

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

HMAS ANZAC

Item number: 34/3

Title: January - December 1953



AWM78-34/3

24/3

"ANZAC" 1953 Jan to Dec

WAR IN KOREA, 1950-5

AUSTRALIAN ARCHIVES
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Signature: *[Signature]* Date: 1 Nov 1990

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Date: 29 Nov 90

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DEPARTMENT OF THE NAVY
MINUTE PAPER

5193/12/22

C.441/45.

SUBJECT: HMAS ANZAC - Report of Proceedings - June 1953.

DCAs 11/14/7

1. VM

2. VM 4/7

4. VM 24/7

5. VM 27/7

HAB (for further circulation)

~~DNI~~

D/DPS 2/8/53
L 30/VIII
K. 1/8

~~DCNP~~ 1/8

~~DTSR~~ 13/8

DD 14/8

~~DNC~~ para 32 is interesting. 2/17/8.

2 HAB (1/5)

25/8

(1 Copy only received)

13/8

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~~SECRET~~

Royal Australian Navy.

IN REPLY PLEASE QUOTE

20/1/4.

No.

H.M.A.S. ANZAC.
at Sydney.

8th January, 1954.

The Flag Officer Commanding
H.M. AUSTRALIAN FLEET.

(Copy to:- The Director of Naval Intelligence
Navy Office, Melbourne.
Captain (D) 10th Destroyer Squadron.)



H.M.A.S. ANZAC - REPORT OF PROCEEDINGS.
DECEMBER, 1953.

Sir,

I have the honour to submit the Report of Proceedings for the month of December, 1953, Of H.M.A.S. ANZAC under my command.

1st DECEMBER - 31st DECEMBER - AT WILLIAMSTOWN.

2. Throughout the entire month H.M.A.S. ANZAC was undergoing a self refit at Williamstown Naval Dockyard with the Ships Company on long leave in two watches.

3. On Friday 11th December, 1953, the ship was docked in the Alfred Dock and undocked seven days later, the strike of dockers and painters having been satisfactorily settled.

4. The self refit has progressed satisfactorily and the special items necessary to fit the ship for the forthcoming Royal Tour have or will be completed by the end of the refit. The ships side and 40% of the superstructures have been chipped to bare metal and repainted.

5. Christmas Day was celebrated quietly by the few remaining onboard.

6. The Ship and Squadron Communications Officer Lieutenant (S) R.C.Swan, R.A.N. left the ship to take up an appointment at Navy Office on Wednesday 9th December, 1953. On Tuesday 15th December, 1953, Mr K.Morton, Commissioned Communication Officer, Royal Navy, joined the ship as his relief.

7. OFFICIAL CALLS.

On Tuesday 8th December, 1953, I recieved official calls from the Commanding Officers H.M.A.S. GLADSTONE (Lieutenant Commander, J.G.I.de Pass, Royal Navy,) and H.N.M.S. TERNATE and returned those calls the following day.

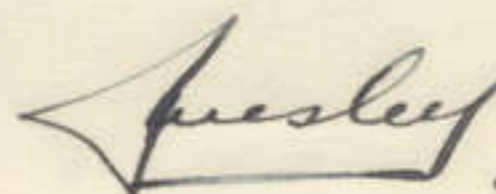
8. CONDITION OF THE SHIP.

The condition of the ship is satisfactory and I have no doubt that the appearance will be a credit to the Royal Australian Navy by the commencement of the Royal Tour.

HEALTH AND CONDUCT OF THE SHIPS COMPANY.

The health of the ships company has been satisfactory throughout the month. Unfortunately two desertions and several serious offences have marred otherwise satisfactory conduct of the ships company.

I have the honour to be,
Sir,
Your obedient servant



CAPTAIN.

Appendices.

"A" Report of Proceedings Figures December, 1953.

"B" Whale Observation Report.

(Appendicies "A" and "B" to ANZAC'S Letter 20/1/4 dated 7 Jan, 1954)

REPORT OF PROCEEDING S FIGURES - DECEMBER, 1953.

Distance steamed during the month	Nil.
Hours underway during month	Nil.
Distance run per ton oil fuel	Nil.
Distance steamed since Commissioning	110,423.64 miles.
Average speed since Commissioning	13.1 knots.
Total hours underway since Commissioning	7,668 33/60.
Date of Commissioning	14th March, 1951.

Economical speed has not been exceeded during the month.

WHALE OBSERVATION REPORT.

Nil.

(H.M.A.S. ANZAC's letter 20/1/4 of 21st December, 1953.)

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H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - NOVEMBER, 1953.

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11 JAN P.M.
NAVAL REGISTRY

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A.F. 2200/452/84/15,
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board
in continuation of my letter A.F. 2154/452/84/15 of 21st December,
1953.

H.N 5/1

~~ADAM~~ 2/11

H.M.A.S. AUSTRALIA,
At Sydney,
29th December, 1953.

[Handwritten signature]

NHRO

[Handwritten signature]
for REAR-ADMIRAL.
FLAG OFFICER COMMANDING
H.M. AUSTRALIAN FLEET.

DNI. (For retention)

Royal Australian Navy.


IN REPLY PLEASE QUOTE

No. 20/1/4H.M.A.S. ANZAC,
at Williamstown.

21st December, 1953.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - NOVEMBER, 1953

With reference to your letter No. 452/84/3 dated 10th December, 1953, a third copy of H.M.A.S. ANZAC's Report of Proceedings for November, 1953, is submitted herewith. The omission is regretted.


LIEUTENANT COMMANDER, R.A.N.,
for CAPTAIN.
(Absent on leave)

Encl.



Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 20/1/4H.M.A.S. ANZAC,
at Williamstown.

7th December, 1953.

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

(Copy to: The Director of Naval Intelligence,
Navy Office, Melbourne.
Captain (D), 10th Destroyer Squadron.)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS.
NOVEMBER, 1953.

Sir,

I have the honour to submit the Report of Proceedings for the month of November, 1953, of H.M.A.S. ANZAC under my command.

1st November - 5th November. - At Melbourne.

2. At the beginning of the month H.M.A.S. ANZAC was berthed at No. 13 SOUTH WHARF for the Melbourne Cup Week visit. H.M.A.S. AUSTRALIA wearing the flag of Flag Officer Commanding H.M. Australian Fleet and H.M.A.S. VENGEANCE were also in port, berthed at Prince's Pier, Port Melbourne.

3. During the afternoon of Sunday, 1st, the ship was open for public inspection and over 1,000 people visited the ship in spite of the cold, wet and windy weather.

4. On Monday, 2nd, the Chief of the Naval Staff, Vice Admiral Sir John Collins, K.B.E., C.B., returned my call, which had been paid during the ship's previous visit, and walked around the Ship's Company at divisions. In the afternoon the United States Naval Attache, Captain R.W. McPherson, U.S.N., called officially. On Thursday, 5th, I paid calls, by signing the visitors books on His Excellency the Governor General, His Excellency the Administrator of Victoria, and the First Naval Member.

5. On Wednesday, 4th, I had the honour and pleasure of lunching at the Melbourne Club as a guest of Vice Admiral Sir John Collins, together with the Commanding Officer, H.M.A.S. VENGEANCE, Captain H.M. Burrell, R.A.N., the Commanding Officer, H.M.A.S. AUSTRALIA, Captain A.W.R. McNicoll, R.A.N., Captain (E) R.G. Parker, R.A.N., and Captain (S) R.F. Hatherell, R.A.N. In the evening I had the honour to be present at a reception given by His Excellency the Governor General at Government House.

6. The ship's stay in MELBOURNE was most enjoyable although the weather was somewhat inclement. The facilities of the WHITE ENSIGN CLUB were used to the full and much appreciated by the non-natives of the ship's company.

6th November - 10th November - Melbourne to Jervis Bay and JASEX II

7. At 0830, Friday, 6th, ship cast off and proceeded down river. The precaution of ordering a tug to assist in unberthing had been taken as the problem of turning a destroyer in the Interstate Swinging Basin with any fresh in the river is quite considerable, due, in the main, to the many and unpredictable eddies in this vicinity.

8. On clearing the PORT MELBOURNE CHANNEL a full calibre

...../Surface Firing

Surface Firing was carried out in Emergency Control at a Pattern II Target towed by the Tug MOLLYMAWK. On completion H.M.A.S. ANZAC joined company with H.M.A.S. VENGEANCE, wearing the flag of the Flag Officer Commanding H.M. Australian Fleet and H.M.A.S. AUSTRALIA.

9. At 1345 ships cleared PORT PHILLIP BAY and at 1400 H.M.A.S. ANZAC gave a fire power demonstration for the benefit of members of the Press embarked on H.M.A.S. VENGEANCE. During the afternoon manoeuvres were carried out.

10. At 1400, Saturday, 7th, H.M.A.S. VENGEANCE and H.M.A.S. ANZAC parted company from H.M.A.S. AUSTRALIA and proceeded to take up their initial position for JASEX II which commenced at 1600. This exercise was completed at 0800K, Monday, 9th, when ships arrived at JERVIS BAY. During the course of the exercise H.M.A.S. ANZAC acted as planeguard for H.M.A.S. VENGEANCE until 0800, Sunday, 8th, and thence in command of a Surface Attack Unit consisting of H.M.A.S. ANZAC, HAWKESBURY and CONDAMINE.

11. At 0808K, Monday, 9th, ship anchored in C2 Berth, Jervis Bay. At 1400 I attended a conference in H.M.A.S. AUSTRALIA to discuss the Naval Commitments of the Royal Visit. In the evening all Commanding Officers present dined in H.M.A.S. VENGEANCE, when the Flag Officer Commanding H.M. Australian Fleet was the guest of honour.

12. During the forenoon of Tuesday, 10th, I attended a "wash up" of JASEX II held at the A.J.A.S.S. at N.A.S. NOWRA. On completion of the "wash up" all officers attending were entertained to luncheon by the Wardroom Mess at N.A.S. NOWRA.

10th November - 12th November - Passage - Jervis Bay to Melbourne.

13. At 1730K, Tuesday, 10th, ship weighed and proceeded to MELBOURNE. The passage was uneventful and at 0800K, Thursday, 12th, ship secured at outer West Dockyard Pier, Williamstown.

12th November - 30th November - At Williamstown - Leave and Refit Period.

14. On Friday, 13th, a conference with Dockyard Officials was held onboard to discuss the forthcoming refit period which commenced on Monday, 16th November.

15. The First Leave Officers and ratings proceeded on long leave on Friday, 13th.

16. The Commanding Officer carried out a reconnaissance of the North Queensland Ports of Cairns, Townsville and Mackay between Monday, 16th, and Saturday, 21st and confirmed with local authorities regarding the arrangements for the Royal Visit to those ports in March, 1954.

17. The end of the month found the ship in the throes of the refit period which is progressing favourably. However, the unsettled strike of the dockers and painters makes the satisfactory completion of the refit extremely doubtful as docking will not be possible unless the strike is settled.

Condition of the Ship

18. The condition of the ship is most satisfactory.

Health and Conduct of the Ship's Company.

19. The health and conduct of the ship's company has been satisfactory, although the cases of petty leave breaking are too numerous. No cases of Venereal disease have been reported.

I have the honour to be,

Sir,

Your obedient servant

Jusley
CAPTAIN.



(Appendices "A" and "B" to ANZAC'S Letter 20/1/4 dated 7th Dec, 1953)

REPORT OF PROCEEDINGS FIGURES - NOVEMBER, 1953.

Distance steamed during the month	1514.1 miles.
Hours underway during month	90 18/60
Distance run per ton Oil Fuel	4.1 miles
Distance steamed since Commissioning	110,423.64 miles
Average speed since Commissioning	13.1 knots.
Total hours underway since Commissioning	7,668 33/60
Date of Commissioning	14th March, 1951.

Economical speed has been exceeded once during the month.
Details in accordance with C.N.O. 2/53, paragraph 7, is as follows :-
1700/8th November, 1953 to 0500/9th November, 1953.

(a) No. Hours economical speed exceeded	12
(b) Average Speed	15 knots.
(c) Fuel expended for all purposes per hour	3.0 Tons.
(d) Distance run per ton of Oil Fuel.	5.0 miles
(e) Reason and authority for excess : - C.N.O. 2/53, paragraph 5 (b) F.O.I.C.E.A. orders for JASEX II.	

WHALE OBSERVATION REPORT.

N I L.

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Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 20/1/4

H.M.A.S. ANZAC,
at Melbourne,
3rd November, 1953.

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

(Copies to : Captain (D), 10TH DESTROYER SQUADRON,
The Director of Naval Intelligence,
Navy Office, MELBOURNE.)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS
OCTOBER, 1953.

Sir,

I have the honour to submit the Report of Proceedings for the month of October, 1953 of H.M.A.S. ANZAC under my command.

1st October - 10th October - Operating with H.M.A.S. SYDNEY in HERVEY BAY AREA and passage to SYDNEY.

2. At the beginning of the month H.M.A.S. ANZAC was at BRISBANE in company with H.M.A.S. SYDNEY.

3. At 1540K Thursday 1st the ship proceeded down river ahead of H.M.A.S. SYDNEY, after a pleasant two day break from flying operations. Immediately on casting off ship's clocks were advanced two hours to zone -12.

4. On clearing the North West Channel ship joined company with H.M.A.S. SYDNEY and the two ships proceeded for the HERVEY BAY area to resume H.M.A.S. SYDNEY's work-up programme. During the night H.M.A.S. VENGEANCE, on passage south to BRISBANE, was met and air stores were transferred by boat from H.M.A.S. VENGEANCE to H.M.A.S. SYDNEY.

5. Flying operations recommenced on Friday 2nd. At 1700M that evening H.M.A.S. SYDNEY refuelled H.M.A.S. ANZAC underway in ideal conditions. At 2300M both ships anchored four miles south west of LADY MUSGRAVE ISLAND.

6. At 0800M Saturday 3rd both ships proceeded and flying operations took place until 1630M, anchoring off HOSKYN ISLAND on completion.

7. An early start was made on Sunday 4th with ships proceeding at 0600M. However flying was completed by 1230M and at 1300M both ships anchored off LADY MUSGRAVE ISLAND.

8. During the forenoon of Monday 5th H.M.A.S. SYDNEY operated to the southward while H.M.A.S. ANZAC carried out bombardment firings at FAIRFAX ISLAND to exercise pilots in Bombardment Spotting Procedure. At 1230M, on completion of the firings, ship weighed and proceeded to rejoin H.M.A.S. SYDNEY - rendezvous being effected in time for the last fly on at 1615M. At 1755M both ships anchored in PLATYPUS BAY.

9. Tuesday 6th was spent at anchor and opportunity was taken to grant as much leave as possible for recreation on the beach. At 2200M H.M.A.S. SYDNEY proceeded to carry out air strikes on SAUMAREZ REEF the following day.

CONFIDENTIAL...../10. At 0700M

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Page 2 of the Commanding Officer, H.M.A.S. ANZAC's letter No. 20/1/4 dated 3rd November, 1953.

10. At 0700M Wednesday 7th ship weighed and proceeded to anchorage off the mouth of the BURNETT RIVER. The ship's motor cutter then proceeded up river to BUNDABERG to collect the NAVAL AIR SERVICING PARTY which had been stationed at BUNDABERG AIRPORT during the current Air Operations. A north westerly gale later in the day was instrumental in delaying the cutter's return until a calm ensued early the following morning.

11. At 0530M Thursday 8th, having embarked the Servicing Party, the ship proceeded to rejoin H.M.A.S. SYDNEY east of LADY ELLIOT ISLAND. Normal flying operations were carried out for the remainder of the day. At 1830M clocks were retarded one hour to zone -11 (L).

12. Friday 9th found both ships proceeding south into a heavy southerly swell and no flying was possible. However during the day A.I.O. exercises and competitive close range weapons sleeve firing were carried out. In addition the ship topped up with oil fuel from H.M.A.S. SYDNEY receiving some 360 tons. Clocks were again retarded one hour to zone -10 (K) at 1830L.

13. At 0830K Saturday 10th both ships entered SYDNEY HARBOUR and stopped in the Inner Examination Anchorage. Thirty nine R.A.N.R. officers and ratings were embarked in H.M.A.S. ANZAC while H.M.A.S. SYDNEY embarked members of the R.A.A.F. STAFF COURSE and Reserve officers and ratings. Both ships then proceeded to sea and aircraft from H.M.A.S. SYDNEY effectively sank the hulk "KURAMIA" in bombing and rocket attacks. At 1300K, with flying operations completed, H.M.A.S. ANZAC was detached and proceeded into SYDNEY securing to No. 1 Buoy at 1430K.

11th October - 26th October - SYDNEY Area.

14. At 0815K Monday 12th, having embarked 38 National Service Trainees for passage to H.M.A.S. AUSTRALIA at JERVIS BAY, ship proceeded. On passage the Annual Full Power Trial was carried out and a speed of 29.9 knots made good through the water into a long low southerly swell. At 1150K ship anchored in C1 Berth Jervis Bay joining company with H.M.A.S. AUSTRALIA wearing the flag of the Flag Officer Commanding, H.M. Australian Fleet.

15. The National Service Trainees were transferred to H.M.A.S. AUSTRALIA and eighty ratings who had just completed their sea training in H.M.A.S. AUSTRALIA were embarked for passage to Sydney. At 1300K ship weighed and returned to SYDNEY at 24 knots, securing to No. 1 Buoy at 1730K.

16. Tuesday and Wednesday 13th and 14th were occupied embarking ten torpedoes which had been prepared at the Royal Australian Naval Torpedo Establishment for the thirty knot discharge trials.

17. At 0800 Thursday 15th ship proceeded and carried out these trials. Only eight torpedoes could be fired owing to blowing head failures in the remaining two. H.M.A.S. WAGGA acted as target and recovered six of the torpedoes fired and thereby greatly assisted in and speeded up the trials. The remaining two torpedoes fired were recovered by H.M.A.S. ANZAC. On completion of the firings ship returned to harbour and secured to No. 1 Buoy.

18. At 0730 Friday 16th ship shifted berth to No. 3 Buoy to enable H.M.A.S. AUSTRALIA, wearing the flag of the Flag Officer Commanding, H.M. Australian Fleet, to secure to No. 1 Buoy at

CONFIDENTIAL/0800K. The

CONFIDENTIAL

Page 3 of the Commanding Officer, H.M.A.S. ANZAC's letter No. 20/1/4 dated 3rd November, 1953.

0800K. The same afternoon the ship moved into Outer Captain Cook Dock preparatory to carrying out a Fire Control Alignment Check

19. At 0900K Monday 19th Lieutenant (C) R.C. SWAN, R.A.N. joined ship as relief for Lieutenant (C) R. BROKENSHIRE, R.A.N. as Ship and Squadron Communications Officer. The latter was discharged on Wednesday 21st to take up his appointment at Navy Office.

20. At 1145K Monday 19th I called officially on the Flag Officer-in-Charge, East Australian Area, Rear-Admiral H.B. SHOWERS, C.B.E., R.A.N. The Admiral returned the call on the following day.

21. The fire control alignment check could not be completed as the Gyro Rate Unit Stabiliser proved to be unserviceable. B.P.T. and Long Range A.A. Firings arranged for Wednesday 21st had to be cancelled.

22. At 0815K Wednesday 21st ship proceeded to sea for exercises. Immediately on clearing the Heads ship was swung for the adjustment of the magnetic compass in the Emergency Conning Position. On completion H.M.A.S. ANZAC joined H.M.A.S. HAWKESBURY carrying out an A.S.P. 8 with H.M.S. TACTICIAN. Sonar conditions were very bad and considerable difficulty was experienced in holding the target at ranges greater than 600 yards. During the afternoon Close Range Sleeve Firings were carried out, one sleeve being shot down. At 1625K ship returned to harbour and secured to No. 4 Buoy.

23. At 0830K Thursday 22nd ship again proceeded to sea and carried out a further A.S.P. 8 with H.M.A.S. HAWKESBURY and H.M.S. TACTICIAN. Sonar conditions were good and much value was derived from the exercise. On completion, ship returned to harbour and secured at 1320K in our allotted Trafalgar Day Berth at No. 7 Buoy heading 040° with the stern secured to moorings laid to maintain this heading.

24. Saturday 24th saw Garden Island with a gala air for the Annual Trafalgar Day Display. H.M.A.S. ANZAC's part was twice to demonstrate Squid firings and also to fire two dummy torpedoes. The demonstrations were successful and harmless in spite of the newspaper report that H.M.A.S. ANZAC's Squid went off with a deafening roar.

26th October - 28th October - Passage SYDNEY to MELBOURNE.

25. At 0915K Monday 26th H.M.A.S. ANZAC proceeded in company with H.M.A.S. QUADRANT and H.M.A.S. HAWKESBURY to form a departure screen for H.M.A.S. AUSTRALIA and H.M.A.S. VENGEANCE. On clearing the harbour screening ships carried out crossarm patrols in the approaches - taking care not to look over our shoulders as the 'enemy', H.M. Submarines TACTICIAN and TELEMACHUS followed the screen to sea.

26. At 1045K ships formed screen on H.M.A.S. AUSTRALIA and H.M.A.S. VENGEANCE and an S.M.X. II took place with both submarines apparently making their attacks undetected. From 1330K to 1530K an A.S.P. 85 with H.M.S. TELEMACHUS as target was carried out,

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...../H.M.A.S. QUADRANT

CONFIDENTIAL

Page 4 of the Commanding Officer, H.M.A.S. ANZAC's letter No. 20/1/4 dated 3rd November, 1953.

H.M.A.S. QUADRANT and H.M.A.S. ANZAC being detached as an S.A.U. to co-operate with Fireflies from H.M.A.S. VENGEANCE. However the submarine was not detected by the ships before the completion of the exercise although the Fireflies had reported its movements and had tracked it with sonobuoys. After recovering the sonobuoys - an operation which was greatly facilitated in a choppy sea by the helicopter from H.M.A.S. VENGEANCE acting as 'spotter' - H.M.A.S. VENGEANCE, H.M.A.S. QUADRANT and H.M.A.S. ANZAC proceeded to rejoin H.M.A.S. AUSTRALIA. At 1800K H.M.A.S. QUADRANT and H.M.A.S. ANZAC proceeded ahead to open out for a Night Encounter Exercise, which began at 2000K and ended at 2130K. H.M.A.S. AUSTRALIA, H.M.A.S. VENGEANCE and H.M.A.S. ANZAC then proceeded in company for MELBOURNE.

27. During the day of Tuesday 27th H.M.A.S. VENGEANCE operated aircraft using her helicopter as Plane guard for all except the first fly off. The aircraft carried out R/P and A/S bombing attacks on towed splash targets.

28. At 0500K Wednesday 28th ships entered Port Phillip Bay and after clearing the South Channel H.M.A.S. VENGEANCE with H.M.A.S. ANZAC in attendance as plane guard operated aircraft in the Bay for flypasts over MELBOURNE and Bayside resorts. On completion of flying ship was detached and proceeded up the YARRA berthing at SOUTH WHARF at 1230K.

28th October - 31st October - At MELBOURNE.

29. The remainder of the month was spent alongside No. 13 SOUTH WHARF at MELBOURNE. On Saturday 31st the ship was open for Public Inspection and over 1000 members of the General Public availed themselves of the opportunity to see the ship.

CONDITION OF THE SHIP.

30. The condition of the ship is satisfactory and the Annual Full Power Trial was carried out during the month with no defects developing. The main armament control system is operative in Emergency forms of control only due to defective gyros in G.R.U. Stabiliser Mk. 2. This is under investigation A.C.N.B.'s message D.T.G. 300336Z October refers.

31. Unfortunately full advantage could not be taken of the training facilities afforded whilst working with the carrier, due to the necessity of tuning and testing the Fire Control System at sea, as adequate time was not available for post-refit trials prior to re-joining the Fleet. This also precluded carrying out full calibre surface and A.A. firings whilst in the SYDNEY area.

32. The Close Range armament is operating satisfactorily and two break-up shot and sleeve target firings have been carried out.

TRAINING.

33. Two Leading Seamen were successfully re-examined in one subject during the month and thus passed professionally for advancement to Petty Officer.

SPORT AND RECREATION.

34. The ship has been well represented in the Destroyers and Frigates Cricket Team, providing 50% of the players in the last

CONFIDENTIAL/two matches.

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Page 5 of the Commanding Officer, H.M.A.S. ANZAC's letter No. 20/1/4 dated 3rd November, 1953.

two matches. The ship's Rifle Shooting Team came fourth in the Grey-Smith Cup Rifle Competition.

HEALTH AND CONDUCT OF THE SHIP'S COMPANY.

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



Ansley
CAPTAIN

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(Enclosure No. 1 to the Commanding Officer, H.M.A.S. ANZAC's letter No. 20/1/4 dated 3rd November, 1953.)

APPENDIX "A".

MONTHLY STEAMING FIGURES.

Distance steamed during month	2723.1 miles.
Hours underway during month	178 hours 21 minutes.
Distance run per ton Oil Fuel	2.98 miles.
Distance steamed since commissioning	108,909.54 miles.
Average speed since commissioning	14.24 knots.
Total hours underway since commissioning	7,578 hours 15 minutes.
Date of commissioning	14th March, 1951.

Economical speed has been exceeded during the month eleven (11) times. Details in accordance with C.N.O. 2/53, paragraph 7, are as follows:-

12th October. From 0900 to 1250.

(a) No. hours economical speed exceeded	3 hrs. 50 mins.
(b) Average Speed	23.2 knots.
(c) Fuel expended for all purposes per hour	13.6 tons.
(d) Distance run per ton of fuel	1.7 miles.
(e) Reason and authority for excess:-	To carry out Full Power Trial; F.O.C.A.F.'s 030136Z October refers.

