Sydney. It was hoped to calibrate radar type 273 with the assistance of an R.A.A.F. helicopter before leaving Port Phillip but it was unfortunately not available. The weather was very good and lifebuoys were let go and the sea boat sent away in both the forenoon and afternoon watches. At evening quarters simple evolutions were exercised.

21. Functioning trials with all the Bofors Guns were carried out on passage and a diversion was made to an area outside the 100-fathom line to fire a live pattern from the Squid, with satisfactory results. The wind freshened from the south during 29 March, and the ship proved to be quite comfortable in the following sea. Leaving Ship Stations were exercised. H.M.A.S. "RESERVE" with "QUICKMATCH" in tow was passed on an opposite course at 1600K.

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22. The Hornby Light was passed at 0900/30 March, and the ship berthed on H.M.A.S. "LAE" at the Oil Wharf, Garden Island. Permission was asked to shift berth to Number 2 Buoy and, having embarked 40 tons of fresh water, this was done at 1430. At 1000 I waited on the Flag Officer-in-Charge, New South Wales, A/Rear-Admiral H.A.Showers, C.B.E.

23. The health of the Ship's Company has been good throughout the month of March and living conditions on board have proved very satisfactory. The cafeteria system has worked well, the few minor difficulties that arose being quickly corrected. The conduct of the Ship's Company has been satisfactory and it is pleasing to remark that every member of it is keen and takes great pride in his new ship.

24. Steaming figures :-

- |  |              |
|--|--------------|
| (a) Distance steamed during the month.         | 768.2 miles  |
| (b) Hours under way during the month.          | 61 hrs.5 min |
| (c) Average distance per ton of fuel.          | 3.14 miles   |
| (d) Total distance steamed since commissioning | 768.2 mls    |
| (e) Total hours under way since commissioning  | 61hrs 5 min  |

I have the honour to be,

Sir,

Your Obedient Servant,

*J. Bunker Cook*

COMMANDER.