12th October. From 1300 to 1700.

(a) No. hours economical speed exceeded	4 hours.
(b) Average Speed	22 knots.
(c) Fuel expended for all purposes per hour	7.0 tons.
(d) Distance run per ton of fuel	3.23 miles.
(e) Reason and authority for excess:-	Returning from Jervis Bay; F.O.C.A.F.'s 030136Z October refers.

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Page 2 of Enclosure No. 1 to the Commanding Officer, H.M.A.S. ANZAC's letter No. 20/1/4 dated 3rd November, 1953.

15th October. From 1000 to 1400.

- (a) No. hours economical speed exceeded 4 hours.
- (b) Average Speed 27.9 knots.
- (c) Fuel expended for all purposes per hour 12.25 tons.
- (d) Distance run per ton of fuel 2.24 miles.
- (e) Reason and authority for excess:- To carry out 30 knot torpedo discharge trials; F.O.C.A.F.'s 080400Z September refers.

26th October. From 1330 to 1500.

- (a) No. hours economical speed exceeded 1 hour 30 mins.
- (b) Average Speed 18 knots.
- (c) Fuel expended for all purposes per hour 3.52 tons.
- (d) Distance run per ton of fuel 4.9 miles.
- (e) Reason and authority for excess:- To carry out A.S.P. 85; F.O.C.A.F.'s 220634Z October refers.

26th October. From 1600 to 1800.

- (a) No. hours economical speed exceeded 2 hours.
- (b) Average Speed 17 knots.
- (c) Fuel expended for all purposes per hour 4.1 tons.
- (d) Distance run per ton of fuel 4.3 miles.
- (e) Reason and authority for excess:- Rejoining F.O.C.A.F. in company with H.M.A.S. VENGEANCE. F.O.C.A.F.'s 220634Z October refers.

26th October. From 1800 to 2200.

- (a) No. hours economical speed exceeded 4 hours.
 - (b) Average Speed 17.5 knots.
 - (c) Fuel expended for all purposes per hour 4.3 tons.
 - (d) Distance run per ton of fuel 4.1 miles.
 - (e) Reason and authority for excess:- For N.E.X.; F.O.C.A.F.'s 220634Z October refers.
-

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Page 3 of Enclosure No. 1 to the Commanding Officer, H.M.A.S. ANZAC's letter No. 20/1/4 dated 3rd November, 1953.

26th October. From 2200 to 2400.

- (a) No. hours economical speed exceeded 2 hours.
- (b) Average Speed 15.0 knots.
- (c) Fuel expended for all purposes per hour 3.0 tons.
- (d) Distance run per ton of fuel 5.0 miles.
- (e) Reason and authority for excess:- Passage speed. Ship in company with F.O.C.A.F. Messages 230230Z and 230232Z October from F.O.C.A.F. refer.

27th October. From 0001 to 0800.

- (a) No. hours economical speed exceeded 8 hours.
- (b) Average Speed 15.5 knots.
- (c) Fuel expended for all purposes per hour 3.0 tons.
- (d) Distance run per ton of fuel 5.0 miles.
- (e) Reason and authority for excess:- Passage speed. Ship in company with F.O.C.A.F. Messages 230230Z and 230232Z October from F.O.C.A.F. refer.

27th October. From 1400 to 1600.

- (a) No. hours economical speed exceeded 2 hours.
- (b) Average speed 15.5 knots.
- (c) Fuel expended for all purposes per hour 3.0 tons.
- (d) Distance run per ton fuel 5.0 miles.
- (e) Reason and authority for excess:- Passage speed. Ship in company with F.O.C.A.F. Messages 230230Z and 230232Z October from F.O.C.A.F. refer.

27th October. From 1700 to 2400.

- (a) No. hours economical speed exceeded 7 hours.
- (b) Average speed 15.0 knots.
- (c) Fuel expended for all purposes per hour 3.0 tons.
- (d) Distance run per ton of fuel 5.0 miles.
- (e) Reason and authority for excess:- Passage speed. Ship in company with F.O.C.A.F. Messages 230230Z and 230232Z October from F.O.C.A.F. refer.

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Page 4 of Enclosure No. 1 to the Commanding Officer, H.M.A.S. ANZAC's letter No. 20/1/4 dated 3rd November, 1953.

28th October.

From 0001 to 0500.

- | | |
|--|-------------|
| (a) No. hours economical speed exceeded | 5 hours. |
| (b) Average Speed | 15.0 knots. |
| (c) Fuel expended for all purposes per hour | 3.0 tons. |
| (d) Distance run per ton fuel | 5.0 miles. |
| (e) Reason and authority for excess:- Passage speed. Ship in company with F.O.C.A.F. Messages 230230Z and 230232Z October from F.O.C.A.F. refer. | |
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(Enclosure No. 2 to the Commanding Officer, H.M.A.S. ANZAC's letter No. 20/1/4 dated 3rd November, 1953.)

APPENDIX "B".

WHALE OBSERVATION REPORT.

Nil Report. Ship in company with H.M.A.S. SYDNEY
and H.M.A.S. AUSTRALIA.

CONFIDENTIAL

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 20/1/4

H.M.A.S. ANZAC,
at Hervey Bay,
2nd October, 1953.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
(Copy to : Captain (D),
10TH DESTROYER SQUADRON.)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS
SEPTEMBER, 1953.

Sir,

I have the honour to submit the Report of Proceedings for the month of September, 1953 of H.M.A.S. ANZAC under my command.

1st September - 16th September - At Williamstown.

2. At the beginning of the month H.M.A.S. ANZAC was in dry dock at H.M.A. Naval Dockyard with the refit period drawing to a close.

3. On Tuesday 1st, Lieutenant Commander M.J. LEE, D.S.C., R.A.N. joined from H.M.A.S. QUADRANT and relieved Lieutenant Commander W.O.C. ROBERTS, R.A.N. as First Lieutenant. Lieutenant (S) J.L. MILL, R.A.N. joined from H.M.A.S. PENGUIN to relieve Lieutenant Commander (S) F.E. IRVINE, R.A.N. as Supply Officer. At 1130K I returned the official call of the Commanding Officer, H.M.A.S. ARUNTA, Commander W.J. DOVERS, D.S.C., R.A.N.

4. On Thursday 3rd, with the Squadron Staff Officers, I walked round H.M.A.S. ARUNTA and found the general appearance and cleanliness of the ship to be most satisfactory.

5. On Monday 7th, with all available officers, I attended a lecture and demonstration of the Mark 30 Torpedo at Maribyrnong.

6. At 0800K Wednesday 9th the ship was undocked and moved by tugs to Inner West Nelson Pier, at which berth she remained for the duration of the stay in Melbourne.

7. By Wednesday 16th the ship had been stored, fuelled, ammunitioned and painted; all defects had been completed by the Dockyard and despite the disadvantage of Ship's officers being absent on leave for most of the period, the refit has been satisfactory.

17th September - 19th September - Passage Melbourne to Sydney.

8. At 0930K, H.M.A.S. ANZAC proceeded for Sydney. It had been hoped to carry out Part III of the Acceptance Trials for a new S.T.A.A.G. Mounting in Port Phillip Bay, but R.A.A.F. aircraft could not be made available due to Air Force Week commitments.

9. The passage to Sydney in fine weather was uneventful. En route Inert Squid Firings, Steering Breakdowns and ship drills were exercised.

10. At 0730K Saturday 19th the ship secured to No. 1 Buoy

...../Sydney Harbour.

Sydney Harbour.

19th September - 21st September - At Sydney.

11. During the forenoon of Saturday 19th the peace-time outfit of five torpedoes and warheads was embarked.

21st September - 29th September - Passage to Hervey Bay and operating with H.M.A.S. SYDNEY.

12. At 1300K Monday 21st H.M.A.S. ANZAC slipped and proceeded with representatives of the Electrical School and the Dockyard onboard to carry out Part III of the S.T.A.A.G. Acceptance Trials with aircraft from Nowra.

13. Owing to an electrical defect, part of the acceptance trial was unsatisfactory but the gun functioning trial was satisfactorily carried out. On completion representatives of the Deputy Inspector Naval Ordnance were transferred to H.M.A.S. ARUNTA by jackstay for return to Sydney. Officer of the Watch manoeuvres were carried out with H.M.A.S. ARUNTA and at 1700K H.M.A.S. ARUNTA was detached to return to Sydney and H.M.A.S. ANZAC proceeded at 14 knots to join H.M.A.S. SYDNEY for passage to Hervey Bay.

14. At 2300K clocks were advanced two hours to zone -12 and twenty minutes later H.M.A.S. ANZAC joined company with H.M.A.S. SYDNEY.

15. On Tuesday 22nd no flying took place. Radar Calibration, Surface Tracking Exercises and Officer of the Watch Manoeuvres were exercised during the day.

16. H.M.A.S. SYDNEY commenced flying at 0830M Wednesday 23rd and during the afternoon provided aircraft for the successful completion of Part III of the S.T.A.A.G. Acceptance Trials.

17. At 1930M the same day Surgeon Lieutenant J.R. McNeill, R.A.N. of H.M.A.S. SYDNEY was transferred to H.M.A.S. ANZAC by helicopter to attend to a rating who had dislocated his shoulder.

18. At 0700M Thursday 24th company was joined with H.M.A.S. VENGEANCE (Com. Car. Div. Five) and H.M.A.S. QUADRANT in the vicinity of LADY MUSGRAVE ISLAND. All ships then proceeded to the south east and H.M.A.S. ANZAC closed H.M.A.S. VENGEANCE for the transfer of official mail by heaving line and H.M.A.S. QUADRANT closed H.M.A.S. SYDNEY for the transfer of stores and personnel. On completion of the transfer the carriers parted company and commenced their respective flying programmes.

19. The day was without further incident until 1630M when one of H.M.A.S. SYDNEY's Sea Furies which had been engaged on a strike on SAUMAREZ REEF was reported missing. H.M.A.S. ANZAC proceeded at 30 knots towards the reef but half an hour later the missing aircraft returned and the normal flying programme was resumed. At 1825M both ships anchored in the vicinity of H.M.A.S. VENGEANCE and H.M.A.S. QUADRANT six miles west of LADY MUSGRAVE ISLAND.

20. The following morning the Dockyard and Electrical School Trials Representatives were transferred to H.M.A.S. QUADRANT for passage to GLADSTONE and thence by rail to Sydney and Melbourne.

21. At 0810 Friday 25th H.M.A.S. SYDNEY and H.M.A.S. ANZAC weighed and proceeded. Flying operations continued without incident throughout the day and at 1650M both ships anchored off LADY MUSGRAVE ISLAND. With the Commanding Officers, H.M.A.S.

.../SYDNEY (Captain

SYDNEY (Captain G.C. OLDHAM, D.S.C., R.A.N.) and H.M.A.S. QUADRANT (Captain S.H. BEATTIE, V.C., R.N.), I had the pleasure of dining with the Commanding Officer, H.M.A.S. VENGEANCE (Captain H.M. BURRELL, R.A.N.).

22. At 0700M Saturday 26th in company with H.M.A.S. SYDNEY the ship proceeded for a further incident free flying day - anchoring in PLATYPUS BAY on completion.

23. A normal day's flying again took place on Sunday 27th and at 1545M H.M.A.S. ANZAC closed H.M.A.S. SYDNEY to replenish with fuel. The fuelling course chosen was such that wind and swell were both on the port quarter, but no difficulty was experienced and in fact a twenty degree alteration of course was carried out during the operation. On completion of fuelling both ships anchored in the vicinity of H.M.A.S. VENGEANCE off LADY MUSGRAVE ISLAND.

24. At 0630M Monday 28th H.M.A.S. SYDNEY and H.M.A.S. ANZAC weighed and proceeded and flying commenced a quarter of an hour later with H.M.A.S. ANZAC being stationed one mile ahead for the first light take off. During the forenoon H.M.A.S. VENGEANCE joined company and for the first time in history two Royal Australian Navy aircraft carriers operated aircraft together. Flying was completed for the day at 1530M and for the following hour I had the honour and pleasure of conducting manoeuvres for the three ships.

25. On completion of manoeuvres H.M.A.S. SYDNEY and H.M.A.S. ANZAC parted company with H.M.A.S. VENGEANCE and independently exercised Officer of the Watches in ship handling until 1800M when course was set for Brisbane.

26. During the forenoon of Tuesday 29th H.M.A.S. SYDNEY flew off twenty six aircraft which joined fourteen from H.M.A.S. VENGEANCE in a mass flight over Brisbane and were re-embarked on completion.

27. At 1230M on arrival off CALOUNDRA HEAD H.M.A.S. ANZAC was detached and proceeded independently to Brisbane securing alongside BRETT'S WHARF at 1645M. On arrival clocks were retarded two hours to zone -10.

29th September - 30th September - At Brisbane.

28. The Resident Naval Officer, Queensland, Commander H.S. CHESTERMAN, R.A.N. called on me on arrival.

29. The remainder of the month was spent alongside in Brisbane. On Thursday 29th Instructor Lieutenant C.W. JOHNSTON, B.Sc., R.A.N., the Squadron Instructor Officer, joined ship from H.M.A.S. ARUNTA.

Condition of the Ship.

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

Training.

31. Many changes in complement took place during the leave period and preliminary drills and weapon training have been started to weld the Ship's Company into an efficient team. The normal post-refit crop of minor defects and breakdowns in the 4.5" turrets and control units have somewhat retarded training but this is now proceeding satisfactorily.

Sport and Recreation.

32. The ship's programme has permitted very little organised/recreation.

recreation. At Brisbane a trial cricket match was held in order to pick the ship's first eleven.

Health and Conduct of the Ship's Company.

33. The health and conduct of the Ship's Company has been satisfactory and two cases of venereal disease were reported.

Spusley.

CAPTAIN

Enclosures:-

Appendix "A" - Monthly Steaming Figures.

Appendix "B" - Whale Observation Report.



(Appendix "A" to the Commanding Officer, H.M.A.S. ANZAC's letter No. 20/1/4 dated 2nd October, 1953.)

MONTHLY STEAMING FIGURES.

Distance steamed during the month.	2515 miles.
Hours underway during the month.	189 hrs. 39 mins.
Distance run per ton of oil fuel.	3.464 miles.
Distance steamed since commissioning.	106,186.44 miles.
Average speed since commissioning.	14.3 knots.
Total hours underway since commissioning.	7,399 hrs. 54 mins.
Date of commissioning.	14th March, 1951.

With reference to C.N.O. 2/53, economical speed was not exceeded during the month except when attending H.M.A.S. SYDNEY while operating aircraft.

(Appendix "B" to the Commanding Officer, H.M.A.S. ANZAC's
letter No. 20/1/4 dated 2nd October, 1953.)

WHALE OBSERVATION REPORT.

Nil Report.

Ship in company with H.M.A.S. SYDNEY.

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 20/1/4.

H.M.A.S. ANZAC.
At Williamstown.
3rd September, 1953.

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

(Copy to: Director of Naval Intelligence,
Navy Office, MELBOURNE.
Captain (D), 10th Destroyer Squadron.)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS.
AUGUST, 1953.

Sir,

I have the honour to submit the Report of Proceedings for the month of August, 1953 of H.M.A.S. ANZAC under my command.

1st August - 31st August - At Williamstown - Refitting.

2. Through^{ou}t the month the refit has progressed satisfactorily. Several minor defects have come to light during the month which the dockyard are undertaking to complete during the refit period.

3. The ship was cleared of all personnel during the forenoon of Saturday 22nd August and the ship was fumigated. The duty watch and fire party were accommodated overnight at H.M.A.S. LONSDALE II, there being no other H.M.A. Ship at Williamstown during this weekend. At 1400 Sunday 23rd August when the ship was clear of gas the duty watch returned onboard. The only victims after fumigation were a large number of cockroaches, no dead rats were found.

4. On 25th August the ship was returned to the dock which was pumped out the following day.

5. During the last week of August long leave libertymen returned and new appropriations began to arrive. On Thursday 27th August the care and maintenance party, having been relieved by the returning libertymen, were discharged to leave and draft.

6. The majority of the ship's officers returned from leave before the end of the month and a refit progress conference with Dockyard Officers was held on Monday 31st August. Owing to an overtime ban by the fitters union it is doubtful if the dockyard will be clear of the ship by 7th September, as expected, but it is hoped that any delay will be of short duration and will not affect the ship's programme.

Health and Conduct of the Ships Company.

7. The health, conduct, and morale of the care and maintenance party has been satisfactory although a number of minor leave breaking offences has been recorded. There have been no reported cases of Venereal Disease.

I have the honour to be,

Sir,

Your obedient servant

Jusley
CAPTAIN.

Appendices.

"A" Report of Proceedings Figures August, 1953.

"B" Whale Observation Report.



(Appendix "A" and "B" to ANZAC'S letter number 20/1/4 dated 3 September, 1953.)

REPORT OF PROCEEDINGS FIGURES AUGUST, 1953.

Distance steamed during the month	Nil.
Hours underway during the month	Nil.
Distance run per ton Oil Fuel	Nil.
Distance steamed since commissioning	103,671.44 miles
Average speed since commissioning	14.4
Total hours underway since commissioning	7,210 15/60
Date of commissioning	14 March, 1951.

WHALE OBSERVATION REPORT.

N I L .

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. 20/1/4

H.M.A.S. ANZAC,
At Williamstown,
11th August, 1953.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
(Copy to : Director of Naval Intelligence,
Navy Office, MELBOURNE.
Captain (D), 10th Destroyer Squadron.)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS
JULY, 1953.

Sir,

I have the honour to submit the Report of Proceedings for the month of July, 1953, of H.M.A.S. ANZAC under my command.

1st July - 3rd July - Passage Darwin to Sydney.

2. At the beginning of the month H.M.A.S. ANZAC was on passage from Darwin to Sydney on the last lap of the long voyage from the Korean Theatre.

3. The passage was uneventful, but unfortunately steady and strong south easterly trades and later strong southerly winds off the New South Wales Coast prevented much work being done on the upper deck and the ship was not looking as smart as had been hoped for on return to Sydney.

4. At 0930 Wednesday 3rd the ship entered Sydney Harbour and on reaching smooth water in the West Channel had the honour of embarking the Flag Officer Commanding Her Majesty's Australian Fleet for the short passage up harbour. This visit was very much appreciated by the whole ship's company.

3rd July - 6th July - At Sydney.

5. Off Gardah Island the ship was stopped to disembark the Flag Officer Commanding Her Majesty's Australian Fleet and embark the dockyard pilot and at 1000 H.M.A.S. ANZAC berthed on the west wall of Outer Captain Cook Dock. The ship was played into her berth by a military band and there was a large crowd of relatives and friends gathered on the dock side to welcome her home. It was indeed a most impressive welcome and all on board were very grateful for the excellent arrangements made for their families and friends to greet them.

6. On arrival the ship was met by representatives of the Australian Press and Newsreels in force, and much publicity was afforded the ship's return. In addition the Australian Broadcasting Commission recorded short talks on the ship's tour of duty in Korea by the Commanding Officer and Chief E.A. Babb which were subsequently broadcast throughout Australia.

7. At 1430 I received the South Korean Consul General, Mr. Kim, who expressed his country's gratitude for the assistance of this ship in the struggle for freedom.

8. The short period in Sydney was occupied in disembarking eight torpedoes and ten warheads together with a considerable amount of free freight and in embarking fuel, fresh provisions and naval stores.

...../ As many

As many Queensland and New South Wales ratings as could be spared were sent on long leave before the ship left for Melbourne on Monday 6th.

9. On Monday 6th the Commanding Officer of H.M.A.S. BATAAN (Commander W.S. BRACEGIRDLE, D.S.C.^{xx}, R.A.N.) and the Commanding Officer H.M.A.S. ARUNTA (Commander W.J. DOVERS, D.S.C., R.A.N.) called officially.

6th July - 8th July - Passage Sydney to Melbourne.

10. At 1330K Monday 6th H.M.A.S. ANZAC proceeded for Melbourne. The weather was fine during the passage down the New South Wales Coast but the inevitable Bass Strait storm made conditions most unpleasant for the latter half of the journey, but fortunately did not delay the ship. H.M.A.S. CONDAMINE was passed off Cape Everard during the forenoon of Tuesday 7th.

11. At 0830K Wednesday 8th ship secured alongside Gellibrand Pier Williamstown.

8th July - 31st July - At Williamstown - Refitting.

12. A large crowd had braved the wintry Melbourne weather to welcome the ship and again representatives of the Press were in force. However by lunch time the ship was clear of visitors and Victorian Natives had proceeded on short leave.

13. Deammunitioning commenced at 1300 and was completed by noon the following day. This evolution was carried out in a remarkably short time due to the advantageous state of the tide, the excellent co-operation of the truck drivers and the incentive to complete the job before the long leave period.

14. The refit conference with dockyard officers took place on the morning of Thursday 9th and at 0830K the following forenoon the ship shifted berth under her own power to the dry dock. On entering the dock the ship reverted to Extended Notice for Steam and the remainder of ship's company with the exception of a small care and maintenance party of 70 ratings proceeded on long leave, in most cases of 49 days plus travelling time.

15. The dock was pumped out and the refit period commenced on Monday 13th and continued for the remainder of the month. Heads of Departments proceeded on long leave on Friday 17th having seen the refit started. It is unfortunate that owing to the large amount of leave due, proper supervision by Ship's Officers will not be possible throughout the refit, but the best possible arrangements have been made and it is hoped that the lack of supervision will not adversely effect the results of the refit. The dockyard officers have been most co-operative and the refit is progressing satisfactorily.

16. More publicity for the ship was obtained on Monday 13th when press representatives attended the handing over to the Secretary of the Melbourne Womens' Hospital of a cheque for £400 donated by the Welfare Committee and the presentation of a large quantity of toys to the Orthopaedic Section of the Childrens Hospital.

17. On Friday 31st the dock was flooded and the ship was moved by tugs to the outer western berth at the dockyard pier.

Condition of the Ship.

18. No further defects have come to light since the refit commenced and the ship should be in a most satisfactory material state on completion of the refit in September.

.../ Health and Conduct of the

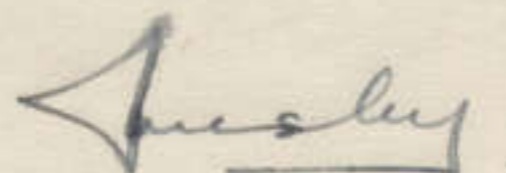
Health and Conduct of the Ship's Company.

19. The health, conduct and morale of the ship's company have been most satisfactory. One rating has been discharged to hospital and there have been no reported cases of Venereal disease.

I have the honour to be,

Sir,

Your obedient servant



CAPTAIN

Appendices:

"A" Report of Proceedings Figures July, 1953.

"B" Whale Observation Report.

(Appendix "A" to ANZAC's letter number 20/1/4 dated 11th August, 1953)

REPORT OF PROCEEDINGS FIGURES JULY, 1953.

Distance steamed during the month	1456.3 miles
Hours underway during the month	102 23/60
Distance run per ton Oil Fuel	4.27
Distance steamed since commissioning	103,671.44 miles
Average speed since commissioning	14.4
Total hours underway since commissioning	7,210 15/60
Date of commissioning	14 March, 1951.

Economical speed has been exceeded once during the month. The details in accordance with paragraph 7 of C.N.O. 2/53 are as follows.

From 0001 first July to 0900 third July.

(a) Number of hours economical speed exceeded	57
(b) Average speed	15 knots
(c) Fuel expended for all purposes per hour	3.1.tons
(d) Distance run per ton of fuel	4.8 miles
(e) Reason and authority for excess - To comply with F.O.C.A.F.'s 310110Z May and arrive in Sydney as scheduled.	

*Duplicate taken
for whale sightings
file*

(Appendix "B" to ANZAC's letter number 20/1/4 dated 11th August, 1953.)

WHALE OBSERVATION REPORT.

- (a) 1st July, 1953.
 - (b) 22:47S 152:04E
 - (c) One
 - (d) Fin Back
 - (e) Large
 - (f) Without
 - (g) North East.
-

719

365

~~RESTRICTED~~

DEPARTMENT OF THE NAVY

M. Kelly
12/5/65

5193-12-22

21
9

MINUTE PAPER.

SUBJECT: H.M.A.S. ANZAC

REPORT OF PROCEEDINGS June 1953

~~S.N.B.~~

~~3rd N.M.~~

~~4th N.M.~~

~~D.A.W.O.T.~~

~~D. of P.~~

~~N.5.~~

~~D.N.I.~~

~~H.P.B.~~

~~A.A. 2nd N.M.~~

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

~~D. of M.~~

~~D.D.M.~~

~~D.E. (N)~~

~~D.O.U.W.~~

~~D.N.M.S.~~

~~N.5.~~

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

20/8
21/8
22/8
23/8
24/8
25/8
26/8
27/8
28/8
29/8
30/8
31/8

Seen on 24/7 to 31/9

5/9

7/9

8/9

11/9

14/9

14/9

16/9

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10/10

10/10

11/11

11/11

M. Kelly
12/5/65
~~RESTRICTED~~
SECRET

D.N.M.R. BRANCH
27 OCT. 1953
NAVY OFFICE

13
22
P
P

[Faint, mostly illegible handwritten notes and signatures, possibly including names like 'H. J. ...' and 'P. ...']

RECORDS OF PROCEEDINGS
D.N.M.R. BRANCH
NAVY OFFICE

53

ACK. BY A.S. 1330 Y
- 8 JUL P.M.
20/1/4
INT. *for*

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~~RESTRICTED~~

DEPT. OF NAVY
5193. 12. 222
HW 7

H.M.A.S. ANZAC,
at Sea,
1st July, 1953.

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

9/7
HW

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - JUNE, 1953.

Sir,

I have the honour to submit the Report of Proceedings for the month of June, 1953 of H.M.A.S. ANZAC under my command.

1st June - 4th June - AT TOKYO.

2. At the beginning of the month H.M.A.S. ANZAC in company with H.M.S. MOUNTS BAY was representing the British and Commonwealth Navies at Tokyo on the occasion of the Coronation of Her Majesty Queen ELIZABETH II. The comprehensive programme of official functions and entertainment which had commenced on the ships' arrival continued apace.

3. During the forenoon of Monday 1st the Commanding Officer, H.M.S. MOUNTS BAY and myself accompanied by the British Naval Attaché, called on the Chief of Police who was attended by the heads of all the police departments representing the 25,000 members of the Metropolitan Police Force. As usual this visit was made the occasion for much expression of friendship for the British Commonwealth and was given much publicity in the Local press. Later I attended a luncheon party in H.M.S. MOUNTS BAY, the guests being Her Britannic Majesty's Ambassador, Sir Esler Dening, K.C.M.G., O.B.E., The Australian Ambassador, His Excellency Dr. E.R. Walker and Mrs Walker, the New Zealand Charge d'Affaires, Mr. R.L.G. Challis and Her Britannic Majesty's Naval Attaché Captain M.N. Tufnell, D.S.C., R.N. and Mrs Tufnell. During the afternoon parties of Japanese Sea Scouts and Members of the Maritime Safety Agency visited both ships. In the evening Commanding Officers and 20 Officers from both ships attended a cocktail party given by the Gaimusho (Japanese Foreign Office) and attended by the Heads of all U.S. and Commonwealth diplomatic and Armed Services in Japan. Later I had the pleasure of dining with the Counsellor of the British Embassy, Mr. Aubrey Halford, prior to going on to the Coronation Ball at the British Embassy. During the day parties of ratings from both ships were taken on bus tours to HAKONE by the Royal Naval Association.

4. Tuesday 2nd June, Coronation Day, saw very similar weather to that experienced in London, with the ever present threat of drizzling rain. Ships were dressed overall and H.M.S. MOUNTS BAY

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fired a Royal Salute at noon. At 1030 I attended a Combined Services ceremonial parade and march past at EBISU CAMP. This was attended by Heads of Commonwealth Missions and Armed Services and 100 Officers and Ratings from both ships took part. Her Britannic Majesty's Ambassador, Sir Esler Dening, inspected the parade delivered the Loyal Address and took the salute. After attending a reception at EBISU CAMP on completion of the parade, I attended a luncheon party on board H.M.S. MOUNTS BAY, at which the Commander Naval Forces Far East, Vice Admiral R.P. BRISCOE, U.S.N. and Mrs Briscoe, Rear Admiral and Mrs T.C. RAGAN and Captain and Mrs M.N. TUFNELL were present. Both ships were again visited by parties of Boy and Girl Scouts, the Fire Brigade, the Police and the Japanese Coastal Safety Force. In the late afternoon the Commanding Officers and Officers of both ships attended a Garden Party at the British Embassy.

In the evening I gave a dinner party onboard H.M.A.S. ANZAC for His Excellency the Australian Ambassador, Dr. Walker and Mrs Walker, the Commander-in-Chief British Commonwealth Forces Korea, Lieutenant General Wells and Mrs Wells and His Excellency the Pakistan Ambassador Mr MIAN ZIAUD DIN. At 2300, we all proceeded to the New Zealand Legation to celebrate, with the Charge d'Affaire, the successful ascent of Mount Everest by Sir Edmund Hillary.

5. On Wednesday 3rd their Excellencies the British and Australian Ambassadors gave a Buffet Lunch to 85 ratings from H.M.S. MOUNTS BAY and 135 ratings from H.M.A.S. ANZAC. Parties of ratings from both ships were taken on a sightseeing tour to HAKONE. I attended a luncheon party in H.M.S. MOUNTS BAY at which Major General S.N. SHOOSMITH, C.B., D.S.O., O.B.E.; Air Vice Marshal D.H.F. BARNETT, C.B.E., D.F.C.; Her Britannic Majesty's Military Attache, Brigadier R.O. NEVILLE and Mrs Neville; and Her Britannic Majesty's Air Attache, Group Captain S.S. MURRAY and Mrs Murray were present. In the evening an Official Reception for 300 guests was held onboard both ships as the culminating point of the TOKYO visit. The problem of space was overcome by overlapping the bows of both ships with a brow between and both ships' forecastles were suitably decorated with flags and flowers. The guest list on this occasion could truly be said to be an excerpt of "Who's Who" in TOKYO. Unfortunately General and Mrs Mark W. CLARK were unable to attend owing to a sudden heart attack suffered by the latter.

Later Commanding Officers and Officers attended the Coronation Ball at the Ebisu Camp, which brought to a fitting conclusion the very strenuous "Operation TOKYO".

6. During the whole of the visit to Tokyo the conduct and bearing of the ships' companies was exemplary and was most favourably commented upon in all quarters. His Excellency the British Ambassador made the following signal to the Flag Officer, Second-in-Command, FAR EAST STATION,

"Thank you for sending the Ships. Their goodwill visit has been an outstanding success and added a material contribution to the success of our celebrations".

7. At 0700 Thursday 4th H.M.A.S. ANZAC departed Tokyo for Kure.

5th June - 7th June - AT KURE AND PASSAGE TO SASERO.

8. At 1500 Friday 5th, after an uneventful passage H.M.A.S. ANZAC secured alongside H.M.C.S. ATHABASKAN at No 4 berth, Kure.

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This visit had been arranged to permit embarkation of certain items of equipment which had been under repair and to enable us to say farewell to the Naval Officer-in-Charge, KURE and his staff who have rendered most valuable assistance to the ship during her tour of duty in the Far East.

9. On Saturday the 6th I gave a small luncheon party onboard for the Naval Officer-in-Charge, KURE, Commander L. GELLATLY, D.S.C., R.A.N. and his mother and sister who are at present visiting Japan.

10. At 1700 the same day H.M.A.S. ANZAC sailed for SASEBO. The passage was made in pouring rain, a precursor of the first Typhoon (JUDY) of the season which was approaching KYUSHU from the Southwest.

11. By midnight TYPHOON Condition One had been set in Japanese waters west of longitude 135° East. However winds of only moderate force were encountered and at 0930 Sunday 7th the ship secured alongside H.M.S. TYNE at No. 14 Buoy, SASEBO, the scheduled fuelling and ammunitioning having been cancelled on account of the typhoon condition one.

7th June - AT SASEBO.

12 At 1100 Sunday 7th the Flag Officer, Second-in-Command, Far East Station, Rear Admiral E.G.A. CLIFFORD, C.B., walked around Divisions and on completion gave a farewell address to the Ships Company. The typhoon passed to the South West of Sasebo and caused no inconvenience at that port and by 1200 Typhoon Condition One was cancelled and the port reverted to normal routine. H.M.N.Z.S. KANIERE and H.M.S. TELEMACHUS secured alongside this ship at 1230 and calls were exchanged with the Commanding Officer H.M.N.Z.S. KANIERE. In the evening I had the honour and pleasure of dining with Rear Admiral Clifford in H.M.S. TYNE.

8th June - 13th June - WEST COAST PATROL - OPERATING IN T.U. 95.1.1.

13. At 0620 Monday 8th H.M.A.S. ANZAC sailed from SASEBO as escort to H.M.S. OCEAN and to join Task Unit 95.1.1. On passage through Area GEORGE both ships carried out A.A. Close Range Sleeve Firings, with H.M.A.S. ANZAC shooting down one sleeve. Low cloud caused the cancellation of Long Range Firings.

14. During the afternoon H.M.S. OCEAN flew on fifteen Sea Fury aircraft and at 2100 assumed the duties of C.T.U. 95.1.1. At the same time I assumed the duties of screen Commander. At 2300 H.M.C.S. CRUSADER and U.S.S. THOMASON joined the Task Unit from U.S.S. BAIROKO's (the carrier being relieved) screen.

15. Normal flying operations commenced at 0500 Tuesday 9th. At 1135 H.M.C.S. CRUSADER proceeded alongside H.M.A.S. ANZAC to collect mails to take inshore, and she then detached to proceed on WHITBREAD for duty inshore. At 1600 U.S.S. CHEVALIER joined the Task Unit from WHITBREAD.

16. At 0430 Wednesday 10th, I turned over the duties of screen commander to U.S.S. THOMASON. Thick fog prevented flying during the early morning, and at 0900 H.M.A.S. ANZAC was detached

...../to proceed inshore

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to proceed inshore on WHITBREAD patrol. At 1220 H.M.C.S. CRUSADER was met, returning from the previous nights WHITBREAD and the turnover file was transferred by heaving line, after which the ship proceeded to the CHO DO - SOK TO area, anchoring in SOUTH CHERRYWOOD at 1700.

17. Throughout the day ship was dressed with masthead flags on the occasion of the birthday of His Royal Highness the Duke of Edinburgh.

18. At 2015, whilst H.M.A.S. ANZAC was proceeding to her Night Station in EAST BLACKBURN, Air Condition Red was set due to the presence of unidentified aircraft to the westward. However no attack materialised and half an hour later Task Unit 95.1.4 reverted to Condition White.

19. Again at 2215 four unidentified aircraft were reported in the vicinity and the Task Unit set Condition Red. CHO DO T.A.D.C. reported these aircraft to be orbiting four miles south west of H.M.A.S. ANZAC, but nothing was seen of them. Shortly afterwards PAENGYONG DO reported being bombed by five small aircraft. Finally at 2315 Condition White was set and there was no further alarms or excursions during the night.

20. At 0400 Thursday 11th the ship proceeded from EAST BLACKBURN anchorage to TABCHONG DO and secured alongside R.F.A. WAVE KNIGHT at 0800. On completion of fuelling H.M.A.S. ANZAC proceeded to join Task Unit 95.1.1 and at 1115 took station on the screen. Some films, which had been kindly lent to us by U.S.S. THOMASON, were transferred to her by heaving line and the latter then proceeded to join T.U. 95.1.2.

21. With the ship's return to T.U. 95.1.1 came the news that due to the progress in the Armistice Talks, evacuation of Civilian refugees from some of the "expendable" smaller islands held by the United Nations Forces, and due to be returned to the Communists in the event of a Cease Fire, had commenced.

22. Normal flying operations continued throughout the remainder of the day, with a call for an Air Strike being received against enemy guns opposite MU DO in the HAEJU area. These guns had been shelling forces evacuating this island. At 1330 ship proceeded alongside H.M.S. OCEAN for jackstay transfer of 1 rating - a Naval Airman joining the Royal Australian Navy from the Royal Navy.

23. Throughout the day the ship was dressed with masthead flags on the occasion of the official birthday of Her Majesty Queen ELIZABETH II.

24. At 0430 Friday 12th I reassumed the duties of Screen Commander and normal flying operations commenced half an hour later. At 0630 H.M.C.S. ATHABASKAN arrived to relieve H.M.C.S. CRUSADER, but after transferring T.U. 95.1.1 mails to the latter, proceeded inshore to refuel and deliver T.U. 95.1.2 mails.

25. At 1410 whilst H.M.C.S. CRUSADER was transferring personnel to H.M.S. OCEAN a man fell overboard, but he was quickly picked up by H.M.C.S. ATHABASKAN who was at that time rejoining the screen. Shortly afterwards H.M.C.S. CRUSADER proceeded for SASEBO, the first leg of her long journey home to CANADA.

26. During the dog watches the screen closed to 1000 yards

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to enable the helicopter to take photographs. It appears likely that these may be the last taken of Task Unit 95.1.1 in the Korean theatre.

27. Saturday 13th was T.U. 95.1.1 replenishment day and at 0730 the unit rendezvoused with R.F.A. WAVE KNIGHT. Throughout the forenoon all ships refuelled underway. Lieutenant Colonel LOWELL, U.S.M.C. was transferred from H.M.S. OCEAN to H.M.A.S. ANZAC for passage to Hong Kong. Lieutenant Colonel Lowell is at present attached to the Joint Operations Centre KOREA.

28. At 1215 the Task Unit detached from R.F.A. WAVE KNIGHT and the latter proceeded for PAENGYONG DO. While a circular screen was being formed at 1430 an ammunition trolley fell overboard from H.M.S. OCEAN and H.M.A.S. ANZAC was requested to pick it up. With our minds on our last EAST COAST PATROL and the strong Yorkshire accent of H.M.S. OCEAN's T.B.S. Operator this request was received as one to pick up a "Body". However eventually the trolley was recovered and it was transferred to H.M.S. OCEAN during the dog watches by jackstay.

29. At 1845 H.M.S. COCKADE relieved H.M.A.S. ANZAC (she had been sent to the West Coast twelve hours early in view of the imminence of the Armistice) and H.M.A.S. ANZAC proceeded for Hong Kong.

30. The ship left the KOREAN Theatre when events were taking an interesting turn. The Flag Officer, Second-in-Command Far East Station had arrived in H.M.S. TYNE to take personal Command of the Units on the West Coast and of the Evacuation of the Islands. All available ships from Japan were proceeding to the scene. If the Armistice is signed within five days some 600 United States personnel, 1500 R.O.K. marines, 14,450 Partisans 11,000 inhabitants, 24,000 refugees and 500 tons of equipment have to be evacuated from some thirteen smaller islands to PAENGYONG DO and YONGFYONG DO. After this stage has been completed this lift plus the additional personnel and equipment of these two main islands has to be repeated to ports in SOUTH KOREA. This will undoubtedly be no mean task and will test the ingenuity and patience of all. It was therefore with mixed feelings that we left - glad to be going home but sorry that we could not be there to finish the job in which we have taken an active part for the past nine months.

14th June - 19th June - PASSAGE WEST COAST OF ZONE TO HONG KONG AND AT HONG KONG.

31. The passage to Hong Kong was made in fine weather and was completely uneventful and at 1330 Tuesday 16th the ship entered Hong Kong harbour and secured alongside the North Arm of H.M. Dockyard.

32. Immediately on arrival dockyard workmen commenced dismantling the U.S.N. U.H.F. Transmitter Receiver Type TDZ/RDZ ready for installation in H.M.A.S. TCBRUK.

33. At 1145 Wednesday 17th I called officially on the Commodore Hong Kong, Commodore H.G. DICKINSON, D.S.O., The Australian Trade Commissioner, Mr. SULLIVAN called on me

...../ later in the

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later in the forenoon.

34. At 1000 Thursday 18th H.M.A.S. TOBRUK entered harbour and secured alongside H.M.A.S. ANZAC. The former looked very spick and span after her long voyage. Immediately on her arrival, ship and staff officers commenced turning over to their opposite numbers the large amount of Operation Orders, Plans, Correspondence and local knowledge required for the conduct of the KOREAN WAR. During the forenoon official calls were exchanged with Captain J. HOWSON, D.S.C., R.N. of H.M.S. TAMAR.

35. During the day some 72 ratings from H.M.A.S. ANZAC were examined by local authorities in the Standard Swimming Test and 58 passed.

36. I gave a small luncheon party on board at which the Commanding Officer, H.M.S. MOUNTS BAY - Captain A.F.P. LEWIS, R.N., the Commanding Officer, H.M.S. OPOSSUM - Commander J.C. CARTWRIGHT, D.S.C., R.N., and the Commanding Officer, H.M.A.S. TOBRUK, Commander I.H. MACDONALD, R.A.N. were present.

37. The short stay in Hong Kong provided a last opportunity for shopping and the ship's company took full advantage of it. At least two lorry loads of camphor wood chests arrived the day before we sailed.

38. In the evening of Thursday 18th the Australian Trade Commissioner Mr. Sullivan gave a cocktail party for officers of H.M.A.S. ANZAC and TOBRUK.

19th June - 26th June - PASSAGE HONG KONG TO DARWIN.

39. At 0800 Friday 19th H.M.A.S. ANZAC sailed from Hong Kong for her voyage home. The ship was given the traditional "cracker" farewell by "Jenny of the side party" and indeed at one time it looked as if the side party sampan had itself exploded.

40. The passage to DARWIN was made in delightful weather and was without event. At 0900 Tuesday 23rd, on the ship entering the AUSTRALIAN STATION I reported for duty to you in my signal D.T.G. 230002 Z.

41. Whilst on passage from the West Coast Operating Zone to Hong Kong and from Hong Kong to Darwin signals were received from many authorities, both BRITISH and AMERICAN, congratulating the ship on her record during her period of service in the KOREAN WAR ZONE. Commander Seventh Fleet's Message D.T.G. 110002Z June, which was typical of the many is quoted below.

"Commander Seventh Fleet commends officers and men of H.M.A.S. ANZAC for outstanding service in United Nations Forces opposing Red aggressors and spread of communism. Well Done. Best of luck and God speed on homeward voyage. Vice Admiral CLARK."

42. On entering the AUSTRALIAN STATION much appreciated messages of welcome and congratulation were received from the Minister of the Navy and the AUSTRALIAN COMMONWEALTH NAVAL BOARD.

43. On Wednesday and Thursday 24th and 25th Seamanship Boards were convened to examine five Leading Seaman for Petty Officer and seventeen Able Seamen for Leading Seaman. Three

...../ Leading Seamen

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Leading Seamen passed and the remaining two were recommended for re-examination by ship's officers in one subject. Six Able Seamen passed and three others were recommended for re-examination in one subject.

44. At 1210 I.K. Friday 26th ship secured alongside the Timber Wharf at DARWIN - the arrival having to be delayed forty minutes until a merchant ship had cleared the berth.

26th June - 30th June - AT DARWIN AND PASSAGE DARWIN TO SYDNEY.

45. Immediately on arrival the Naval Officer-in-Charge, North Western Area (Commander A.H. GREEN, D.S.C., R.A.N.) called on me and I had the pleasure of lunching with him at his Residence.

46. At 1515 the same day, having refuelled, the ship sailed on the final stage of her voyage to SYDNEY. The passage was uneventful and the weather generally fine although the South East Trades were blowing a steady force 4-5.

47. At 0100 K Tuesday 30th Mr. MAHONEY, a customs officer was embarked in the vicinity of Fairway Buoy CAIRNS.

CONDITION OF THE SHIP

48. The condition of the ship remains satisfactory and she is capable of developing full power. During the long voyage opportunity was taken to clean No.1 Boiler and four oil fuel tanks.

SPORT AND RECREATION.

49. There was no opportunity for organised games during the month.

HEALTH AND CONDUCT OF THE SHIP'S COMPANY.

50. The health and conduct of the ship's company remains satisfactory and morale is high. Twenty cases of Venereal Disease were reported during the month bringing the total number of cases since leaving SYDNEY to 204 of which 64 were repeated. However there are now no ratings on the C.D.A. list.

CONCLUDING REMARKS.

51. On arrival in SYDNEY on Friday 3rd July the ship will have been away for 305 days. Of these 228 will have been at sea and 140 of these on Patrol in the Combat Area. During the period the ship will have steamed 57,865 miles. Not once, during the entire time has the ship been delayed or had her programme changed due to defects or breakdowns - a fact which reflects greatly to the credit of the Engineerroom and Maintenance Departments. This reliability enabled the ship during the period during which she was in the KOREAN Theatre to top the list of all Commonwealth ships in number of days actually on patrol.

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52. It is therefore a proud, happy and I believe, an efficient ship which returns to AUSTRALIA. Although for long periods the KOREAN WAR was dull and routine and the enemy threat extremely limited, I consider that the ten months experience gained by all officers and men to be invaluable and of great benefit to the overall efficiency of the ROYAL AUSTRALIAN NAVY.



CAPTAIN

Enclosures :

Appendix "A" - MONTHLY STEAMING FIGURES - JUNE, 1953.

Appendix "B" - WHALE OBSERVATIONS.

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APPENDIX "A"

MONTHLY STEAMING FIGURES - JUNE, 1953.

Distance steamed during the month	8,027.7 miles
Hours underway during month	513, 58/60
Distance run per ton Oil Fuel	4.3 miles
Distance steamed since Commissioning	102,215.14 miles
Average speed since Commissioning	14.9 knots
Total hours underway since Commissioning	7,107, 52/60
Date of Commissioning	14th March, 1951.

Economical speed has been exceeded twice since arriving on the Australian Station.

The details in accordance with paragraph 7 of C.M.O. 2/53 are as follows:-

1. 26th June to 29th June, 1953.

(a) Number of hours economical speed exceeded	77, 30/60
(b) Average speed	16.58 knots
(c) Fuel expended for all purposes per hour	3.59 tons
(d) Distance run per ton of fuel	4.6 miles
(e) Reason and authority for excess - To comply with the Flag Officer Commanding, H.M. Australian Fleet's 310110Z May.	

2. 30th June, 1953.

(a) Number of hours economical speed exceeded	22.
(b) Average speed	17 knots
(c) Fuel expended for all purposes per hour	3.7 tons
(d) Distance run per ton of fuel	4.59 miles
(e) Reason and authority for excess - To comply with the Flag Officer Commanding, H.M. Australian Fleet's 310110Z May.	

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DEPARTMENT OF THE NAVY.

5193-12-22.

MINUTE PAPER.

SUBJECT: H.M.A.S. *Cingac* REPORT OF PROCEEDINGS. *May*

~~S.N.E.~~ *17/7*
~~3rd N.M.~~ *Jan 17/7*
~~4th N.M.~~
Depo (w) 22/7
NA 22/7
CA 22/7
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53

~~D.A.W.O.T.~~ *29/7*

~~D. of P.~~ *30/7*

~~N.S.~~ *30/7*

~~D.N.L.~~ *31/8*

~~H.P.B.~~ *31/8*

~~A.A. 2nd N.M.~~ *31/8*

~~N.A. 2nd N.M. (K)~~ *10/8*

~~D. of M.~~ *11/8*

~~D.D.M.~~ *later issue (see below)*

~~D.E.(N)~~ *19/8*

~~D.O.U.W.~~ *4/9*

~~D.N.M.S.~~ *11/9*

~~N.S.~~ *11/9*
28/9

~~D.N.I. (N.H.R.O.)~~ *14/9*

~~DDM~~ *14/9*

~~NS~~ *2/10*
~~DNI (NHRO)~~ *2/10*

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26 JUN 1953

D. O. N. W.

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MINUTE PAPER

DEPT. OF NAVY
5193/12/20

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SUBJECT: HMAS Angac - Report of Proceedings - 12th - 26th May, 1953

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~~2nd NM~~

~~4th NM~~ 23/6

~~Secretary~~ 24/6

~~Hof N~~ (for further circulation)

~~DTSR~~ 25/6

~~DOUW~~ 26/6 7/7

~~DOD~~ 8/7 9/7

~~DNCP~~ 15/7

~~Def P~~ 17/7

~~DN I~~ 27/7

~~DN I (NHRO) (for retention)~~

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26/6

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DEPARTMENT OF THE NAVY

MINUTE PAPER

DEPT. OF NAVY

5193-12-22

C.441

SUBJECT HMAS Curzac - Report of Proceedings - May 1953.

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1/14/6

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HAB (for further circulation)

DAI 2/7

D/DPS 2/7

DCAP 2/7

DTSR 2/7

DOD 10/7

DNC 14/7

HAB (1/5)

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16 JUN P.M.

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Kvt.



✓ H.M.A.S. ANZAC,
at Sea,
5th June, 1953.

H.M.
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
MAY, 1953.

Sir,

I have the honour to submit the Report of Proceedings for the month of May, 1953 of H.M.A.S. ANZAC under my command.

1st - 7th May - At Hong Kong.

2. At the beginning of the month H.M.A.S. ANZAC was enjoying a period of rest and recreation at Hong Kong. During this visit advantage was taken of the facilities of the Dockyard to right a few small defects, including the installation of a new Bofors to replace G.2 which was unserviceable. A full sporting programme was also carried out and I consider the ship's company gained much benefit from the break away from Korean patrols. It is unfortunate that the break came so late in the operational tour but this was unavoidable. The opportunity was taken at Hong Kong to land all the cold weather loan clothing, and the mess decks now present a much tidier appearance.

3. On 1st May while the ship was being reversed by dockyard tugs under the control of a dockyard pilot some damage was caused by the tugs. ~~The~~ scuttle and 3 riggols were repaired by the dockyard but a slight dent in the portside and a bent frame at station "X" could not be repaired.

49.

4. On 1st May Lieutenant Colonel GEDDES of the Camerons returned my call of the Commander British Forces Hong Kong - Lieutenant General Sir Terence AIREY K.C.M.G., C.B., O.B.E. and stayed to luncheon.

5. On Saturday 2nd May I was honoured by being invited by The Governor, His Excellency Sir Alexander GRANTHAM G.C.M.G. and Lady Grantham to luncheon in, and to witness the races from, His Excellency's box at the Hong Kong Jockey club's Racecourse.

6. On Sunday 3rd May the Captain and Officers entertained some thirty guests at a buffet supper in the Wardroom.

7. On Monday 4th and Tuesday 5th May calls were exchanged with the Commanding Officers H.M. Ships CHARITY and CONCORD.

8. Before leaving Hong Kong on 7th May Mr. L.R. Ross of

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Administrative Service was embarked for passage to Sasebo.

7th - 11th May. Passage Hong Kong to Sasebo and at Sasebo.

9. At 0815 Thursday 7th the ship proceeded for SASEBO. During the forenoon Long and Close Range Sleeve Firings, a surface shoot at a Battle Practice Target, a Competitive Surface Tracking Exercise with H.M.S. CONCORD and Target Acquisition exercises using R.A.F. Vampires as targets took place.

10. The passage to SASEBO was made in the fine weather which we are becoming accustomed to. On passage identities were exchanged with H.M.S. NEWCASTLE and also H.M.S. CONSORT escorting H.M.S. LADYBIRD to HONG KONG. A pattern of squid was fired for exercise, again with disappointing results as far as fish were concerned. With the consent and cooperation of the U.S.S. WILKSIE (one of the U.S. destroyers engaged in patrolling the Formosa Straits) a dummy torpedo attack was also exercised.

11. At 0830 Sunday 10th H.M.A.S. ANZAC entered SASEBO harbour and after fuelling at JOSCO ONE secured on H.M.S. MORECOMBE BAY alongside H.M.S. TYNE. Also secured alongside H.M.S. TYNE were H.M.A.S. CULGOA and H.M.N.Z.S. KANIERE.

12. On passing the flagship (H.M.S. TYNE) the Flag Officer Second-in-Command, Far East Station was kind enough to signal "The appearance of your ship on entering harbour today Sunday is very creditable."

13. In addition to waiting on the Flag Officer Second-in-Command I exchanged official calls with the Chief Staff Officer Captain R.F. LEONARD D.S.C., R.N. and the Commanding Officer, H.M.A.S. CULGOA, Lieutenant Commander D.A.H. CLARKE, R.A.N.

14. At 0900 Monday 11th my staff officers and I attended in U.S.S. DIXIE an informal briefing on the East Coast given by the staff to the Commander Task Force 95. During this visit to U.S.S. DIXIE I called on Commander Task Force 95, Rear Admiral OLSEN and the Chief of Staff, Captain SCHANSE, U.S.N.

15. At 1130 H.M.A.S. ANZAC proceeded from SASEBO for what is believed to be the second last patrol of this operational tour. Long and Close Range Sleeve Firings were carried out on passage through Area GEORGE.

16. At 0900 Tuesday 12th I reported for duty to the Commander Task Group 95.2 and at 1020 closed U.S.S. ST. PAUL which was lying to off the eastern end of the bomblines carrying out a gunfire support mission. With the operations officer I boarded the flagship by motorboat and met Commander Task Group 95.2, Rear Admiral SANDERS, who outlined our duties as part of the East Coast patrol group.

12th - 26th May - Operating in T.U. 95.2.2 and as C.T.U. 95.2.2.

17. The proceedings of H.M.A.S. ANZAC whilst operating in T.U. 95.2.2 have been reported in my letter S.C. 161 dated 28th May, 1953.

26th - 30th May - Passage East Coast Operating Zone to TOKYO via KURE.

18. At 0900 Wednesday 27th heavy drone A.A. firings were

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carried out west of MIHO. On completion of these firings, the ship proceeded to KURE to land empty ammunition cases and a defective motor generator (type 974) for repair by KURE dockyard and to embark the Landrover.

19. After an uneventful night passage through SHIMONOSEKI straits the ship secured alongside No.4 Berth KURE at 0900 Thursday 28th and at 1330 the same day sailed again for TOKYO via BUNGO SUIDO.

20. The passage to TOKYO was made in unpleasant weather, a deep low keeping station with the ship some eighty miles to the north of her. However on entering TOKYO BAY the weather moderated and at 0700 Saturday 30th H.M.A.S. ANZAC secured alongside SHIBAURA QUAY TOKYO. The Japanese Port Authorities had kindly arranged to send a small craft up the rather narrow channel ahead of the ship to clear it of all traffic and this made the passage considerably easier.

30th - 31st May - AT TOKYO.

21. At 0930 H.M.S. MOUNTS BAY arrived and secured ahead of H.M.A.S. ANZAC. Her arrival, which was greeted by a United States Military Band playing the 'St. Louis Blues', marked the starting point of an extremely full official and private entertainment programme for the officers and ships' companies of both ships, arranged as part of the Celebrations of the Coronation of Her Majesty QUEEN ELIZABETH II.

22. At 0930 in company with the British Naval Attache (Captain M.N. TUFNELL, D.S.C., R.N.) who had just previously called on me I called on the Commanding Officer, H.M.S. MOUNTS BAY Captain A.F.P. LEWIS, R.N., Captain (F), 4th Frigate Squadron. Shortly afterwards Mr. YAMANAKE (Japanese Foreign Ministry Representative), the Governor of Tokyo's representative (Mr. AKETANE) and Harbour and Press authorities called on the Commanding Officers of both ships. For convenience it had been arranged that all such calls would be made in H.M.S. MOUNTS BAY.

23. At 1030 Captain LEWIS and I accompanied by the British Naval Attache paid official calls on Her Britannic Majesty's Ambassador to Japan, Sir ESLER DENING K.C.M.G., O.B.E., His Excellency the Governor of Tokyo, Mr. Seiichiro YASUI and His Excellency the Australian Ambassador to Japan Dr. E.R. WALKER. Unexpectedly the car in which the calls were made was escorted through the city by Police Motor Cyclists with sirens screaming and traffic was cleared to ensure our timely arrival. Cards were left at the British Embassy for delivery to the Japanese Prime Minister, Minister for Foreign Affairs and the Grand Steward of the Imperial Household.

24. On conclusion of these calls a luncheon party was held in H.M.S. MOUNTS BAY at which the British Naval Attache and myself were present.

25. During the afternoon return calls on the Commanding Officers were paid in H.M.S. MOUNTS BAY by His Excellency, Her Britannic Majesty's Ambassador, His Excellency the Governor of TOKYO and His Excellency the Australian Ambassador. Guard was paraded and the appropriate salute fired by H.M.S. MOUNTS BAY on each occasion.

26. At 1600 twenty officers and two hundred ratings from

..../both ships

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both ships embarked in large transparent roofed buses and proceeded on a sight seeing parade through the streets of TOKYO. The parade was led by both Commanding Officers in open convertibles preceded and flanked by police motor cycle escorts with sirens screaming. The streets were packed with people waving British Australian and Japanese flags and confetti & "ticker tape" were showered on the procession. It was apparent that the visit of the ships (the first official "good will" one since the end of the war) and the appeal and popularity of the coronation had created great interest amongst the Japanese who seem very keen to demonstrate their friendly feeling towards the British Commonwealth. At 1630 the parade came to a temporary halt in HIBIYA PARK where Captain Lewis and I, together with the Governor of Tokyo, Mr. Yasui took part in a tree planting ceremony. On completion the parade continued until 1730 when His Excellency the Governor of Tokyo entertained the entire party to refreshments in the spacious grounds of "HIPPOEN" a tea house in SHINJUKI Imperial Park while a programme of ceremonial dances was presented.

27. During the evening my officers and I entertained thirty Australian guests, who had been invited by the Australian Embassy, to a buffet supper on board. In this way we met the more prominent members of the Australian community in Japan.

28. At 0930 Sunday 31st I with 10 officers and 100 ratings of H.M.A.S. ANZAC attended a Coronation Drumhead Service at EBISU camp. At this Service were also present representatives of the Diplomatic and Armed Services of all Commonwealth Countries serving in the Far East. After the Service the Officer Commanding the Tokyo Sub-Area of the Commonwealth Forces, Lieutenant Colonel L.D. KING A.M.F. and Mrs. KING entertained senior officers at their Official Residence.

29. During the afternoon children of the United Kingdom and Australian personnel resident in TOKYO visited both ships and were entertained to tea on board. In the evening my officers and I were guests at a reception given by His Excellency the Australian Ambassador and Mrs. Walker and later at a cocktail party given by the British Naval Attache and Mrs. Tufnell.

CONDITION OF THE SHIP.

30. The condition of the ship is satisfactory and she is capable of developing full power. The appearance of the ship is satisfactory and has been remarked on favourably on several occasions during the month, on one occasion U.S.S. NAVASOTA - Fleet Tanker making the following message "ANZAC is the smartest ship I have seen in the Far East." It was unfortunate that the weather was unfavourable enroute to Tokyo and prevented the "finishing touches" being made in the ship's appearance, nevertheless it is considered that this was quite satisfactory if not as fine as I had hoped.

GUNNERY.

31. The increased activity during the last month has produced a marked improvement in the morale of the Gunnery Team. Bombardments on the East Coast afforded a valuable opportunity for ratings from the Close Range Weapons to carry out refresher training and gain firing experience with the Long Range System.

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.../The Large Drone

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~~The Large Drone Firings on 27th May were~~

The Large Drone Firings on 27th May were successful although the drone remained unscathed. Unfortunately auto-control for elevation was inoperative in both turrets for these firings.

The G.R.U. Stabiliser is being run for a minimum amount of time consistent with the essential degree of readiness during these last weeks in the operational area. It is now impossible to obtain correct gyro running currents by the exhaustion of the cases and it is necessary to avoid further defects arising from faulty bearings.

M.3 S.T.A.A.G. was out of action for the last patrol due to defects in the Tachymetric Box. These are being made good now that spares are available.

SPORT AND RECREATION.

32. Apart from the first six days of the month in Hong Kong the majority of this month has been spent at sea with consequently no opportunity for sport - two games of RUGBY, in which the ship maintained her unbeaten record, being the only games played.

HEALTH AND CONDUCT OF THE SHIPS COMPANY

33. The health, conduct and morale of the ship's company remain satisfactory. Seventeen cases of venereal disease were reported during the month.

Quality

ACTING CAPTAIN

Enclosures:

Appendix "A" - Monthly steaming figures - May, 1953.

Appendix "B" - Whale observations.

Appendix "C" - C.T.U. 95.2.2's letter number S.C.201 dated 21st May, 1953.

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APPENDIX "A"

MONTHLY STEAMING FIGURES - MAY, 1953.

Distance steamed during the month	5,591.7 miles
Hours underway during month	518 58/60
Distance run per ton Oil Fuel	3.3 miles
Distance steamed since Commissioning	94,187.44 miles
Average speed since Commissioning	14.3 knots
Total hours underway since Commissioning	6,594 17/60
Date of Commissioning	14th March, 1951.

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APPENDIX "B"

WHALE OBSERVATIONS

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SC. 201.

Office of Commander Task Unit
95.2.2

H.M.A.S. ANZAC,
at Sea,
21st May, 1957.

The Commander,
TASK GROUP 95.2.

REPORT OF INVESTIGATION INTO THE CIRCUMSTANCES
OF THE SINKING OF FRIENDLY MOTOR SAMPAN ON
20TH MAY, 1957.

The enclosed report of an investigation held onboard H.M.A.S. ANZAC on 20th May, 1957 concerning the sinking of a friendly Motor Sampan is submitted for your information in amplification of my messages D.T.G. 200435Z and 201130Z May, 1957.

2. The investigation was confined to the production of statements by the various Commanding Officers and the establishment of the cause of the incident, as it was felt that with so many different armed services and nationalities involved a properly constituted and legal Board of Inquiry would be impossible at this stage. The Commanding Officers, U.S.S. BRADFORD and U.S.S. SHELTON concurred in this.

3. On completion of the investigation my message D.T.G. 201130Z was originated.

4. From the statements made, however, certain points which need clarification are evident. In particular, it is considered that further inquiry should be made into (a) the method of promulgation of information concerning covert operations and the checking of the correctness of this information and (b) the reason for the D.T.G. 190836 of the message originated by the Island Commander on the morning of 20th May which, according to his own statement was made after 0930I when he had discovered that the incorrect co-ordinates had been promulgated in his message D.T.G. 190830.

It appears possible that this may have been a genuine mistake but more likely that an attempt was made to cover up the original error and the delay in its discovery.

(SGD.) J. S. MESLEY

ACTING CAPTAIN, R.A.N.
Commander Task Unit 95.2.2

Enclosures: INVESTIGATION INTO SINKING OF SAMPAN.
Copies of relevant messages.

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(Enclosure to Commander Task Unit 95.2.2's letter No. S.C. 201 dated 21st May, 1953.)

INVESTIGATION INTO SINKING OF SAMPAN.

An investigation was held in H.M.A.S. ANZAC at 1630 Item on 20th May, 1953 to ascertain the circumstances surrounding the sinking of a friendly motor sampan during the early hours of 20th May, 1953.

2. The following officers and non-commissioned officer gave evidence at the investigation:-

Acting Captain Jack B. WESLEY, D.S.C., R.A.N. - Commanding Officer, H.M.A.S. ANZAC and Commander Task Unit 95.2.2 (Presiding).
Commander Albert L. KOBAY, Jr., U.S.N. - Commanding Officer, U.S.S. BRADFORD.
Commander Paul W. FRAZIER, U.S.N. - Commanding Officer, U.S.S. SHELTON.
First Lieutenant Don J. NEFF, U.S.N.C. - YANGDO ISLAND COMMANDER.
Sergeant Thomas S. PERKINS, U.S. Army - C.C.R.A.K. Representative on YANGDO ISLAND.

Also present at the inquiry were:-

Lieutenant Commander William O.C. ROBERTS, R.A.N. - H.M.A.S. ANZAC.
Acting Lieutenant Commander (S) John D.C. GRACE, R.N. - H.M.A.S. ANZAC (Acting as Secretary).
Lieutenant Peter H. Doyle, R.A.N. - H.M.A.S. ANZAC.
Ensign CHOI, 32782, R.C.N. - temporarily assigned to U.S.S. SHELTON for liaison duties and training.

3. Captain WESLEY opened the investigation by giving a statement of the information known to him as C.T.U. 95.2.2 of the circumstances leading up to, and following, the incident. This information was as follows:-

- (a) Message D.T.G. 161615Z from C.T.U. 95.2.1 stating inter alia that a motor sampan was due in the area in which T.U. 95.2.2 operates at 0500 Item, 18th and that the "fly's" code name was "BUD". This information was passed to YANGDO ISLAND Commander.
- (b) Message D.T.G. 170205Z was received from C.T.U. 95.2.1 postponing "BUD'S" movement 24 hours. This information was passed to YANGDO ISLAND.
- (c) YANGDO'S message D.T.G. 170830Z stating that one small "gin rickie" was departing YANGDO at 1700 Item 17th for position EA 602655 returning to YANGDO at 180100 Item. This information was passed to T.U. 95.2.2 in message D.T.G. 170925Z and as far as C.T.U. knew the mission was successfully completed. (This was confirmed by Sergeant PERKINS).
- (d) At about 182115 Item U.S.S. SHELTON requested information of fly approaching YANGDO from South West and was informed that it was probably early arrival of expected fly. It was assumed that this fly was BUD some seven hours ahead of schedule. (This was confirmed by Sergeant PERKINS).
- (e) YANGDO message D.T.G. 190830 Item stating that one "gin rickie" was proceeding from YANGDO at 191800 Item to position EA 670805 and due to return to YANGDO at 200915 Item. This information was passed to T.U. 95.2.2 and U.S.S. CONDOR in message D.T.G. 190755Z. At the time of receipt (about 191630 Item) Captain WESLEY and his Operations Officer (Lt. DOYLE) discussed the destination as

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given and remarked its divergence from the expected movement of "BUD". However after plotting the destination and checking that the message had been properly received and correctly decoded (unshackled) it was decided that the movements of "flies" were directed by other authorities and that C.T.U. 95.2.2 was not always, if ever, informed of their plans or changes thereto. Consequently no check on the co-ordinates was requested. At about the time of receipt or shortly afterwards (time doubtful) Captain MESLEY saw a motor sampan leaving YANGDO on a South Westerly course but did not take any action as he thought the South Westerly course may have been a ruse to confuse the enemy and indicate a mission in the opposite direction from that intended.

(f) At about 192120 Item a message from U.S.S. CONDOR relayed through U.S.S. BRADFORD to ANZAC reported an unidentified craft bearing 187 about six miles from UJIN DAN. ANZAC relayed back that this was probably "BUD".

4. Captain MESLEY stated, that at this stage i.e. late on the night of the 19th, the situation was as above and asked for any comment or question. All present agreed, that, as far as their individual knowledge went, the situation was as stated. The Commanding Officers of U.S.S. BRADFORD and U.S.S. SHELTON confirmed that at conferences with Captain MESLEY the presence of friendly "flies" in the area had been discussed and all were aware of the possibility of meeting up with friendly flies on covert missions without prior knowledge of their presence or activity.

5. Captain MESLEY then continued with his statement of information known to him as C.T.U. 95.2.2,

(a) At 201052 Item U.S.S. BRADFORD'S message D.T.G. 192358Z was received in ANZAC and was seen by C.T.U. at about 1115 Item. This message reported that BRADFORD had fired on a radar pip in position EV 100820 while on night station off PACKAGE TWO at 200310 Item and evaluated contact as possible enemy or ghost echo. No reply had been sighted in response to challenge. No action was taken by Captain MESLEY on seeing this message.

(b) At 201125 Item YANGDO ISLAND message D.T.G. 190836 Item (which should have been 200836 Item ?) was received in ANZAC and reported to C.T.U. shortly afterwards. This message reported that the wrong destination had been given in YANGDO'S previous message (190830 I), gave the correct destination as EV 062805 and requested information concerning the "gin rickie". C.T.U. replied to YANGDO that he had no information but would make enquiries from Task Unit (C.T.U. 95.2.2 message D.T.G. 200250Z). U.S.S. SHELTON, whose day station was off PACKAGE TWO was informed of destination of overdue fly and requested to search in this area (C.T.U. message D.T.G. 200255Z).

(c) Almost immediately afterwards SHELTON'S message D.T.G. 200315Z was received by C.T.U. reporting that 5 survivors had been picked up at 1145 Item (i.e. before instruction to search had been transmitted) and that one floating body had been sighted together with much debris etc.

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SHELTON was instructed to recover any bodies for subsequent identification (C.T.U. message D.T.G. 200332Z).

- (d) It now appeared obvious to Captain MESLEY that the radar contact fired on by BRADFORD was the missing motor sampan and that, unfortunately, the gunnery had been exceptionally good. ANZAC was at this time close to the South West of SHELTON and with the fog lifting joined her in the area at 1250 Item and commenced to search the area which was covered with wreckage and ~~estimated~~ ^{EXTENDED} for about two miles in each direction.
- (e) In order to have the survivors interrogated by intelligence personnel on YANGDO, SHELTON was instructed to close the island and land the survivors (C.T.U. message D.T.G. 200357Z), while ANZAC continued search for survivors or bodies. YANGDO ISLAND was informed of the survivors and that SHELTON was bringing them to the island for interrogation (C.T.U. message 200343Z). Meanwhile SHELTON'S amplifying report (D.T.G. 200350Z) left no doubt in the C.T.U.'s mind of the identity of the wreckage and higher authority was accordingly informed by C.T.U. message D.T.G. 200435Z addressed to C.T.G. 95.2 with numerous info addressees.
- (f) To ensure early inquiry into the circumstances Commanding Officers of U.S.S. BRADFORD and U.S.S. SHELTON and the YANGDO ISLAND Commander were instructed to attend onboard ANZAC at 1630 Item bringing all relevant communications (C.T.U. message D.T.G. 200514Z).
- (g) The search of the area was continued until 1500 Item and two bodies were recovered and reported to YANGDO (ANZAC message D.T.G. 200612Z). By 1500 it was considered that there was no chance of any further survivors being in the area and ANZAC abandoned the search and proceeded to YANGDO for this investigation.
- (h) SHELTON message D.T.G. 200546Z requested whether report of incident should be made by him to higher authority but C.T.U. in message D.T.G. 200602Z informed him that this had been done already.
- (j) This was the situation as Captain MESLEY knew it up to the present moment.

6. Commander KOBAY then gave the following statement of events concerning U.S.S. BRADFORD, under his command:-

- (a) He was assigned PACKAGE TWO for the night 19th/20th. He steamed South wide off the Coast, intending to come in sharp off PACKAGE TWO so as not to betray his movements earlier than necessary.
- (b) On passage at about 2218 19th he picked up a "fly", which identified itself as friendly without being challenged. About ten minutes later another was also picked up and identified as friendly without being challenged.
- (c) He had information that a "gin rickie" was due at position DOG VICTOR 9869 at 0300 Item 20th.
- (d) He turned in to approach the Coast off PACKAGE TWO and found that he was about three miles South of the pos-

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ition he had intended.

- (e) At 0253 Item he picked up a radar contact South of PACKAGE TWO, making about five knots on a course of 090. He challenged the contact but received no reply. At 0310 he fired a burst of 5 inch, which landed approximately 2000 yards North of the position of the radar contact. There was a low fog bank in the area but he considered that he would have seen an identification signal if one had been made as similar conditions prevailed at the time of his two earlier contacts. He reckoned that the contact could have been an enemy craft mining in the PACKAGE area though he realised that it could also have been a friendly craft, in which case it seemed likely that the craft would steer South or South East and not towards him, as it was doing.
- (f) He then opened fire again with ten rounds of 5 inch. The target still appeared on the Radar Screen. He opened out to Northwards and fired a further ten rounds at the pip. Tracking then showed the pip to be intermittent and to be heading towards the beach. He pointed out on the chart the position where the pip disappeared.
- (g) At this time he assumed either that the contact was a craft which he had driven onto the beach or (which he thought more likely) that he had been firing at a false contact.
- (h) He made no further investigations for the following reasons:-
- (i) His instructions were to leave the area at first light.
 - (ii) He could only investigate by sending in a small boat, which he did not consider justifiable.
 - (iii) He knew that the area would be covered by another ship during the day.
- (j) He then made signal D.T.G. 162358Z to C.T.U. 95.2.2, giving his report of the incident.

7. Lt. NEFF stated that the "fly" schedule included the co-ordinate EASY ABLE 062805 for the motor sampan; as this was a position inland he asked Sergeant PERKINS to obtain a check. This check was given as EASY ABLE 670805 and he had therefore expected the sampan to go North. He was worried when he had received no word of them by 0915 Item 20th. Accordingly at 0930 he made inquiries to K.M.C. Intelligence (S.2.) and it was then discovered that the correct co-ordinates were EASY VICTOR 062805. It was after this that he received C.T.U. 95.2.2's message concerning the incident.

8. Sergeant PERKINS stated that the survivors were under the impression that they had been fired on by shore batteries. This impression was not corroborated by U.S.S. BRADFORD. However, in order not to risk lowering their morale, Sergeant PERKINS did not endeavour to correct the survivors' impression. He stated that the survivors and other Koreans with whom they have since mixed believe a Captain KIM of R.O.K. Army G.2 was responsible for promulgating the wrong co-ordinates. He also stated that the motor sampan had held fifteen R.O.K. Army G.2 men, seven civilian sampan's crew and two Communist prisoners. Of these three civilian

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crew and two R.O.K. Army survivors were picked up by U.S.S. SHELTON and two dead civilian crew (including the Captain of the sampan) were picked up by H.M.A.S. ANZ C.

9. Commander FRAZIER, Commanding Officer of U.S.S. SHELTON produced a written statement of U.S.S. SHELTON'S role in picking up survivors:-

"At 1113 I, proceeding from PACKAGE ONE to PACKAGE TWO, course 220° T, 5000 yards off shore at 16 knots, visibility 300 yards, sighted small boat with one man at latitude 40 - 28.36N, 129 - 09.24 E. He sighted us and signalled for attention. Maneuvering to return to boat. 1115 observed another swamped boat with four men, standing. 1128 lowered motor whaleboat with armed boat crew who proceeded to recover the four men. 1174 Men brought onboard under guard. Proceeded on course 010° T, 5 knots to recover men from first boat sighted. 1150 Boat returned to ship with fifth survivor. Fog lifting, beach in sight. 1203 Sighted dead man in water, floating face down, doubled up. Attempted to sink oil drums in water, results negative. 1209 Proceeding to clear area to search for other survivors reported. 1245 Returned to area to search for body. 1300 Proceeding to YANGDO with survivors".

"Prisoners brought onboard, showered, deloused, inspected by Medical Officer, fed and placed under guard. Interrogation by ENS. CHAI, R.O.K.N. revealed that they were survivors of motor sampan which had been on mission in vicinity and had obtained two Communist prisoners. Onboard, 15 R.O.K. Army, 7 civilian sampan crew and two Communist prisoners (?). On departure from shore about 0300 I 28 May, they were taken under fire by enemy small calibre guns or shore battery. Prisoners claimed they were from YANGDO and had left YANGDO at 191800 I. Upon investigation of personal effects it was established that prisoners were friendly R.O.K. personnel. Prisoner status removed. Delivered to YANGDO ISLAND at 1429I. All 5 identified by R.O.K. Army Captain as men of his detachment".

10. As a result of the statements produced at the investigation it was established and agreed that the motor sampan had been sunk by U.S.S. BRADFORD. It was considered that the cause of this unfortunate incident was the fact that the wrong co-ordinates had been given on the "fly" schedule promulgated from YANGDO ISLAND.

(SGD.) J. S. MESLEY

ACTING CAPTAIN, R.A.N.
Commander Task Unit 95.2.2.

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REPORT OF PROCEEDINGS OF H.M.A.S. ANZAC FOR PERIOD
12TH MAY TO 26TH MAY, 1953.

(The Commanding Officer, H.M.A.S. ANZAC's No. S.C. 161
of 28th May, 1953).

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THE COMMANDER-IN-CHIEF,
FAR EAST STATION.
THE SECRETARY,
AUSTRALIAN COMMONWEALTH NAVAL BOARD.

(Copy to each).
(Copies to:-
The Flag Officer Commanding,
H.M. Australian Fleet.
The Captain (D),
10th Destroyer Squadron.
The Commanding Officer,
H.M.A.S. ANZAC.)

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20/7

Forwarded.

Ack 20/7

Second-in-Command,
Far East Station.
19th June, 1953.

L. G. G. Lippard

REAR ADMIRAL

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S.C. 161

H.M.A.S. ANZAC,
At Kure,
28th May, 1953.

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

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

REPORT OF PROCEEDINGS - 12TH MAY - 26TH MAY, 1953
OPERATING IN T.U. 95.2.2 AND AS C.T.U. 95.2.2.

Sir,

I have the honour to submit as Appendix "Able" hereto, a Chronological Summary of Proceedings outlining the activities of H.M.A.S. ANZAC under my command from the 12th May, 1953 and of T.U. 95.2.2, which was under my command from 1830 Item Friday 15th May to 1500 Item Tuesday 26th May.

2. A list of ships and Commanding Officers which served in Task Unit 95.2.2 during the period 15th May - 26th May is attached as Appendix "Baker".

3. During my period as Task Unit Commander operations were generally routine throughout, and consisted largely of the defence of YANGDO, blockade and interdiction of the NORTH EAST COAST KOREAN Railway and Operation "RATRAP".

4. The period under review was remarkable for the complete absence of activity or reaction by the enemy. During the rescue of survivors and recovery of bodies at midday on Wednesday 20th both H.M.A.S. ANZAC and USS SHELTON were stopped or proceeding at slow speed only 6000 yards from gun position off PACKAGE TWO. Furthermore, at night, when engaged on Operation RATRAP, ships have been lying-to within a few hundred yards of the mine line off all PACKAGES the entire night. This may indicate that the guns have been moved elsewhere, perhaps to WONSAN. However, in view of the comparative success of train busting operations I consider that a sharp reaction must come from the enemy soon.

5. Operation RATRAP (the co-ordination by C.T.U.95.2.2 of all available destroyers at night on train busting) was responsible for U.S.S. MADDOX destroying a train at SONGJIN on Saturday 16th, U.S.S. EVERSOLE and U.S.S. JAMES E. KYES destroying one at PACKAGE FOUR on Tuesday 19th and U.S.S. EVERSOLE assisted by U.S.S. SHELTON bottling one up in the tunnel at PACKAGE THREE on Thursday 21st May. However, in spite of these losses, the trains continue to run the gauntlet. I have recommended to the Commander Task Group 95.2 that a night intruder aircraft continuously on station from PACKAGE FIVE to SONGJIN, cooperating with the ships at the PACKAGES together with closer sweeping inshore at PACKAGE FOUR would immeasurably improve the chances of train catching. This recommendation was concurred in and has been passed on to the Commander Task Force 77.

6. The NORTHERN PATROL continues to be unproductive, except for the legal maintenance of the blockade. It is understood that

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some authorities believe there is a certain amount of barge traffic in the CHONGJIN Area at night and it is considered that an occasional night NORTHERN PATROL by one or more ships might pay dividends. However with only three ships in the Task Unit, the prior requirements of YANGDO defence and Operation RATRAP did not permit this being tried out effectively. C.T.U. 95.2.0 in U.S.S. JAMES E. KYES carried out one Northern Patrol on the night of 18th/19th May without encountering any enemy activity.

7. The YANGDO Island Commander has stated that he believes there is very little immediate danger of YANGDO being invaded. In fact he considers that there are only 400 N.K.A. opposite YANGDO - well inland and that there purpose is defence rather than offence.

8. The incident of the sinking of a covert mission craft by U.S.S. BRADFORD at 0310 I 20th May is the subject of a U.S. Navy COURT of INQUIRY and is therefore not commented on in this Report as I was involved as a witness. However the decision, which can only rest with the Commanding Officer on the spot, as to whether to open fire or not, on a small radar echo approaching the ship from the coast, when the ship herself is close inshore and the challenge has not been replied to, is one which has occasioned much thought and considerable worry to all Commanding Officers.

9. It has been indeed, a privilege and a pleasure to command this All American Task Unit. The spirit of ready and whole-hearted cooperation afforded me by the Commanding Officers of all U.S.N. ships which served under my operational command was most marked. Furthermore, the zeal and efficiency with which the Commanding Officers of these ships carried out their duties was most praiseworthy.

I have the honour to be,

Sir,

Your obedient servant

(SGD) J. S. MESLEY

ACTING CAPTAIN, R.A.N.



Enclosure No.1 - Appendix "Able" - Chronological Summary.

Enclosure No.2 - Appendix "Baker" - A list of Ships and Commanding Officers which served in T.U. 95.2.2

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(Enclosure No.1 to the Commanding Officer, H.M.A.S. ANZAC's letter number S.C. 161 dated 28th May, 1953.)

APPENDIX ABLE

CHRONOLOGICAL SUMMARY

ALL TIMES ZONE - 9

Tuesday 12th May.

- 1800 H.M.A.S. ANZAC arrived YANGDO - Commanding Officer H.M.S. COCKADE, Commander H.S. HAYES, D.S.C., R.N., and Operations Officer came aboard for turnover conference.
- 1900 H.M.A.S. ANZAC relieved H.M.S. COCKADE in T.U. 95.2.2.
- 2000 Transferred medical officer to U.S.S. ENDICOTT to carry out minor operation.
- 2030 Commenced CHRISTINE PATROL (YANGDO DEFENCE).

Wednesday 13th May.

- 0500 Ceased patrol - stopped one mile south of YANGDO. Medical officer rejoined from U.S.S. ENDICOTT.
 - 0900 Proceeded to replenishment group - took station in waiting position.
 - 1015 Refueled under way from U.S.S. PLATTS (AO).
 - 1130 Completed fuelling - proceeded to YANGDO.
 - 1300 YANGDO Island reported about 20 enemy troops digging at EA.438459. Opened bombardment fire and dispersed the troops with 8 rounds H.S.D.A. During the remainder of the afternoon H.M.A.S. ANZAC patrolled south of YANGDO.
 - 1645 Closed U.S.S. MADDOX and received by heaving line transfer spare parts for U.M.F. Type TDZ/RDZ.
 - 1920 Sighted and recovered body of Korean wearing U.S.N. type life jacket in position 120° YANGDO 4.5 miles.
 - 2030 Transferred corpse to YANGDO.
 - 2100 Commenced SWEET ADELINE PATROL.
- During the night ship illuminated Northern approaches to YANGDO with starshell.

Thursday 14th May.

- 0400 Ceased SWEET ADELINE - proceeded south of YANGDO.
- 0700 Proceeded on NORTHERN PATROL, U.S.S. GURKE in company.
- 1015 Carried out sweep into KYOJO WAN then proceeded to latitude 41°50'N.
- 1245 Carried out second sweep into KYOJO WAN - N 11 activity.

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...../1410 Sighted Russian

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1410 Sighted Russian Type M.31 mine (drifting) in position 41°22'N 129:52.5E. The mine was rusty and apparently unarmed. It was sunk without exploding by 40mm and small arms fire.

1700 Arrived YANGDO - NORTHERN PATROL completed.

2000 Proceeded to take night station at PACKAGE 3.

2230 Arrived PACKAGE 3.

Friday 15th May.

0153 Sighted south bound train.

0240 Sighted south bound train - illuminated DERAIL JIG in an effort to catch it there but to no avail.

0345 Left night station and proceeded to PACKAGE 4.

0830 Carried out interdiction firings at PACKAGE 4.

0950 Carried out interdiction firings at PACKAGE 3.

1045 Carried out interdiction firings at PACKAGE 2.

1350 Carried out interdiction firings at PACKAGE 1.

1600 Arrived YANGDO.

1700 COMDESDIV 282 (Captain MAYBERRY, U.S.N.) and staff came aboard for turnover conference. One R.O.K. K.M.C. post appendectomy also transferred from U.S.S. OWENS to H.M.A.S. ANZAC for medical care.

1830 Commanding Officer H.M.A.S. ANZAC assumed duties C.T.U. 95.2.2.

1845 U.S.S. OWENS departed YANGDO - chopped to C.T.F.77.

Task Unit Night Stations.

H.M.A.S. ANZAC - CADILLAC ONE } YANGDO Defence.
U.S.S. MADDOX - CADILLAC TWO }

U.S.S. GURKE - G.F.S. for U.S.S. PELICAN (A.M.S.) then PACKAGE 3.

2200 R.O.K.N. F.S. 902 arrived YANGDO.

During the night H.M.A.S. ANZAC intermittently illuminated YANGDO approaches.

Minesweeping - U.S.S. PELICAN carried out moored check sweep from UJIN DAN to PACKAGE TWO.

Saturday 16th May.

Task Unit Day Stations.

H.M.A.S. ANZAC - YANGDO defence.

U.S.S. MADDOX - PACKAGES ONE and TWO.

0700 U.S.S. GURKE refuelled from U.S.S. PLATTE thence

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- proceeded vicinity WONSAN for turnover to U.S.S. SHELTON.
- 1230 U.S.S. PLATTE escorted by R.O.K.N. frigate "IMJIN" arrived YANGDO area. H.M.A.S. ANZAC and U.S.S. MADDOX refuelled.
- 1330 U.S.S. SHELTON relieved U.S.S. GURKE in Task Unit 95.2.2.
- 1400 U.S.S. PELICAN departed YANGDO for WONSAN.
- 1545 H.M.A.S. ANZAC watered YANGDO. C.T.U. 95.2.2 conferred with Lieutenant GRIFFITHS, YANGDO second in command.
- 1830 U.S.S. SHELTON arrived YANGDO.
- 1840 U.S.S. SHELTON sighted and sank object about 5 feet long 2 feet diameter, with conical ends and wire cables at each end, in position 40:38N 129:26.5E.
- 1915 C.T.U. 95.2.2 conferred with Commanding Officer U.S.S. SHELTON.
- 2000 U.S.S. MADDOX sighted south bound loaded train at EA. 170020. Engaged target until 2117 causing one large fire and two secondary explosions. Aircraft call sign 'BUZZSAW 7' also bombed the train with U.S.S. MADDOX illuminating. Aircraft reported train engine on fire.

Task Unit Night Stations.

H.M.A.S. ANZAC - CADILLAC TWO }
U.S.S. SHELTON - CADILLAC ONE }
U.S.S. MADDOX - PACKAGE THREE

- 2100 R.O.K.N. F.S. 902 departed YANGDO for YODO.
- 2359 U.S.S. CONDOR (A.M.S.) arrived YANGDO as relief for U.S.S. PELICAN.

During the night U.S.S. SHELTON carried out routine illumination of YANGDO approaches. There was no observed activity at PACKAGE THREE.

Sunday 17th May.

Task Unit Day Stations.

- H.M.A.S. ANZAC - YANGDO defence.
U.S.S. MADDOX and U.S.S. SHELTON - NORTHERN PATROL.
- 0650 U.S.S. MADDOX closed H.M.A.S. ANZAC for transfer of guard mail by heaving line.
- 0800 Task Unit replenished from U.S.S. PICTOR (AF) (Fresh provisions).
- 0820 U.S.S. MADDOX and U.S.S. SHELTON proceeded on NORTHERN PATROL.
- 1015 H.M.A.S. ANZAC carried out interdiction shoot at PACKAGE ONE.
- 1040 H.M.A.S. ANZAC detonated by 40 mm. gunfire drifting M.26 mine in position 40:34N 129:18E. Mine appeared new and

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was rust and barnacle free.

- 1400 Commanding Officer U.S.S. CONDOR and YANGDO ISLAND
COMMANDER (Lieutenant NEFF, U.S.N.C.) boarded H.M.A.S.
ANZAC for conference with C.T.U. 95.2.2.
- 1600 U.S.S. MADDOX and U.S.S. SHELTON closed H.M.A.S. ANZAC
for transfer of guard mail by heaving line.
- 1640 H.M.A.S. ANZAC proceeded to cover PACKAGES ONE and TWO.
- 1700 U.S.S. MADDOX watered K.192 and supplied provisions to
YANGDO.
- 1845 H.M.A.S. ANZAC engaged small party enemy troops near
DERAIL ABLE. Troops dispersed.

Task Unit Night Stations.

H.M.A.S. ANZAC - G.F.S. for U.S.S. CONDOR, then PACKAGE TWO.

U.S.S. MADDOX - CADILLAC ONE
U.S.S. SHELTON - CADILLAC TWO.

Minesweeping - U.S.S. CONDOR carried out mag. acoustic
check sweep from UJIN DAN to PACKAGE TWO.

- 2340 H.M.A.S. ANZAC took up night station PACKAGE TWO on
completion providing G.F.S.

During the night U.S.S. MADDOX periodically illuminated
the approaches to YANGDO with starshell - Poor visibility
due to rain at PACKAGE TWO made train spotting innocuous.

Monday 18th May.

- 0435 U.S.S. MADDOX departed YANGDO for WINDSHIELD and to
proceed to WONCAN for turnover to U.S.S. BRADFORD.

Task Unit Day Stations

U.S.S. SHELTON - YANGDO defence

H.M.A.S. ANZAC - covering PACKAGE TWO

During the day U.S.S. SHELTON watered YANGDO.

- 1300 U.S.S. BRADFORD relieved U.S.S. MADDOX.
- 1400 C.T.U. 95.2.0 in/^{U.S.S.}JAMES E. KYES closed H.M.A.S. ANZAC off
PACKAGE TWO.
C.T.U. 95.2.2 proceeded to U.S.S. JAMES E. KYES for
conference with C.T.U. 95.2.0 (Captain J.C. OELFEL, U.S.N.C.)
- 1500 U.S.S. JAMES E. KYES proceeded to YANGDO to transfer .50
calibre machine guns to U.S.S. SHELTON.
- 1815 Commanding Officer and Operations Officer U.S.S. BRADFORD
boarded H.M.A.S. ANZAC for conference with C.T.U. 95.2.2.
- 1930 U.S.S. BRADFORD transferred U.S.S. SHELTON's medical officer
to her.
- 2000 H.M.A.S. ANZAC engaged light on shore south of SONGJIN at

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...../EA 170010

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EA. 170010. Light extinguished but results unobserved due to mist.

Task Unit Night Stations.

H.M.A.S. ANZAC - CADILLAC ONE

U.S.S. BRADFORD - CADILLAC TWO

U.S.S. SHELTON - PACKAGE TWO

During the night H.M.A.S. ANZAC periodically illuminated the approaches to YANGDO by starshell. There was no activity at PACKAGE TWO although U.S.S. GEORGE K. MCKENZIE at PACKAGE FOUR sighted a northbound train at 0137. U.S.S. JAMES E. KYES carried out a NORTHERN PATROL with negative results.

Tuesday 19th May.

Task Unit Day Stations.

H.M.A.S. ANZAC - YANGDO defence.

U.S.S. BRADFORD and U.S.S. SHELTON - NORTHERN PATROL

0830 Task Unit and U.S.S. JAMES E. KYES replenished from U.S.S. NAVASOTA (AO) and U.S.S. RAINIER (AE).

0845 U.S.S. BRADFORD and U.S.S. SHELTON departed on Northern Patrol.

1430 H.M.A.S. ANZAC using YANGDO S.F.C.P. carried out bombardments as follows

<u>Nature of Target</u>	<u>Location</u>	<u>Results</u>
O.P.	EA. 438159	Direct Hit
O.P. and Gun Emplacement	EA. 448179	Direct Hit
Gun Caves	EA. 442172	Two Direct Hits

These practices were carried out primarily to exercise the S.F.C.P.

1700 U.S.S. BRADFORD and U.S.S. SHELTON returned from Northern Patrol.

1730 U.S.S. SHELTON transferred guard mail to H.M.A.S. ANZAC and U.S.S. BRADFORD by heaving line.

Task Unit Night Stations.

U.S.S. SHELTON - CADILLAC ONE

H.M.A.S. ANZAC - CADILLAC TWO

U.S.S. BRADFORD - PACKAGE TWO.

2211 U.S.S. JAMES E. KYES and U.S.S. EVERSOLE, on Operation RATTRAP, stopped and destroyed a northbound train in the vicinity of PACKAGE FOUR.

Minesweeping - U.S.S. CONDOR carried out a moored check sweep from UJIN DAN to MUSA DAN.

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During the night U.S.S. SHELTON illuminated the approaches to YANGDO by starshell - NIL activity.

Wednesday 20th May.

- 0300 U.S.S. BRADFORD obtained small radar contact approaching from coast close to PACKAGE TWO. Contact was on course 090° Speed 5 knots. U.S.S. BRADFORD challenged by gunfire. No recognition signal seen.
- 0310 U.S.S. BRADFORD opened fire on contact which turned, headed towards beach and disappeared. Evaluated as possible ghost echo.
- 0400 H.M.A.S. ANZAC and U.S.S. SHELTON commenced SWEET ADELINE and CHRISTINE patrols due to fog in YANGDO area.
- 0545 U.S.S. BRADFORD relieved H.M.A.S. ANZAC on SWEET ADELINE. H.M.A.S. ANZAC proceeded on WINDSHIELD patrol.
- 1000 Visibility improved at YANGDO. U.S.S. SHELTON proceeded to cover PACKAGES ONE and TWO. Fired 4 rounds harassing fire at PACKAGE ONE.
- 1145 U.S.S. SHELTON recovered 5 survivors and found wreckage in position EV.123782. Initial interrogation indicated that these men were survivors from covert mission which had been destined to land at EV.062805. YANGDO had just reported that this mission was overdue and had corrected the destination co-ordinates which had previously been given as EA. 670805. Subsequent investigation showed that U.S.S. BRADFORD had sunk this craft and the matter is now the subject of a Court of Inquiry convened by the Commander Task Force 95.
- 1200 H.M.A.S. ANZAC fired at troops on the breakwater at DV.932725. Troops dispersed.
- 1215 H.M.A.S. ANZAC joined U.S.S. SHELTON in searching for possible survivors.
- 1250 U.S.S. SHELTON proceeded to YANGDO to land survivors.
- 1430 H.M.A.S. ANZAC recovered bodies of two KOREANS from water in position 40:27N 129:09.2E.
- During the search H.M.A.S. ANZAC utilised 40 mm. gunfire to break up the wreckage of two small sampans.
- 1515 H.M.A.S. ANZAC abandoned search and proceeded to YANGDO.
- 1630 Commanding Officers U.S.S. BRADFORD, U.S.S. SHELTON, YANGDO Island Commander and C.C.R.A.K. representative on YANGDO Island came aboard H.M.A.S. ANZAC for investigation into loss of sampan and crew - corpses from H.M.A.S. ANZAC landed on YANGDO for identification and burial.
- 1830 H.M.A.S. ANZAC proceeded on NORTH WINDSHIELD.

Task Unit Night Stations.

H.M.A.S. ANZAC - PACKAGE TWO

U.S.S. BRADFORD - CADILLAC ONE

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U.S.S. SHELTON - CADILLAC TWO.

During the night U.S.S. BRADFORD provided routine starshell illumination for YANGDO approaches. H.M.A.S. ANZAC fired 2 rounds H.E. plus 2 starshell at PACKAGE TWO. Visibility at PACKAGE TWO was very poor due to fog.

Thursday 21st May.

In the early hours of the morning U.S.S. SHELTON commenced SWEET ADELINE and U.S.S. BRADFORD - CHRISTINE due to thick fog. U.S.S. SHELTON reported Sonar contacts, possible mines, at EA.458130 and EA.432127.

Task Unit Day Stations.

H.M.A.S. ANZAC and U.S.S. BRADFORD - NORTHERN PATROL.
U.S.S. SHELTON - YANGDO defence.

- 0930 C.T.U. 95.6.2 in U.S.S. DEXTROUS (AM) with U.S.S. RUDDY (AM) arrived YANGDO.
U.S.S. DEXTROUS refuelled U.S.S. CONDOR.
- 0900 - 1200 Thick fog prevailed at YANGDO. All ships of the Task Unit patrolled in vicinity.
- 1200 Fog cleared - H.M.A.S. ANZAC and U.S.S. BRADFORD departed on Northern Patrol. Visibility in KYOJO WAM was nil due to fog. No activity observed or detected.
- 1830 H.M.A.S. ANZAC and U.S.S. BRADFORD returned YANGDO.
U.S.S. SHELTON proceeded to PACKAGE TWO.
- 1845 U.S.S. DEXTROUS and U.S.S. RUDDY departed YANGDO.
- 1900 U.S.S. CONDOR carried out moored sweep north of YANGDO to investigate U.S.S. SHELTON's contacts - Negative results to 40 feet - and continued to southward to WONSAN, sweeping enroute.

Task Unit Night Stations.

H.M.A.S. ANZAC - SWEET ADELINE and CADILLAC ONE.
U.S.S. BRADFORD - CHRISTINE and CADILLAC TWO.
U.S.S. SHELTON - PACKAGE TWO.

- 2340 U.S.S. SHELTON proceeded to PACKAGE THREE to assist U.S.S. EVERSOLE who had stopped a south bound train in the tunnel at DV.845764. Using her motor whaleboat 1000 yards from the target for spotting she obtained probable rail cuts either side of the tunnel.

Friday 22nd May.

Task Unit Day Stations.

H.M.A.S. ANZAC - YANGDO defence.
U.S.S. SHELTON - PACKAGE 3.
U.S.S. BRADFORD - PACKAGE 1 and 2.

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...../0700 H.M.A.S. ANZAC

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- 0700 H.M.A.S. ANZAC and U.S.S. BRADFORD refuelled alongside from U.S.S. MISPELLION (AO) - the Commanding Officer breakfasting in U.S.S. MISPELLION with C.T.U. 92.1.1.
- 0800 U.S.S. BRADFORD proceeded to relieve U.S.S. SHELTON at PACKAGE THREE whilst latter refuelled.
- 1000 H.M.A.S. ANZAC watered YANGDO.
- 1030 U.S.S. SHELTON refuelled.
- 1200 U.S.S. SHELTON back on station PACKAGE THREE. U.S.S. BRADFORD proceeded to PACKAGES ONE and TWO.

During the day U.S.S. SHELTON and U.S.S. BRADFORD interdicted PACKAGES ONE, TWO and THREE.

Task Unit Night Stations.

H.M.A.S. ANZAC - CADILLAC TWO and CHRISTINE.
U.S.S. SHELTON - CADILLAC ONE and SWEET ADELINE.
U.S.S. BRADFORD - PACKAGE 3.

With the passage of a depression to the south the night was somewhat unpleasant with rain and a heavy swell.

Saturday 23rd May.

Task Unit Day Stations.

H.M.A.S. ANZAC and U.S.S. SHELTON - YANGDO defence.
U.S.S. BRADFORD - WINDSHIELD until 1230 then YANGDO defence.

- 0600 U.S.S. SHELTON supplied YANGDO with provisions.
- 1300 C.T.G. 95.2 (Rear Admiral W.G. SCHINDLER) in U.S.S. JAMES E. KYES arrived YANGDO to conduct court of inquiry re loss of covert mission craft at 0300 20th May. The swell made boatwork impracticable and C.T.U. 95.2.2 and the Commanding Officer and witnesses from U.S.S. BRADFORD were transferred to U.S.S. JAMES E. KYES by jackstay. All ships of T.U. 95.2.2 then patrolled YANGDO area until 1815 when the Commanding Officers of H.M.A.S. ANZAC and U.S.S. BRADFORD returned to their ships by jackstay.

Task Unit Night Stations.

H.M.A.S. ANZAC - PACKAGE 3.
U.S.S. JAMES E. KYES - PACKAGE 2.
U.S.S. BRADFORD - CADILLAC ONE.
U.S.S. SHELTON - CADILLAC TWO.

- 2100 Aircraft reported seeing train in the vicinity of EV.106859 H.M.A.S. ANZAC proceeded to the position and at 2145 opened fire on a small fire burning on shore. However fire appeared to have been started by aircraft flares and after firing 12 rounds H.E. H.M.A.S. ANZAC proceeded to PACKAGE THREE. There was no further activity during the night.

Sunday 24th May.

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...../0340 H.M.A.S. ANZAC

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- 0340 H.M.A.S. ANZAC fired 2 H.E. at PACKAGE 3 prior to departure for day station.
Task Unit Day Stations.
H.M.A.S. ANZAC and U.S.S. SHELTON - NORTHERN PATROL.
U.S.S. BRADFORD - YANGDO defence.
- 0800 C.T.U. 95.2.2, Commanding Officers U.S.S. BRADFORD and U.S.S. SHELTON and witnesses from YANGDO transferred by boat to U.S.S. JAMES E. KYES for continuation of court of inquiry.
- 0900 U.S.S. SHELTON and H.M.A.S. ANZAC proceeded on Northern Patrol. - The patrol was made in good visibility except over CHONGJIN city itself - Negative activity.
- 1700 U.S.S. SHELTON and H.M.A.S. ANZAC returned YANGDO.
- 1750 C.T.G. 95.2 (Commander Cruiser Division Three) (Rear Admiral W.G. SCHINDLER, U.S.N.) called on Commanding Officer H.M.A.S. ANZAC accompanied by C.T.U. 95.2.0 (Captain J.C. WOELFUL, U.S.N.) and the other members of the Court and the Commanding Officer, U.S.S. JAMES E. KYES (Commander J.A. THACHER, U.S.N.)
Task Unit Night Stations.
H.M.A.S. ANZAC - CADILLAC ONE
U.S.S. BRADFORD - CADILLAC TWO
U.S.S. SHELTON - PACKAGE TWO.
- 1930 U.S.S. JAMES E. KYES departed area.
There was no activity during the night apart from routine illumination of YANGDO approaches by H.M.A.S. ANZAC.

Monday 25th May.

- Task Unit Day Stations.
H.M.A.S. ANZAC - YANGDO defence.
U.S.S. BRADFORD and U.S.S. SHELTON - NORTHERN PATROL.
- 0630 U.S.S. BRADFORD and U.S.S. SHELTON departed on Northern Patrol.
- 0800 U.S.S. CONDOR arrived and anchored YANGDO.
- 1030 H.M.A.S. ANZAC watered YANGDO.
- 1330 H.M.A.S. ANZAC carried out training firings, using YANGDO S.F.C.P., at targets on the mainland.
- 1500 U.S.S. BRADFORD and U.S.S. SHELTON returned from Northern Patrol. No activity.
- 1530 U.S.S. BRADFORD and U.S.S. SHELTON transferred guard mail to H.M.A.S. ANZAC by heaving line.
- 1630 H.M.A.S. ANZAC carried out training shoot at NANDO.
- 1600 - 2000 U.S.S. SHELTON carried out WINDSHIELD.
- Task Unit Night Stations.
H.M.A.S. ANZAC - CADILLAC TWO
U.S.S. SHELTON - CADILLAC ONE
U.S.S. BRADFORD - PACKAGE THREE.
- There was no activity during the night.
Minesweeping. U.S.S. CONDOR check swept from UJIN DAN to MUSA DAN.

...../Tuesday 26th May

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Tuesday 26th May.

- 0430 H.M.A.S. ANZAC, U.S.S. BRADFORD and U.S.S. EVERSOLE commenced replenishing from U.S.S. NAVASOTA (AO), U.S.S. VESUVIUS (AE) and U.S.S. POLARIS (AF) in thick fog.
- 0530 U.S.S. SHELTON embarked acute appendicitis case from YANGDO.
- 0600 H.M.A.S. ANZAC transferred Medical Officer to U.S.S. NAVASOTA.
- 0730 H.M.A.S. ANZAC proceeded YANGDO - U.S.S. SHELTON proceeded alongside U.S.S. NAVASOTA.
During the forenoon H.M.A.S. ANZAC's Medical Officer assisted by U.S.S. SHELTON's Medical Officer carried out an appendectomy on R.O.K. .M.C. - Operation was successful and the patient was taken to SASEBO for hospitalisation by U.S.S. NAVASOTA.
- 0900 H.M.A.S. ANZAC arrived YANGDO.
Task Unit Day Stations.
H.M.A.S. ANZAC - YANGDO.
U.S.S. BRADFORD - WINDSHIELD.
- 1015 H.M.A.S. ANZAC watered YANGDO.
- 1345 H.M.C.S. HAIDA, after refuelling from replenishment unit, arrived YANGDO. Commanding Officer and staff boarded H.M.A.S. ANZAC for turnover conference.
- 1500 Commanding Officer H.M.C.S. HAIDA relieved Commanding Officer H.M.A.S. ANZAC as C.T.U. 95.2.2. H.M.A.S. ANZAC proceeded towards WONSAN to recover Medical Officer.
- 1830 H.M.A.S. ANZAC rendezvoused with U.S.S. SHELTON, Medical Officer rejoined, having been transferred to SHELTON from NAVASOTA via U.S.S. BRINKLEY BASS.
- 1845 H.M.A.S. ANZAC proceeded for Heavy Drone Firings west of MIHO, having been chopped to the operational control of C.T.G. 95.1.

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(Enclosure No. 2 to the Commanding Officer, H.M.A.S. ANZAC's
letter number S.C. 161 dated 28th May, 1953.)

APPENDIX BAKER

LIST OF SHIPS AND COMMANDING OFFICERS WHICH SERVED IN
TASK UNIT 95.2.2 DURING THE PERIOD 15TH MAY - 26TH MAY, 1953

Commander Task Unit - Acting Captain J.S. MESLEY, D.S.C., R.A.N. in
H.M.A.S. ANZAC

H.M.A.S. ANZAC - Acting Captair J.S. MESLEY, D.S.C., R.A.N.

U.S.S. GURKE (DD783) - Commander E.J. FOOTE, U.S.N.
(detached 16th May)

U.S.S. MADDOX (DD731) - Commander H.A. HANNA, U.S.N.
(detached 18th May)

U.S.S. BRADFORD (DD545) - Commander A.L. KOBAY Jr., U.S.N.
(arrived 18th May)

U.S.S. SHELTON (DD790) - Commander P.W. FRAZIER, U.S.N.
(arrived 16th May)

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H.M.A.S. ANZAC,
at Hong Kong,
1st May, 1953.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS
APRIL, 1953
(ALL TIMES ZONE - 9)

Sir,

I have the honour to submit the Report of Proceedings for the month of April, 1953 of H.M.A.S. ANZAC under my command.

5th - 11th April - AT KURE.

2. At 0830 Sunday 5th I joined H.M.A.S. ANZAC at No. 5 Berth KURE and at 1100 assumed the duties of Commanding Officer and Captain (D), Tenth Destroyer Squadron from Captain G.G.O. GATACRE D.S.C. and Bar, R.A.N. Captain GATACRE left the ship for IWAKUNI and air passage to AUSTRALIA the same afternoon.

3. Whilst awaiting the arrival of ANZAC, the Naval Officer in Charge KURE, Commander L. GELLATLY, D.S.C., R.A.N. kindly accommodated me in his official residence. I also paid a two day visit to SASEBO where I had the honour and pleasure of lunching with the Flag Officer, Second-in-Command, Far East Station, Rear Admiral E.G. CLIFFORD C.B. This visit afforded an admirable opportunity of meeting the staff of the Flag Officer Second-in-Command and I received an excellent briefing from them.

4. The ship's short stay in KURE afforded a good opportunity for recreation and full advantage was taken of the sporting facilities available at the port. As much leave as possible consistent with maintenance requirements was given.

5. During this period I exchanged official calls with the Chief of Staff to the Commander-in-Chief British Commonwealth Forces KOREA, Brigadier DALTON D.S.O. and Bar; the Commanding Officer, H.M.S. NEWCASTLE, Captain W.F.H.C. RUTHERFORD, R.N.; and the Commanding Officer, H.N.M.S. JOHAN MAURITS VAN NASSAU, Commander N.W. SLUIJTER, R.N.N.

6. On Wednesday 8th April I entertained at a dinner party the Brigadier Commanding the Australian Component of the British Commonwealth Forces JAPAN, Brigadier I. CAMPBELL D.S.O. and Bar; the Officer Commanding the R.A.A.F. wing in JAPAN, Group Captain CHAPMAN, D.F.C., R.A.A.F.; the Commanding Officer, H.N.M.S. JOHAN MAURITS VAN NASSAU, Commander N.W. SLUIJTER, R.N.N. and two officers of ANZAC.

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7. On Thursday 9th April, I entertained at luncheon the Naval Officer-in-Charge, Kure, Commander L. GELLATLY, D.S.C., R.A.N.

10th - 23rd APRIL - OPERATING IN TASK UNIT 95.1.1.

8. At 1100 Friday 10th ANZAC cast off and proceeded to the Quarantine Anchorage to await the arrival of the troopship DILWARRA in order to embark three ratings for passage to ships on the West Coast. At 1545 the ratings were embarked and the ship proceeded for a West Coast Carrier Patrol.

9. The night passage through SHIMINOSEKI STRAITS was uneventful, and at 1000 Saturday 11th after carrying out long and close range A.A. Sleeve Firings in Area George the ship rendezvoused with U.S.S. BATAAN to escort her to the carrier operating area.

10. During the afternoon on passage across the JAPAN SEA, U.S.S. BATAAN carried out deck landing practices. At midnight, H.M.S. GLORY wearing the flag of the Flag Officer, Second-in-Command, Far East Station was met north of MACKAU and the destroyers U.S.S. HIGBEE and H.M.C.S. HAIDA joined from her screen. I assumed the duties of screen commander and a three ship bent line screen was formed on U.S.S. BATAAN and the passage to Area Nan continued.

11. At 0545 Sunday 12th normal flying operations commenced. On completion of the first fly off an A.A. rapid opening fire exercise was carried out and at 0700 U.S.S. HERBERT J. THOMAS joined the screen having been carrying out an E.C.M. search inshore during the previous 24 hours.

12. During the forenoon, between flying operations all destroyers in turn, proceeded alongside U.S.S. BATAAN for transfer of mail freight and personnel.

13. Divine Service was conducted in the Wardroom by Chaplain DWYER, of U.S.S. BATAAN who was ^{FERRIED} ~~passed~~ onboard by helicopter.

14. At 1500 I turned over the duties of screen commander to U.S.S. HIGBEE and at 1530 ANZAC was detached and proceeded to YONGPYONG DO to refuel and transfer personnel and stores to the tanker. At 1840 ship secured alongside R.F.A. WAVE KNIGHT and at 2020 having embarked 250 tons of furnace fuel oil proceeded to rejoin Task Unit 95.1.1., taking up her screening station again at 0130 the following morning.

15. On Monday 13th flying operations continued in perfect weather. H.M.C.S. HAIDA proceeded inshore during the day to refuel, and on rejoining at 1615, U.S.S. THOMAS was detached to refuel and proceed to the East Coast.

16. At 1045 Tuesday 14th I reassumed the duties of screen commander from U.S.S. HIGBEE. Flying operations during the early part of the day were hampered by low lying fog patches, but these all cleared by noon. U.S.S. HIGBEE topped up with fuel from U.S.S. BATAAN during the afternoon. ANZAC carried out a double echo radar calibration exercise using U.S.S. BATAAN as target ship.

17. At 0600 Wednesday 15th, after the first fly off A.A. rapid opening fire exercises were carried out by all ships. At 0815 U.S.S. ULVERT M. MOORE joined the task unit and U.S.S.

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HIGGEE was detached to proceed to INCHON for a special mission. U.S.S. COWELL also joined the task unit at 1030. Flying operations continued throughout the day and at 1500 after turning over the duties of screen commander to U.S.S. COWELL, ANZAC detached to fuel at YONGPYONG DO alongside R.F.A. WAVE PRINCE at 1730. On completion of fuelling the ship proceeded to rejoin Task Unit 95.1.1. and at 0030 took station in the screen.

18. The fine and ideal flying weather continued on Thursday 16th. The usual early morning raid opening fireexercise was followed by U.S.S. COWELL proceeding alongside U.S.S. BATAAN to transfer a sick man to her. At 0715 I reassumed the duties of Screen Commander. At 1500 U.S.S. ULVERT M. MOORE was detached to fuel and she rejoined the Task Unit at 0130 the following morning.

19. On Friday 17th air operations proceeded as usual. At 1530 H.M.C.S. NAIDA detached to refuel and rejoined the Task Unit at 0100. U.S.S. ULVERT M. MOORE was then detached to top up.

20. At 0830 Saturday 18th H.M.C.S. NAIDA proceeded alongside U.S.S. BATAAN to transfer mails for the Task Unit to her. Soon afterwards the helicopter brought a very welcome mail to ANZAC. At 1030 U.S.S. ULVERT M. MOORE rejoined and U.S.S. COWELL was, in turn, detached to refuel. On the letters return at 1815, U.S.S. ULVERT M. MOORE proceeded to Sasebo.

21. On Sunday 21st, the presence of fog extending twenty five miles offshore caused flying operations to be fairly hazardous. However a full flying programme was carried out, with the C.A.F. being employed to seek out clear areas. Fortunately by early afternoon a southerly breeze materialised and visibility became normal. Once again U.S.S. BATAAN was kind enough to send her padre across for Divine Service. At 1630 ANZAC was detached to refuel and join H.M.S. GLORY (the relieving carrier) the following forenoon. At 2020 ship anchored in POLKA anchorage YONGPYONG DO and at 2300 H.M.A.S. CULSOA, who is carrying out her first operational patrol, arrived to transfer four ratings to ANZAC.

22. At 0530 Monday 20th ship proceeded alongside R.F.A. WAVE PRINCE to refuel. On completion course was set to join U.S.S. GLORY and at 1030 ANZAC took station in the screen, which consisted of H.M.S. CHARITY, U.S.S. SOUTHERLAND and U.S.S. COWELL. In addition H.M.S. NEWCASTLE wearing the flag of the Flag Officer, Second-in-Command, Far East Station, Rear Admiral E.G.A. CLIFFORD, C.B. was present. She had brought the Commander-in-Chief, Far East Station Vice Admiral Sir Charles LAMBE, K.C.B., C.V.O., (who is at present carrying out a tour of the Korean theatre) to Task Unit 95.1.1. to witness the days operations.

23. During the forenoon the Commander-in-Chief, accompanied by the Flag Officer, Second-in-Command transferred to H.M.S. GLORY via H.M.S. CHARITY and spent the majority of the day witnessing carrier operations from GLORY. It is understood that he flew in one operational sortie. At 1600 ANZAC proceeded alongside H.M.S. GLORY and Vice Admiral Sir Charles LAMBE and Rear Admiral E.G.A. CLIFFORD with their Flag Lieutenants were transferred to us by jackstay. The Commander-in-Chief then walked around the ship and spoke to individual members of the ship's company. At 1700 ANZAC proceeded alongside H.M.S. NEWCASTLE and transferred our distinguished visitors to that ship. Before leaving the Commander-in-Chief was kind enough to congratulate me on the appearance of the ship.

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24. On completion of the transfer H.M.S. NEWCASTLE proceeded to PAENGYONG DO and ANZAC rejoined the screen. At 1730 U.S.S. COWELL detached to refuel and at 2200 I assumed the duties of screen commander from H.M.S. CHARITY.

25. At 0600 Tuesday 21st a rapid opening fire exercise was carried out after the first fly off. Shortly afterwards U.S.S. COWELL rejoined the screen. Flying operations continued as usual throughout the day. H.M.S. CHARITY detached during the afternoon to collect mails for the Task Unit from H.M.C.S. ATHABASKAN and rejoined at 1650. At this time U.S.S. SOUTHERLAND proceeded inshore to carry out an E.C.M. search. During the early hours of the evening after the last fly on H.M.S. GLORY refuelled H.M.S. CHARITY.

26. Wednesday 22nd was uneventful, some personnel from H.M.F. GLORY for passage to Hong Kong being transferred to H.M.A.S. ANZAC by jackstay in the dog watches. The weather continued to be perfect - a marked feature of this patrol.

THURSDAY 23RD APRIL

27. At 0615, H.M.S. CONSORT joined the task unit and after proceeding alongside her for jackstay transfer of mails, H.M.A.S. ANZAC proceeded to YONGPYONG DO to refuel. At 1030, having topped up with fuel and water, the ship cast off from R.F.A. WAVE PRINCE and proceeded for HONG KONG.

23rd APRIL - 27th APRIL - PASSAGE TO HONG KONG.

28. The passage to Hong Kong was uneventful and was made in fine weather. A squid pattern was fired for exercise on the YANGTSE bank, but the subsequent fishing was disappointing.

29. At 0930 Monday 27th Long and Glose Range A.A. Sleeve Firings were carried out in the approaches to Hong Kong. On completion of the firings ship proceeded into harbour and after refuelling from R.F.A. WAR AFRIDI, and reammunitioning in the Western Dangerous Goods Anchorage, secured alongside the West Wall at 1600.

27th APRIL - 30th APRIL - AT HONG KONG.

30. The end of the month saw the ship enjoying a period of rest and recreation. The excellent shopping and sporting facilities of the port are being used to the full. Opportunity has also been taken to take advantage of the training facilities afforded and the M.A.S.T.U. and A.T.U. have provided refresher training for the A/S team.

31. I called officially on the Commodore-in-Charge, Hong Kong, Commodore H.G. DICKENSON, D.S.C. on Tuesday 28th. Official calls were also exchanged with the Captain(D), 8th Destroyer Squadron, Captain W.A. ADAIR, O.B.E., R.N. in H.M.S. COSSACK, the Captain (F) 3rd Frigate Squadron, Captain R.L.H. MARSH, R.N. in H.M.S. CRANE, the Australian Trade Commissioner to Hong Kong, Mr. Sullivan; and the Commanding Officers of H.M.S. OPOSSUM and MORECOMBE BAY.

32. In accordance with the local practice I paid official calls on His Excellency the Governor, The Commander British Forces and the Air Officer Commanding by signing the visitors books.

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33. On Wednesday 29th I had the privilege and pleasure of lunching with Commodore and Mrs. Dickenson.

34. On Thursday 30th Commodore Dickenson paid an informal visit to, and walked round the ship.

CONDITION OF THE SHIP

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

ARMAMENT

36. During the last two patrols on the carrier screen every opportunity has been taken to carry out Target Acquisition Drills with Type 275 and type 262 and favourable results have been achieved. So far all exercises have been with piston engined aircraft though it is hoped to obtain the services of jet aircraft in the near future.

The Long Range A.A. firings carried out on 27th April were unsuccessful as strobe wander on Type 275 caused over-ranging.

OFFICERS MOVEMENTS.

37. Acting Commissioned Ordnance Engineer C.L. GOODWIN, R.A.N. joined the ship during the month and relieved Commissioned Ordnance Engineer L.A. STONEBRIDGE, R.A.N. who was discharged to H.M.A.S. LONSDALE (Navy Office for Office of Director of Underwater Weapons).

TRAINING

38. It is hoped to pass out the second higher rates training class during the current visit to Hong Kong.

SPORT AND RECREATION

39. The Rugby Season has been rounded off with three matches all resulting in wins for the ship's team. Noticeable amongst these was the defeat of the New Zealand Detachment at KURE. This team were the runners up in the All Japan Rugby competition.

HEALTH AND CONDUCT OF THE SHIP'S COMPANY

40. The health and conduct of the Ship's Company remains satisfactory. During the month annual medical examinations of the officers and ship's company were held. Thirty Five further cases of Venereal disease were reported.

(SGD.) J. S. MESLEY

ACTING CAPTAIN

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APPENDIX "A"

MONTHLY STEAMING FIGURES - APRIL, 1953

Distance steamed during the month	<u>7,467.8 Miles</u>
Hours underway during the month	483 21/60
Distance run per ton of Oil Fuel	3.99 miles
Distance steamed since Commissioning	88,595.74 Miles
Average Speed since Commissioning.	14.58 Knots
Total hours underway since Commissioning	6,075 19/60
Date of Commissioning	14th March, 1951

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APPENDIX "B"

WHALE OBSERVATIONS

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H.M.A.S. ANZAC,
at Koro,
5th April, 1953.

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

(Copies to : The Flag Officer, Second-in-Command,
RAN 1ST STATION,
The Secretary, NAVAL BOARD,
The Director of Naval Intelligence,
Navy Office, MELBOURNE,
Captain (D), 10th Destroyer Squadron.)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS
MARCH, 1953
(ALL TIMES ZONE-9)

Sir,

I have the honour to submit the following Report of Proceedings for the month of March, 1953 of H.M.A.S. ANZAC under my command.

1st - 7th March - Operating as Commander Task Units 95.1.4 and 95.1.5.

2. The proceedings of H.M.A.S. ANZAC whilst commanding Task Units 95.1.4 and 95.1.5 have been reported in my letters S.C.161 of 5th March, 1953 and S.C.161 of 9th March, 1953.

7th - 12th March - Operating in Task Unit 95.1.1

3. At 0100 Saturday 7th March and having handed over the duties of C.F.U. 95.1.5 to H.M.S. OPOSSUM, H.M.A.S. ANZAC proceeded from the WORTHINGTON area to join T.U. 95.1.1. Rendezvous with U.S.S. BATHAN was effected at 0600 and H.M.A.S. ANZAC joined with H.M.C.S. CRUSADER and U.S.S. HANSON in forming her screen.

4. At 0930 mail for the Task Unit was transferred from H.M.A.S. ANZAC to U.S.S. BATHAN by jackstay. Normal flying operations took place throughout the day and at 1430 I assumed the duties of screen commander. At 1550 U.S.S. McCORD joined the Task Unit and screen and H.M.C.S. CRUSADER was detached to proceed inshore to refuel. She rejoined at 2355.

5. On Sunday 8th U.S.S. BATHAN kindly sent her Chaplain to H.M.A.S. ANZAC by helicopter and he conducted a short general Divine Service and afterwards heard confessions. This was the first time I had met the U.S.N. practice of a Roman Catholic Priest delivering a "General" Divine Service for all when no other Chaplain is present to cater for the needs of other denominations. It is obviously a very sensible arrangement and we much enjoyed our "General" Divine Service. Coming and going by helicopter, made the Padre indeed a sky Pilot. Afterwards I entertained him to lunch and he rejoined his ship by helicopter during the afternoon. At 1530 U.S.S. HANSON was detached to refuel and carry out a 24 hour special E.C.M. search inshore. During the

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night, Task Unit 95.1.1 closed the coast of SHANTUNG PENINSULA to thirteen miles in the hope of obtaining data on possible CHINESE coastal radar stations.

6. On Monday 9th carrier operations took place in still, sunny weather. At 1430 I turned over the duties of screen commander to U.S.S. McCORD and at 1530 H.M.A.S. ANZAC proceeded to YONGPYONG DO to refuel from R.P.A. WAVE KNIGHT. H.M.A.S. ANZAC rejoined T.U. 95.1.1 again at 2300. U.S.S. HANSON rejoined the Task Unit at 0215 the following morning.

7. At 1130 Tuesday 10th I reassumed the duties of screen commander. Severe icing conditions hampered the carrier air operations and in the afternoon these conditions stopped them for two hours. At 1330 U.S.S. McCORD proceeded inshore to refuel. She rejoined the screen at 2100.

(HOWEVER) 8. Throughout the night, with the passage of a frontal system, the weather deteriorated and a northerly gale was blowing by the early morning of Wednesday 11th, a very marked cold front passed through during the forenoon and air operations were then recommenced in weather which rapidly moderated.

9. At 1530 H.M.C.S. CRUSADER was detached to refuel. She rejoined at 2230 bringing mails for all ships of the Task Unit.

10. During the forenoon of Tuesday 12th the mails were delivered to the screen by helicopter and jackstay transfer. Strong north westerly winds and poor visibility caused flying operations to be postponed until the afternoon. At 1530 I turned over the duties of Screen Commander to U.S.S. HANSON and H.M.A.S. ANZAC was detached from the Task Unit 95.1.1 to proceed to YONGPYONG DO. On arrival at 1830 a nasty ground swell prevented H.M.S. BIRMINGHAM lowering her boat with her crane and the usual turnover conference was therefore abandoned. Turnover notes and some fresh provisions were transferred from H.M.S. BIRMINGHAM by H.M.A.S. ANZAC's motor cutter whilst the ship was maneuvered to afford a lee. Finally H.M.A.S. ANZAC anchored in POLAR anchorage at 2010 and at 2200 I assumed the duties of C.T.U. 95.1.2.

12th - 17th March - Operating as Commander Task Unit 95.1.2 and O.T.C. WEST COAST

11. The proceedings of H.M.A.S. ANZAC whilst I was commanding Task Unit 95.1.2 and acting as O.T.C. West Coast have been reported in my letter S.C.161 dated 18th March, 1953.

17th - 24th March - YONGPYONG DO to SASEBO and at SASEBO.

12. At 1430 Tuesday 17th, having turned over the duties of Commander Task Unit 95.1.2 and O.T.C. West Coast to the Commanding Officer H.M.S. BIRMINGHAM, H.M.A.S. ANZAC proceeded for SASEBO.

13. At 1030 Wednesday 18th Long and Close Range A.A. Sleeve Firings were carried out in Area GEORGE. The main armament shot down one sleeve with the fire control system in A.A. Emergency. The close range A.A. firings were of a high standard, due to the constant tracking practice obtained on the carrier screen. At 1430 the ship entered SASEBO harbour and after refuelling at JOSCO secured alongside H.M.S. MOUNTS BAY at X2 Buoy.

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14. During the six day stay at **SASEBO** notice for steam was extended 24 hours and maintenance and upkeep were progressed with dockyard assistance.

15. Whilst in **SASEBO** I exchanged official calls with the Commanding Officer H.M.S. **MOUNTS BAY** (Captain A.F.F. **LEWIS**, R.N.), the Commanding Officer H.M.C.S. **CRUSADER** (Lieutenant Commander J.H. **BOVAY**, R.C.N.) and the Commanding Officer H.M.S. **ST BRIDES BAY** (Commander J.G.P. **WESTERN**, R.N.). I also had the pleasure of entertaining to dinner onboard H.M.A.S. **ANZAC** the Commander Task Force 95. (Rear Admiral C.E. **OLSEN**, U.S.N.), his Chief of Staff (Captain E.S. **SCHANZE**, U.S.N.), the Commanding Officer U.S.S. **BATAAN** (Captain S. **MILLER**, U.S.N.) and the Chief Staff Officer to the Flag Officer, Second-in-Command Far East Station (Captain R. **LEONARD**, D.S.C., R.N.)

16. After Divisions on Sunday 22nd, lower deck was cleared and the certificate signed by the Flag Officer Commanding, H.M. **AUSTRALIAN FLEET** commending the fine example and disregard of personal safety shown by Petty Officer **DOOLBY** was read and was handed to him. This rating had worked in the dark over the side in icy water to recover a motor cutter after a fall had parted. Opportunity was taken to address the ships company on the subject of visits to Japanese ports (in the sense of a personal memorandum addressed to the Commanding Officers by the Flag Officer, Second-in-Command, Far East Station) and to bring to the ship's company the terms of A.F.O. 599/53.

17. It had been hoped to arrange a match between the ship's Rugby team and **NAGASAKI** during this visit. In the event however this proved impossible and our Rugby activities were confined to beating H.M.S. **BIRMINGHAM** in a close game.

25th March - 3rd April - Operating in Task Unit 95.1.1

18. At 0600 Wednesday 25th H.M.A.S. **ANZAC** proceeded in company with U.S.S. **BATAAN** to the West Coast for carrier operations. On passage through Area **GEORGE**, Long and Close Range A.A. Sleeve Firings were carried out. Accurate shooting by the Close Range Weapons again brought down a sleeve. The passage to the operating area was made in the roughest weather the ship has experienced in Korean waters. By mid afternoon a Force 8 gale was blowing and by midnight the speed of the force was reduced to 10 knots. Seas were steep and high and ships were labouring in them.

19. It was with profound regret that we learned during the day of the Dowager Queen, Her Majesty Queen Mary. Our ensign was half-masted on receipt of the sad news and it remained at half-mast until sunset 31st March.

20. At 2100 U.S.S. **BATAAN** assumed the duties of C.T.U. 95.1.1 and soon after, when H.M.S. **GLORY** was met, U.S.S. **COWELL** was detached from her and joined our Task Unit. I assumed the duties of Screen Commander at this time.

21. During Thursday 26th, the weather moderated slowly although conditions were still unpleasant for the destroyers. However flying operations were commenced on a normal schedule. During the forenoon U.S.S. **HIGBEE** and H.M.S. **CHARITY** reported for duty in Task Unit 95.1.1 and joined the screen. During the afternoon all destroyers in turn closed U.S.S. **BATAAN** for jackstay transfers. At 1545 U.S.S. **COWELL** was detached to

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refuel at YONGPYONG DO, and she rejoined at 0100 the following morning.

22. Friday 27th saw a normal day's flying operations in pleasant weather. One of U.S.S. BATAAN's Corsairs was shot down about twenty miles north of CHODO but the efficient inshore rescue organisation soon had the pilot safely taken up by a helicopter.

At 1700 U.S.S. HIGBEE was detached to carry out an E.C.M. search inshore. She rejoined at first light the following morning.

23. At 1130 Saturday 28th, H.M.A.S. ANZAC was detached to refuel underway from R.F.A. WAVE PRINCE. The latter, escorted by H.M.S. MOUNTS BAY and H.M.S. ST. BRIDES BAY was at sea in Area NAN to refuel H.M.S. NEWCASTLE. On leaving the screen I turned over the duties of Screen Commander to U.S.S. HIGBEE. On meeting the replenishment group H.M.A.S. ANZAC proceeded alongside the tanker's port side. H.M.S. NEWCASTLE, wearing the flag of the Flag Officer Second-in-Command, Far East Station, had already commenced fuelling on the starboard side of the tanker. At 1415, having completed refuelling, H.M.A.S. ANZAC proceeded to rejoin T.U. 95.1.1. H.M.S. CHARITY was then detached to refuel and she rejoined the Task Unit by 1800. During the night, T.U. 95.1.1 closed the SHANPUNG PENINSULA to 15 miles in order to carry out an E.C.M. search.

24. At 0630 on Sunday 29th an A.A. Rapid Opening Fire Exercise was carried out after the first take-off. At 0815 U.S.S. BATAAN's padre was transferred to H.M.A.S. ANZAC by helicopter and a General Divine Service was held in the wardroom. A defect in the carrier's helicopter together with a Force 6 northerly wind kept the "circuit riding padre" aboard us until the weather moderated sufficiently in the afternoon for him to be returned to U.S.S. BATAAN by jackstay. Flying operations continued as usual throughout the day. At 1545 U.S.S. COWALL proceeded inshore to refuel; she rejoined the Task Unit at 0230 the following morning.

25. A normal day's flying operations took place on Monday 30th. At 1430 I re-assumed the duties of Screen Commander when U.S.S. HIGBEE was detached to proceed inshore for an E.C.M. search and to refuel. During the day A.A. Rapid Opening Fire and Force Gun Direction and Tracking Exercises were carried out.

26. At 1015 Tuesday 31st U.S.S. HIGBEE rejoined the Task Unit and transferred mails and personnel to U.S.S. BATAAN. During the day the remainder of the screen proceeded in turn alongside the carrier to collect their own mails.

At 1130 a short Divine Service in remembrance of Her Majesty Queen Mary was held on board H.M.A.S. ANZAC and at sunset our colours were re-hoisted.

At 1530 H.M.S. CHARITY was detached to refuel from R.F.A. WAVE KNIGHT at YONGPYONG DO. She rejoined at 0200 the following morning.

27. During the forenoon of Wednesday 1st April all destroyers closed U.S.S. BATAAN in turn to receive mail and/or personnel by jackstay transfers. At 1315 U.S.S. HIGBEE relieved me as Screen Commander and H.M.A.S. ANZAC proceeded to YONGPYONG DO to refuel. The tanker was reached at 1615; the ship cast off at 1745 having embarked 385 tons of fuel

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and the Task Unit was rejoined by 2115.

28. Considerable difficulty seems to be experienced in producing accurate weather forecasts for the YELLOW SEA. Although the meteorological observation stations in the U.S.S.R. continue to broadcast their reports, there is no report coverage from CHINA and MANCHURIA. On Thursday 2nd, warnings of a deep low over SIBERIA accompanied by gale force winds were received and this weather was expected to reach the carrier operating area in the dog watches. Accordingly, at 1415 U.S.S. COWELL was detached to refuel in case the expected bad weather should make the task impracticable later. However, although low cloud over the mainland prevented air operations during the afternoon, the low pressure system passed north of KOREA and fine weather continued in the YELLOW SEA. At 2230 H.M.C.S. ATHABASKAN joined the Task Unit and H.M.S. CHARITY was detached to join Task Unit 95.1.6. U.S.S. COWELL rejoined at 0200 after fuelling from the tanker in the HANJU area.

29. During the forenoon of Friday 3rd U.S.S. HIGBEE refuelled underway from U.S.S. BATAAN. H.M.A.S. ANZAC closed H.M.C.S. ATHABASKAN and transferred a radar spare part by light line. Flying continued throughout the day in pleasant weather but with isolated fog patches. At 1700 voluntary Divine Service was held on board and at 1800 the carrier Task Unit commenced to withdraw and course was set for the SINGLE ISLAND CHANNEL.

4th - 5th April - AREA NAN to KURE.

30. At 0001 Saturday 4th H.M.S. GLORY escorted by U.S.S. HERBERT J. THOMAS and H.M.C.S. HAIDA was met in the Northern Approach to the SINGLE ISLAND CHANNEL and H.M.C.S. ATHABASKAN and U.S.S. HIGBEE were detached to join her screen. Shortly afterwards H.M.A.S. ANZAC was detached to proceed independently to KURE, leaving U.S.S. BATAAN and U.S.S. COWELL continuing in company to Area GEORGE.

The passage to KURE via SHIMINOSKI STRAITS was uneventful and the ship arrived at KURE at 0700 Sunday 5th having anchored off MIYA JIMA during the night.

At 0830 Acting Captain J.S. HESLEY, R.A.N. joined H.M.A.S. ANZAC and at 1200 relieved me as Commanding Officer and as Captain (D), 10th Destroyer Squadron.

...../CONDITION OF THE SHIP.

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CONDITION OF THE SHIP.

31. The condition of the ship is satisfactory and she is capable of developing full power. Both Turbo generators are again in action. The ship again has her full length of chain cable and this is a great comfort when operating in confined waters inshore.

GUNNERY EQUIPMENT.

32. The efficiency of the Long Range Armament has been below operational standard during the past month. The armament has not been available in Primary Control since 13th March, this is due to two causes. Firstly, a fault on Anglo Solver 2 when spares were not available to remedy the defect aboard. Secondly on 24th March, G.R.U. Stabiliser gyro running currents were checked and found to be still in excess of laboratory figures; from this, together with excessive gyro case temperatures (152°F) it has been considered inadmissible to run the G.R.U until both gyro cases have been exhausted. It is hoped that equipment will be available to do this at KURE on 5th April.

The causes of over-ranging referred to in my Report of Proceedings of February, 1953, have been confirmed and attributed firstly to inaccurate calculations by the Predictor, necessitating this to be completely re-set, and secondly to a departure of our 4.5" M.V./M.F.C. curve from that of the Range Tables. A report of this latter item is being forwarded under separate heading.

TRAINING.

33. Good progress continues to be made with the second higher rates training class.

STOFT AND RECREATION.

34. Due to the short time spent in harbour this month, the only organised recreation possible was the Rugby match against I.M.S. BIRMINGHAM. However, the forthcoming visit to KURE, though short, will provide opportunity for a more comprehensive recreational programme.

HEALTH AND CONDUCT OF THE SHIPS COMPANY.

35. The health and conduct of the ship's company remains satisfactory. Four cases of venereal disease were reported during the month.

36. The monthly steaming figures are as follows:

Distance steamed during month	5,758.4 miles
Hours underway during month	404 35/60
Distance run per ton of oil fuel	3.2 miles
Distance steamed since commissioning	81,127.94 miles
Average speed since commissioning	14.51 Knots
Total hours underway since commissioning	5,591. 58/60
Date of Commissioning	14th March, 1951.

CONCLUDING REMARKS

37. It is with many regrets that I give up command of H.M.A.S. ANZAC. The ship has completed an unbroken period of six and a half months of operational duty; during this period she has spent more time in the "combat area" (i.e. the patrol areas on the Korean coasts north of the land fighting front)

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than any other British Commonwealth ship. Her ship's company has become a team - loyal, efficient, cheerful and with a tremendous pride and confidence in their ship; they have been tested by close action with the enemy and were not found wanting. The cleanliness and appearance of the ship has consistently drawn praise and favourable comment. The Command of H.M.A.S. ANZAC therefore has been my pride and joy.

38. When H.M.A.S. ANZAC is relieved in just over two month's time her full term of duty with the United Nations forces will have been nine months. For small ships, this period is certainly long enough, particularly if it includes the severe winter. As far as naval operations are concerned, the KOREAN war may be termed somewhat "phoney". Nevertheless ships engaging in it are kept operationally busy. The danger, excitement and strain of operating in the face of enemy air and submarine attacks such as we experienced during World War II, so far, remain but an ever present threat. Nevertheless, few will have had elsewhere the experience of being within the range of enemy guns as long and as often as most of our ships have been when engaged in inshore operations which are considered normal. The fact that the enemy does not always pull the trigger is a great consolation but it does not remove the type of strain which accompanies this experience. Severe winter conditions are always a hardship in small ships (with open bridges, no between deck passages forward to aft, and so on) and the conditions of sea ice in the CHO DO area during January and February surely added to them.

39. The experience of having taken part in naval operations in the KOREAN theatre is undoubtedly invaluable for officers and men. It provides an excellent, up-to-date, personal and unit operational training in many of the functions of naval forces in total, global war. It is of inestimable value that service in the KOREAN theatre affords the experience of being completely integrated with the units and forces of many members of the United Nations Organisation. Of great value to more senior officers particularly, must be the friendships made with officers in the navies of the other nations of about one's own seniority. Those friendships will always be ready to ripen with further association and could well be a guarantee of harmony in the concept and execution of future operations by United Nations naval forces.

40. Both the ship and myself were honoured by the following signal from the Flag Officer, Second-in-Command, Far East Station received on the last day of my period in command:-

"ANZAC

FO2 1/c FES

040001z APRIL.

FOR CAPTAIN GATACRE.

ON YOUR GIVING UP COMMAND OF H.M.A.S. ANZAC I WOULD LIKE TO THANK YOU FOR YOUR EXCELLENT CO-OPERATION - AND FIRST CLASS CONTRIBUTION TO THE TASK WHICH THE BRITISH COMMONWEALTH NAVAL FORCES ARE NOW ENGAGED UPON IN KOREA. UNDER YOUR LEADERSHIP H.M.A.S. ANZAC HAS SET A FINE EXAMPLE OF EFFICIENCY AND CHEERFUL ACCEPTANCE OF ANY DUTY SHE HAS BEEN CALLED TO PERFORM. A PLEASANT LEAVE TO YOU AND EVERY SUCCESS IN YOUR NEXT IMPORTANT APPOINTMENT. THANK YOU AND AU REVOIR."

G. G. G. GATACRE

G. G. G. GATACRE

CAPTAIN

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H.M.A.S. ANZAC,
At Sea,
18th March, 1953.

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

(Copies to : The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET,
The Secretary, NAVAL BOARD,
The Commanding Officers,
H.M. Ships NEWCASTLE, BIRMINGHAM,
Captain (D), 10th Destroyer Squadron)

REPORT OF PROCEEDINGS - 12TH - 17TH MARCH, 1953
OF
COMMANDER TASK UNIT 95.1.2 A.D O.T.C. WEST COAST
IN H.M.A.S. ANZAC

Sir,

I have the honour to submit as Enclosure No.1
a Chronological Summary of Proceedings outlining the activities
of Task Unit 95.1.2 which was under my command from 2200I 12th
March to 1420I 17th March, 1953.

2. The Task Organisation of units assigned to the West
Coast was as follows:-

(a) Task Unit 95.1.2.

H.M.A.S. ANZAC - C.T.U.

R.F.A. WAVE KNIGHT - until 15th March.

R.F.A. WAVE PRINCE - from 15th March.

(b) Task Unit 95.1.4.

H.M.S. CARDIGAN BAY - C.T.U.

H.N.M.S. JOHAN MAURITS VAN NASSAU - from 16th March

U.S.S. BOLSTER.

(c) Task Unit 95.1.5.

H.M.N.Z.S. HAWEA - C.T.U.

H.N.M.S. JOHAN MAURITS VAN NASSAU - until 16th March.

R.O.K. L.S.S.L. 109

R.O.K. A.M.S. 513

R.O.K. A.M.S. 507 - relieved by A.M.S. 505 14th March

(d) Task Unit 95.1.6.

H.M.A.S. CONDAMINE - C.T.U. - relieved by H.M.S.
WHITESAND BAY 15th March

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P.C. 703

P.C.S. 205 - relieved by P.C.S. 201 14th March.

P.C.S. 203 - relieved by P.C.S. 202 14th March.

(e) Task Unit 95.1.1.

U.S.S. BATAAN - relieved 2100I 15th March by
H.M.S. GLORY.

H.M.C.S. HAIDA - relieved 15th March by H.M.C.S.
ATHABASKAN.

H.M.C.S. CRUSADER.

U.S.S. HANSON.

U.S.S. HIGBIE.

(f) Task Unit 95.6.1.

U.S.S. DEXTROUS - C.T.U.

U.S.S. CURLEW.

U.S.S. MOCKING BIRD.

ENEMY ACTIVITY.

3. In the SOK TO/CHO DO area, a large boat manned by a number of enemy appeared at the mouth of a creek opposite CHO DO on 15th. It was engaged by H.M.S. CARDIGAN BAY and the TARCAP reported later that the gunfire had sunk it.

4. On 16th in the HANJU area the island of MU DO which is occupied by friendly forces, was shelled by enemy guns firing from the mainland opposite. Aircraft from H.M.S. GLORY which were in the area quickly made an attack. This was followed by a bombardment with air spot by H.M.A.S. ANZAC who got under way from POLKA anchorage. Spotting aircraft reported the bombardment very accurate with nine shots exploding in the enemy battery position.

TASK UNIT OPERATIONS.

5. Operations carried out by the inshore Task Units were generally routine and consisted largely of minesweeping, and defensive patrols. The two incidents of enemy activity referred to above were met by swift and effective retaliation.

6. A marked improvement in the conditions of sea ice in the CHO DO/SOK TO area again presents the invasion threat which is being countered by a resumption of normal night defence stations in that area. This has necessitated a slight redistribution of forces in T.U. 95.1.2. Accordingly H.M.S. JOHAN MAURITS VAN NASSAU was re-assigned from T.U. 95.1.5 to T.U. 95.1.4 on the 16th and R.O.K. L.S.S.L. 109 was similarly re-assigned on the 18th.

7. Conditions in the SOK TO/CHO DO area suggest that minesweeping can be resumed shortly. There has been no minesweeping carried out in the area for several months but on the other hand the conditions of sea ice which have prevented these

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operations should equally have made minelaying by the enemy an impossibility.

RE-FUELLING OPERATIONS.

8. Under the present circumstances, with the tanker stationed at YONGPYONG DO, one destroyer is sent in from the carrier screen each night to refuel. Although this operation is treated as an evolution, the screen is denuded of one vessel for at least eight hours.

On Sunday 15th R.F.A. WAVE KNIGHT was escorted to TAECHONG DO and anchored. During the day, three ships of the carrier screen (in turn), H.M.N.Z.S. HAWEA and H.N.M.S. JOHAN MAURITS VAN NASSAU all refuelled in about eight hours. Whilst the tanker was at anchor either H.M.N.Z.S. HAWEA or H.N.M.S. JOHAN MAURITS VAN NASSAU (of T.U. 95.1.5) provided under way A/S protection for her.

9. Further consideration should be given to making a practice of sending the tanker occasionally to TAECHONG DO for refuelling operations such as are mentioned above. Such occasions should also be made opportunities for ships of T.U. 95.1.4 to refuel. Ships from the CHO DO area would save about 80 miles in steaming distance compared with the long haul they make now to refuel in the HAEJU area. The scheme has the additional advantage that it facilitates the distribution of mails etc.

E.C.M. SEARCH.

10. U.S.S. HANSON spent twenty four hours on the coast carrying out an E.C.M. search, the time being equally divided between each of the three areas. U.S.S. HANSON was given a free hand in the planning and execution of her programme; local Task Unit Commanders were instructed to give any assistance required. No reports have been received of results obtained by U.S.S. HANSON.

FISHING.

11. I have felt some concern over the encroachment of fishing vessels into the carrier operating area in increasing number. Whilst realising the extreme importance of the fishing industry to the economy and life of Republic of Korea, it is a fact that these craft do hamper carrier operations. It is not sensible for the C.T.C. to keep detaching destroyers of the carrier screen to drive these fishing craft out of the carrier area as the anti-submarine protection of the carrier must be given first consideration. Furthermore destroyers on the screen do not carry interpreters and therefore even where conditions permit the craft being hailed at close range or being called alongside, there is no means of conveying any orders to them. Arm waving and other sign language seems to be treated generally as a show of felicitation. Furthermore if orders to clear out of the prohibited area can be conveyed to fishing craft in any way, these orders are disregarded immediately the ship moves away.

...../The fishing season

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The fishing season is approaching and it must be expected that the inconvenience (and to some extent hazard) to carrier operations will be increased by growing numbers of fishing craft operating in the carrier area. The only measure which will prevent this happening, is the institution of standing picket patrols on the border of the carrier area.

12. It is understood that consideration of preparations and arrangements to deal with the inshore fishing activities is well advanced at higher command level.

MINESWEEPING.

13. Routine check sweeping was continued in the WORTHINGTON and HAEJU AREAS. It is expected that conditions in the SOK TO/CHO DO area very shortly will permit the resumption of mine-sweeping in that area.

H. J. Tom
CAPTAIN, R.A.N.

Encl... Chronological Summary.

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ENCLOSURE NO. 1

CHRONOLOGICAL SUMMARY OF ACTIVITIES OF
TASK UNIT 95.1.2.
12th - 17th MARCH, 1953 (TIMES - ZONE - 9)

THURSDAY 12th MARCH.

2200 The Commanding Officer, H.M.A.S. ANZAC assumed the duties of Commander Task Unit 95.1.2 succeeding the Commanding Officer, H.M.S. BIRMINGHAM.

FRIDAY 13th MARCH.

0500 H.M.S. BIRMINGHAM departed YONGPYONG DO for SASEBO.

0600 H.N.M.S. MAURITS departed CHO DO to rejoin T.U. 95.1.5 at PAENGYONG DO.

0640 - 0705 H.M.N.Z.S. HAWSEA bombarded targets in the WORTHINGTON area as follows:-

<u>Rounds Fired</u>	<u>Nature of Target</u>	<u>Position</u>	<u>Results</u>
50 H.E.D.A.	180 NKA in bunkers	XB874928	One secondary explosion.
25 H.E.D.A.	Mortar positions and bunkers	XB899939	hits on targets
18 H.E.D.A.	Village	XB807792	hits observed
600 40mm.	Bunkers and Houses	XB874928 & XB837949	

0800 Y.M.S. 518 departed YONGPYONG DO for INCHON.

0930 H.N.M.S. MAURITS arrived PAENGYONG DO.

1000 U.S.S. BOLSTER departed PAENGYONG DO for CHO DO.

During the forenoon U.S.S. MOCKING BIRD carried out a moored and influence check sweep of MAPLEMUT CUTOFF (HAEJU AREA); H.M.A.S. ANZAC carried out a large scale damage control exercise and fired inert squid charges for calibration.

1130 H.M.A.S. ANZAC and H.M.A.S. CONDAMINE refuelled from R.F.A. WAVE KNIGHT. The time spent alongside the tanker together provided the last opportunity of a 'get together' of the two ships companies before H.M.A.S. CONDAMINE's departure for AUSTRALIA.

1200 Two casualties from the 2nd PARTISAN INFANTRY REGIMENT were treated onboard H.M.A.S. CONDAMINE. The men had been wounded in a local raid.

1300 U.S.S. BOLSTER arrived CHO DO.

A storm during the night had considerably cleared the ice in the CHO DO/SOK TO area and C.T.U. 95.1.4 was able to land on both islands. This was the first occasion for

...../three months that

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three months that it had been possible for a visit to SOK TO to be made by an officer of the Task Unit.

- 1600 L.S.T. 1073 departed YONGPYONG DO for PAENGYONG DO.
1800 U.S.S. HANSON arrived YONGPYONG DO to refuel and carry out an E.C.M. search in the HAEJU area.
2000 L.S.T. 1073 arrived PAENGYONG DO .
2100 U.S.S. HANSON proceeded to GUARDIAN Anchorage HAEJU area and commenced E.C.M. search.

During the night U.S.S. DEXTROUS carried out a moored check sweep of REGENCY and U.S.S. CURLEW moored checked SAMBA.

SATURDAY 14th MARCH.

- 0430 U.S.S. HANSON departed HAEJU area.
0600 U.S.S. HANSON arrived WORTHINGTON area and commenced E.C.M. search.
0650 - 0700 - H.M.N.Z.S. HAWEA and H.N.M.S. MAURITS bombarded targets in the WORTHINGTON area as follows:-

<u>Rounds Fired</u>	<u>Nature of Target</u>	<u>Position</u>	<u>Results</u>
20 H.E.D.A.& 19	Village	XC583183	Area well covered.
22 H.E.D.A.& 40	Village Location 115 NKA	XC638203	Hits in area.

- 0845 U.S.S. HANSON departed WORTHINGTON area for CHO DO area.
0900 P.C.S. 201 arrived YONGPYONG DO - relieved P.C.S. 205.
1200 U.S.S. HANSON arrived CHO DO area.
1300 P.C.S. 205 departed YONGPYONG DO for CHINHAE.
1545 L.S.T. 1073 departed PAENGYONG DO for INCHON.
1600 P.C.S. 202 relieved P.C.S. 203 who sailed for CHINHAE.
A.M.S. 505 relieved A.M.S. 507 who sailed for CHINHAE.
2000 On completion of E.C.M. search in the CHO DO area, U.S.S. HANSON sailed to rejoin T.U. 95.1.1.

- 2100 SOK TO reported lights and night work proceeding in the vicinity of the WOLSARI command post at XC737728 and the gun position XC737729. H.M.S. CARDIGAN BAY, using star-shell illumination, fired 12 rounds H.E. at the command post and engaged the gun position with Bofors. Results were unobserved.

During the night U.S.S. DEXTROUS carried out a mag acoustic check sweep of REGENCY and then proceeded to the HAEJU area. U.S.S. CURLEW carried out a magnetic check of SAMBA.

SUNDAY 15th MARCH.

- 0001 R.F.A. WAVE PRINCE escorted by H.M.S. WHITESAND BAY arrived/HAEJU area.

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HAERJU area.

0145 H.M.S. WHITESAND BAY relieved H.M.A.S. CONDAMINE as C.T.U. 95.1.6.

H.M.A.S. CONDAMINE sailed for KURL.

0300 L.S.T. 1101 arrived PAENGYONG DO .

During the early hours of the morning the 2nd PARTISAN INFANTRY REGIMENT carried out a small raid in the vicinity YB358978. No report of results has been received.

0400 R.F.A. WAVE KNIGHT escorted by H.M.A.S. ANZAC departed YONGPYONG DO for TAECHONG DO .

0600 H.M.N.Z.S. HAWEA and H.N.M.S. MAURITS relieved H.M.A.S. ANZAC as screen for R.F.A. WAVE KNIGHT . H.M.A.S. ANZAC proceeded to join T.U. 95.1.1.

0730 H.M.A.S. ANZAC joined T.U. 95.1.1 and I assumed duties of Screen Commander.

0800 R.F.A. WAVE KNIGHT anchored TAECHONG DO.

During the forenoon and early afternoon H.M.C.S. CRUSADER, U.S.S. HIGBEE and H.M.C.S. HAIDA from T.U. 95.1.1 and H.M.N.Z.S. HAWEA and H.N.M.S. MAURITS from T.U. 95.1.5. refuelled from R.F.A. WAVE KNIGHT. The task of providing underway A/S protection for the tanker during the day was shared by H.M.N.Z.S. HAWEA and H.N.M.S. MAURITS. During the forenoon the Reverend D.S. BENNET (embarked in H.M.S. CARDIGAN BAY) conducted DIVINE SERVICE on SOK TO.

U.S.S. MOCKING BIRD moored check swept TAFFY.

1415 H.M.A.S. ANZAC detached from T.U. 95.1.1.

1500 H.M.S. CARDIGAN BAY using CHO DO S.F.C.P. fired 26 rounds H.E. at large boat which appeared at mouth of creek XC751610. TARCAP reported boat destroyed.

1630 H.M.A.S. ANZAC arrived YONGPYONG DO, refuelled from R.F.A. WAVE PRINCE and anchored in POLKA anchorage.

1700 R.F.A. WAVE KNIGHT escorted by H.M.C.S. HAIDA departed TAECHONG DO for SASEBO.

2100 On relief of U.S.S. BATAAN by H.M.S. GLORY the Commanding Officer, H.M.A.S. ANZAC assumed the duties of O.T.C. West Coast in addition to those of C.T.U. 95.1.2.

MONDAY 16th MARCH.

0700 L.S.T. 1101 departed PAENGYONG DO for INCHON.

0800 U.S.S. DEXTRIOUS departed YONGPYONG DO for INCHON.

During the forenoon U.S.S. CURLEW carried out a moored check sweep of MAPLENU extension.

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...../1130 Two enemy guns

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- 1130 Two enemy guns at YB 264854 shelled MU DO (HAEJU area)
- 1330 H.M.A.S. ANZAC using impromptu Air Spot carried out under-way bombardment of these enemy guns. Fired 28 rounds H.E. with good results. H.M.S. GLORY's spotting aircraft reported the shooting accurate, and that nine shells found the enemy position.
- 1450 H.N.M.S. MAURITS departed PAENGYONG DO for CHO DO having been re-assigned to T.U. 95.1.4.
- 1745 H.N.M.S. MAURITS arrived CHO DO.
- 1900 H.M.A.S. ANZAC proceeded to MAPLENUT extension and during the night provided G.F.S. for U.S.S. CURLEW carrying out magnetic acoustic check sweep of GUARDIAN anchorage.

TUESDAY 17th MARCH.

- 0230 - 0400 - H.M.A.S. ANZAC illuminated the west approaches to TAESUAP TO .
- 0600 H.M.A.S. ANZAC left night station and proceeded to POLKA anchorage.
- 0845 L.S.S.L. 109 departed PAENGYONG DO for YONGPYONG DO to embark mails, stores and personnel before proceeding to CHO DO area, re-assigned to T:U. 95.1.4.
- 0900 F.S. 906 arrived PAENGYONG DO .
- 1115 H.M.A.S. ANZAC proceeded to rendezvous with H.M.S. BIRMINGHAM south of POINT X-RAY.
- 1400 L.S.S.L. 109 arrived YONGPYONG DO.
H.M.A.S. ANZAC met H.M.S. BIRMINGHAM and transferred turn-over notes by high line.
- 1420 The Commanding Officer, H.M.S. BIRMINGHAM relieved the Commanding Officer, H.M.A.S. ANZAC as C.T.U. 95.1.2 and O.T.C. West Coast.
- 1430 H.M.A.S. ANZAC proceeded for SASEBO.

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H.M.A.S. ANZAC,
At Sea,
9th March, 1953.

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

(Copy to : The Secretary, NAVAL BOARD,
The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET,
Commander Task Unit 95.1.2,
Captain (D), 10TH DESTROYER SQUADRON.)

REPORT OF PROCEEDINGS - 4TH - 7TH MARCH, 1953
OF
COMMANDER TASK UNIT 95.1.5 IN H.M.A.S. ANZAC

Sir,

I have the honour to submit as Enclosure No. 1 a Chronological Summary of Proceedings outlining the activities of Task Unit 95.1.5 which was under my command from 1400I Wednesday 4th March to 0100I Saturday 7th March, 1953.

2. The ships which formed Task Unit 95.1.5 were:-
- H.M.A.S. ANZAC - Captain G.G.O. GATACRE, D.S.C.,
R.A.N.
 - H.M.S. OPOSSUM - Commander J.C. CARTWRIGHT, D.S.C.,
R.N.
 - R.O.K.N. L.S.S.L. 107 - Lieutenant CHUNG, R.O.K.N.
 - A.M.S. 503 - Lieutenant PAK, R.O.K.N.
 - A.M.S. 507 - Lieutenant YONG, R.O.K.N.

ENEMY ACTIVITY.

3. There was no apparent enemy activity.

TASK UNIT OPERATIONS.

4. The operations of the Task Unit during this short period were entirely routine. Every night, defensive stations and patrols were taken up to counter enemy overwater raids or assaults on islands in friendly hands.

5. On 6th March H.M.A.S. ANZAC and H.M.S. OPOSSUM joined with H.M.A.S. CONDAMINE in screening H.M.S. BIRMINGHAM whilst refuelling at sea from tanker WAVE KNIGHT. When returning to the Task Unit area after completing this task, Officer of the Watch manoeuvres were exercised by H.M.A.S. ANZAC and H.M.S. OPOSSUM.


CAPTAIN, R.A.N.

Enclosure No. 1 - Chronological Summary.

attached as registration

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ENCLOSURE NO. 1.

CHRONOLOGICAL SUMMARY OF ACTIVITIES OF
TASK UNIT 95.1.5
4TH - 7TH MARCH, 1953

WEDNESDAY 4TH MARCH.

- 1315 H.M.A.S. ANZAC arrived TAECHONG DO from CHO DO. Commanding Officer, H.M.S. OPOSSUM came aboard for turnover conference.
- 1400 Commanding Officer, H.M.A.S. ANZAC assumed duties of C.T.U. 95.1.5.
- 1530 A.F.C. 313 departed PAENGYONG DO for CHO DO.
- 1600 H.M.A.S. ANZAC proceeded to PAENGYONG DO and anchored off EAST BLUFF.
- 1830 Night Stations:-
 - H.M.A.S. ANZAC - NORTH WORTHINGTON
 - H.M.S. OPOSSUM - SOUTH WORTHINGTON
 - R.O.K.N. L.S.S.L. 107 - 2 miles south east KIRIN DO
 - A.M.S. 503 - 1 mile west WOLLAE DO
 - A.M.S. 507 - 2 miles south west YUK TO.

THURSDAY 5TH MARCH.

- 0400 H.M.S. OPOSSUM proceeded to HAEJU area to refuel and then to transport Captain R. LEONARD, D.S.C., R.N. to H.M.S. GLORY.
- 0730 H.M.A.S. ANZAC proceeded to HAEJU area to refuel.
- Day Stations:-
 - L.S.S.L. 107 and A.M.S. 503 - PAENGYONG DO
 - A.M.S. 507 - TAECHONG DO.
- 1100 H.M.A.S. ANZAC secured alongside R.F.A. WAVE KNIGHT at YONGPYONG DO.
- 1145 Commander Task Unit 95.1.2 (Captain C.W. GREENING, D.S.C., R.N.) and Lt. Cdr. DALRYMPLE-HAMILTON, R.N. conferred onboard H.M.A.S. ANZAC and were entertained to lunch.
- 1330 H.M.A.S. CONDAMINE arrived and secured alongside R.F.A. WAVE KNIGHT.
- 1400 H.M.A.S. ANZAC proceeded for PAENGYONG DO.
- 1600 H.M.S. OPOSSUM returned to TAECHONG DO.
- 1720 H.M.A.S. ANZAC anchored off EAST BLUFF. "LONG JOHN" came aboard to collect guard mail and to confer with C.T.U. 95.1.5.

...../1730 H.M.A.S. ANZAC

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1730 H.M.A.S. ANZAC watered R.O.K.N. A.M.S. 503.

1830 Night Stations:-

H.M.A.S. ANZAC - NORTH WORTHINGTON

H.M.S. OPOSSUM - SOUTH WORTHINGTON

L.S.S.L. 107 - 2 miles south east KIRIN DO

A.M.S. 503 - 1 mile west WOLLAE DO

A.M.S. 507 - 2 miles south west YUK TO.

FRIDAY 6TH MARCH.

Day Stations:-

L.S.S.L. 107 and A.M.S. 503 - TAECHONG DO

A.M.S. 507 - PAENGYONG DO.

0800 H.M.A.S. ANZAC with H.M.S. OPOSSUM in company proceeded to rendezvous with H.M.S. BIRMINGHAM, H.M.A.S. CONDAMINE and R.F.A. WAVE KNIGHT in position 37° 28N 125° 00E.

0930 Rendezvous effected. H.M.A.S. ANZAC and the two frigates formed bent A/S line screen covering H.M.S. BIRMINGHAM refuelling from R.F.A. WAVE KNIGHT.

1245 Refuelling completed. H.M.A.S. ANZAC and H.M.S. OPOSSUM proceeded in company to TAECHONG DO carrying out O.O.W. manoeuvres on passage.

1715 H.M.A.S. ANZAC anchored close north of SOCHONG DO and transferred turnover notes and R.O.K.N. Liaison Officer to H.M.S. OPOSSUM.

Night Stations:-

H.M.A.S. ANZAC - SOUTH WORTHINGTON until 070100

H.M.S. OPOSSUM - NORTH WORTHINGTON

L.S.S.L. 107 - 2 miles south east KIRIN DO and north of CHANGIN DO

A.M.S. 503 - 1 mile west WOLLAE DO

A.M.S. 507 - 2 miles south west YUK TO.

2200 R.O.K.N. L.S.S.L. 107 shifted berth to north of CHANGIN DO due to southerly weather.

2230 H.M.A.S. ANZAC weighed and proceeded to carry out SOUTH WORTHINGTON patrol.

SATURDAY 7TH MARCH.

0100 The Commanding Officer, H.M.S. OPOSSUM temporarily assumed the duties of C.T.U. 95.1.5.

H.M.A.S. ANZAC proceeded to join T.U. 95.1.1.

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0550 H.M.A.S. ANZAC joined C.T.U. 95.1.1 in U.S.S. BATAAN
with H.M.C.S. CRUSADER and U.S.S. HANSON.

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H.M.A.S. ANZAC,
At Sea.
5th March, 1953.

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

Copies to: The Secretary, NAVAL BOARD.
The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
Commander Task Unit 95.1.2
Captain(D) 10th Destroyer Squadron.)

REPORT OF PROCEEDINGS - 27TH FEBRUARY -4TH MARCH, 1953.
OF
COMMANDER TASK UNIT 95.1.4 in H.M.A.S. "ANZAC".

N.S
Sir, I have the honour to submit as Enclosure No.1 a Chronological Summary of Proceedings outlining the activities of Task Unit 95.1.4 which was under my command from 1000I Friday 27th February, to 1000I Wednesday 4th March.

2. Because of ice conditions, R.O.K.N. craft normally in the area had been re-assigned. The ships which formed Task Unit 95.1.4 were:-

- H.M.A.S. ANZAC - Captain G.G.O. GATACRE, D.S.C.²², R.A.N.
- U.S.S.L.S.M.R. 412 - Lieutenant HERRICK, U.S.N. (COM LSMR DIV 32, Lt. Cdr. LAURIE, U.S.N., embarked)
- U.S.S. GRASP - Lieutenant Commander ROLLMAN, U.S.N.

3. TASK UNIT OPERATIONS.

The operations of the Task Unit could only be such as the conditions of sea ice allowed. Strong northerly winds coupled with spring tides resulted in PLAYERS ANCHORAGE and all channels except CHERRYWOOD, BOND STREET and HUBBLE BUBBLE being filled with thick ice most of the time. During the last half of the ebb tide, HUBBLE BUBBLE was usually the only channel safely navigable and even this was not ice free. Ice floes larger and heavier than previously were encountered. Navigation amongst these floes was dangerous for a destroyer or smaller type and could not have been attempted at all at night or in low visibility. On the only day that it was possible for H.M.A.S. ANZAC to get within gun range of enemy targets, the ship proceeded into PEACE PIPE with the intention of carrying out a bombardment using CHO DO S.F.C.P. spotting but the visibility closed down and it had to be cancelled.

4. ENEMY ACTIVITY.

(a) Air

Unidentified aircraft were reported in the vicinity by CHO DO T.A.D.C. on the night 27/28 February. No attack developed on the islands or the Task Unit.

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(b) Ground

H.M.S. GLORY's TAROP reported that the number of small ten-foot boats beached in the vicinity of KC7157 had increased to about nine. This is not regarded as being significant.

5. It is my opinion that if the enemy began to use submarines, they would be employed more in a mining offensive than in direct attack with torpedoes (and gunfire against small craft and junks). This opinion is based on the favour shown towards mine warfare by the Russians.

It is worth noting, however, that when the ships of Task Unit 95.1.4 are forced out of the usual anchorages (PLAYERS and PEACE PIPE) which are fairly well protected by shoals, as they are at the present time owing to the ice conditions, the units are openly exposed to torpedo attack by submarines.

Robertson
CAPTAIN, R.A.N.

Enclosure No 1.

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ENCLOSURE NO 1.

CHRONOLOGICAL SUMMARY OF ACTIVITIES OF TASK UNIT 95.1.4:
27TH FEBRUARY to 4TH MARCH, 1953.

FRIDAY 27th FEBRUARY

- 0900 H.M.A.S. ANZAC arrived CHO DO and anchored in HUBBLE BUBBLE. Commanding Officer, H.M.S. WHITESAND BAY boarded for turnover conference.
- 1000 Commanding Officer, H.M.A.S. ANZAC assumed the duties of C.T.U. 95.1.4.
- 1030 H.M.S. WHITESAND BAY departed for HAEJU area.
- 1100 L.S.M.R. 412 transferred to H.M.A.S. ANZAC one U.S. Navy enlisted man with suspected appendicitis. Symptoms in the patient transferred from L.S.M.R. 412 suggested early surgical treatment.
- 1730 H.M.A.S. ANZAC proceeded to the southward to rendezvous with H.M.S. NEWCASTLE and to transfer the patient. COM USMR DIV 32 in L.S.M.R. 412 temporarily assumed the duties of C.T.U. 95.1.4.
- 2030 H.M.A.S. ANZAC met and transferred the patient to H.M.S. NEWCASTLE south of TAECHONG DO. H.M.A.S. ANZAC returned CHO DO area; H.M.S. NEWCASTLE returned YONGPYONG DO.

SATURDAY 28th FEBRUARY.

- 0010 H.M.A.S. ANZAC anchored HUBBLE BUBBLE and re-assumed the duties of C.T.U. 95.1.4.
- 0015 T.A.D.C. CHO DO initiated Air Raid Warning RED. The Task Unit remained at first degree of A.A. readiness until 0417 when T.A.D.C. CHO DO passed Condition WHITE. Several times during this alert the T.A.D.C. CHO DO reported unidentified aircraft close north of CHO DO but they were not detected by ships of the Task Unit.
- 0417 Air Raid Warning WHITE.
- 0945 H.M.A.S. ANZAC proceeded into PEACH PIPE to bombard enemy gun positions facing CHO DO using S.F.C.P. spotting. However, the visibility immediately closed down to less than three miles due to fog and the bombardment was cancelled as the fall of shot could not have been observed.
- 1155 The rapid formation of ice in PEACH PIPE caused H.M.A.S. ANZAC to shift berth to an anchorage north east of SEI TO. Visibility decreased to one mile in fog.
- 1300 L.S.T. 855 arrived and anchored near H.M.A.S. ANZAC. Colonel KIM, R.O.K. Army, was transferred from L.S.T. 855 to CHO DO by CHO DO L.C.M. Shortly afterwards the visibility closed right down and remained so during the night.

SUNDAY 1st MARCH

- 0930 In visibility of only a few hundred yards, L.S.T. 855

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proceeded into PEACE PIPE and with truck headlights on the shore to guide her in a final approach, she beached on AIR FORCE BEACH, CHO DO. She was given a "Well done" for this piece of good navigation and ship handling.

- 1130 H.M.A.S. ANZAC was forced out of North CUT PLUG by dangerously large, thick ice floes coming down with the ebb. Anchored in HUBBLE BUBBLE.
- 1200 R.O.K. L.S.S.L. 107 arrived from PAENGYONG DO to collect Colonel KIM. However, dangerous ice filling CUT PLUG and PEACE PIPE combined with thick fog made this impossible and she was ordered to return to PAENGYONG DO.

During the late afternoon when the fog had lifted, the TARCAP reported an increase in the number of small 10 foot boats beached at 100 yard intervals in the vicinity of XG 7157. The total number of boats was later ascertained as being about NINE.

MONDAY 2ND MARCH.

- 0800 U.S. F.S. 351 arrived and anchored south of CHO DO.
- 0830 L.S.M.R. 412 proceeded into PEACE PIPE to receive Colonel KIM from the CHO DO L.C.M.
- 1230 L.S.M.R. 412 with Colonel KIM embarked proceeded for PAENGYONG DO.
- 1430 The northerly wind had now increased to force 7 and was combining with the ebb tide in bringing a lot of ice, including large, heavy floes, into HUBBLE BUBBLE. H.M.A.S. ANZAC weighed and when clear to the west of CHO DO commenced patrolling. L.S.M.R. 412 was given permission to shelter at PAENGYONG DO until the weather abated.

TUESDAY 3RD MARCH.

- 0900 H.M.A.S. ANZAC proceeded into CHERRYWOOD to observe the ice conditions in PLAYERS and PEACE PIPE. The strong northerly winds had packed the ice in PLAYERS anchorage and along the north shore of CHO DO making it impossible for L.S.T. 855 to retract. At high water CHERRYWOOD, BOND STREET and HUBBLE BUBBLE were the ^{only} ice free channels.
- 1050 H.M.A.S. ANZAC anchored in WEST BLACKBURN. However, ice coming down on the ebb forced the ship to shift berth to HUBBLE BUBBLE shortly afterwards.
- 1530 The 5th Air Force TARCAP attacked the gun caves at XG 739695 and reported obtaining one secondary explosion.
- L.S.M.R. 412 proceeded from PAENGYONG DO to YONGPYONG DO to refuel.
- 1630 F.S. 351 departed CHO DO area.

WEDNESDAY 4TH MARCH.

- 0030 R.O.K. L.S.T. 805 arrived and anchored south of CHO DO.

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0800 U.S.S. GRASP proceeded alongside L.S.T. 805 to repair fractured water jacket.

0900 H.M.S. CRANE arrived CHO DO.

1000 The Commanding Officer, H.M.S. CRANE assumed the duties of C.T.U. 95.1.4.

H.M.A.S. ANZAC departed CHO DO/SOK TO area for TABCHONG DO.

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H.M.A.S. ANZAC,
at Sea,
2nd March, 1953.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS
FEBRUARY, 1953.

Sir,

I have the honour to submit the following Report of Proceedings for the month of February, 1953, of H.M.A.S. ANZAC under my command.

1st - 4th February - AT SASEBO.

2. At the beginning of the month H.M.A.S. ANZAC was alongside in Item Basin at SASEBO, completing the installation of a new squid mortar.

3. On Monday 2nd. the Flag Officer, Second-in-Command, Far East Station, Rear Admiral E.G.A. CLIFFORD, C.B. honoured the ship by dining on board with the Wardroom Officers.

4. On Tuesday 3rd. the ship shifted berth to No. 2 Buoy, nesting with H.M.C.S. ATHABASKAN. That evening I attended a farewell party given by the Commander, 7th Fleet (Vice Admiral CLARK, U.S.N.) for Rear Admiral J. GINGRICH, U.S.N. (C.T.F. 95) who was soon to be relieved.

5. In the middle watch on Wednesday 4th. unexpected sailing orders were received to proceed to sea with H.M.C.S. ATHABASKAN at 0700 I to escort H.M.S. GLORY to Area Mike and then to escort U.S.S. BADOENG STRAIT back to SASEBO. The reason for these unexpected orders became obvious on receipt of an intelligence report of a possible Communist spring offensive including submarine attacks on United Nations naval forces and that submarines would be in position by February 5th. A message addressed Task Group 95.1 from the Task Group Commander instructed that all ships were to zig zag when north of SASEBO.

5th - 22nd February - WEST COAST PATROL.

6. At 0700 I Thursday 5th H.M.S. GLORY screened by H.M.A.S. ANZAC and H.M.C.S. ATHABASKAN proceeded from SASEBO. A.A. Close Range Sleeve Firings were carried out on passage through Area GEORGE.

7. When U.S.S. BADOENG STRAIT and destroyer screen was

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met North of MACKAU Islands at about 2345 I, screens were exchanged. H.M.A.S. ANZAC and H.M.C.S. ATHABASKAN escorted U.S.S. BADOENG STRAIT to SASEBO whilst H.M.S. GLORY and screen proceeded northwards to the carrier operating area. The return passage to SASEBO was made in fine sunny weather and destroyers entered harbour at 1640 I on Friday 6th. H.M.A.S. ANZAC secured alongside R.F.A. GREEN RANGER to refuel and to disembark a defective torpedo. At 1830 I the ship shifted berth to No 1 Buoy alongside H.M.S. CHARITY.

8. During the evening a message was received from A.C.N.B. advising that five of H.M.A.S. ANZAC's ratings had been selected for inclusion in the Royal Australian Naval Coronation Contingent. They were discharged to H.M.S. LADYB-IRD at 0600 I the next morning for passage to AUSTRALIA. In most cases the ratings concerned were ashore until 2300 I attending a boxing tournament (ANZAC versus U.S.N. present) but these proud and happy fellows could have been ready at an hour's notice.

9. At 0700 I Saturday 7th. H.M.A.S. ANZAC with H.M.S. CHARITY, under my orders, proceeded for the West Coast of KOREA. Long and Close Range A.A. Sleeve Firings were carried out in Area GEORGE in rough seas. The long range firings by H.M.A.S. ANZAC were disappointing but the ship brought down two sleeves with her close range armament.

10. On completion of the .A.A. firings H.M.A.S. ANZAC and H.M.S. CHARITY were opened out to four miles abeam and an A/S sweep was carried out for the remainder of the passage. Three South Korean fishing vessels were found in the carrier operating area but due to the very rough weather and without an interpreter it was not possible to take any positive action to clear them out of this prohibited fishing area.

11. At 1330 I Sunday 8th. after transferring mails by high line to H.M.S. CHARITY, the latter was detached to join T.U. 95.1.4 and H.M.A.S. ANZAC proceeded to CHODO to join T.U. 95.1.4 for three days. The ship anchored in CHERRYWOOD at 1700 I and after a short conference with the Commanding Officer, H.M.S. CARDIGAN BAY (C.T.U. 95.1.4), H.M.A.S. ANZAC proceeded to her night station in BOND STREET.

12. At 0600 I Monday 9th. I assumed temporarily the duties of Commander Task Unit 95.1.4 when H.M.S. CARDIGAN BAY proceeded to TAECHONG DO to turn over to H.M.S. CRANE. Later it was learnt that H.M.S. CRANE was delayed in leaving TAECHONG DO owing to an engineroom defect.

13. During the forenoon one of H.M.S. GLORY's Sea Fury aircraft was forced to ditch close South of CHODO. The pilot (Sub. Lieutenant (F) M.L. HAYES, R.N.) was speedily rescued uninjured by CHODO helicopter and later in the afternoon he was transferred to H.M.A.S. ANZAC for subsequent return to H.M.S. GLORY.

14. At 1500 I, L.S.T. 1096 which had been unloading stores at Air Force Beach CHODO, retracted and proceeded for TAECHONG DO. At 1600 I L.S.M.R. 536 was relieved by L.S.M.R. 412 and the former was detached with orders to proceed to YOKOSUKA.

15. During the evening H.M.N.Z.S. HAWEA reported a confirmed submarine contact at the entrance of the swept channel leading to HAEJU. On receipt of this report H.M.A.S. ANZAC got underway

...../from her night

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from her night station at anchor and commenced an anti-submarine patrol in the western approaches to CHODO. I considered that if a submarine offensive was started, simultaneous attacks would be made on the naval units in each Task Unit area. However by 1000I Tuesday 10th, after A/S operations by H.M. Ships CRANE, OPOSSUM and H.M.N.Z.S. HAWRA had been carried on during the night, the contact was evaluated as non-submarine, presumed to be the wreckage of an aircraft, or of a Japanese cargo vessel which had sunk nearby in 1940, and the hunt was abandoned.

16. At 0900 I Tuesday 10th H.M.A.S. ANZAC proceeded into PEACE PIPE and anchored. Soon after anchoring, a brief registration shoot with ship spotting was carried out at the positions of the guns which had shelled the ship last year and which had shelled CHODO on several occasions subsequently.

17. At 1700 I H.M.S. CRANE arrived CHODO and after a short turn-over conference her Commanding Officer assumed the duties of C.T.U. 95.1.4.

18. After spending the night again carrying out an A/S patrol in the western approaches to CHODO, H.M.A.S. ANZAC proceeded to the HAEJU area and at 1030 I Wednesday 11th secured alongside R.F.A. WAVE KNIGHT to refuel. On passage several runs were made over H.M.N.Z.S. HAWRA's non-sub A/S contact, which indeed produced quite a firm echo. The tanker had been moved from TAECHONG DO to a new anchorage west of YONGPYONG DO as one of the measures taken on receipt of the intelligence warning of offensive operations about to be started by enemy submarines.

19. On completion of fuelling H.M.A.S. ANZAC proceeded to POINT OBOE to join T.U. 95.1.1 and took station on the screen at 1645 I. T.U. 95.1.1 consisted of H.M.S. GLORY, H.M.A.S. ANZAC U.S.S. COLLETT (DD), H.M.S. CHARITY and USS HANNA (DE)

At 1800 I I assumed the duties of Screen Commander.

20. At 1900 I T.U. 95.1.1 made a rendezvous south of TAECHONG DO with R.F.A. WAVE KNIGHT. During the night, the Task Unit and Wave Knight proceeded south to the replenishment area.

21. Thursday 12th was occupied in the underway replenishment of all ships of the Task Unit. Sub. Lieutenant HAYES was transferred from H.M.A.S. ANZAC to H.M.S. GLORY by jackstay

22. At 1600 I R.F.A. WAVE KNIGHT, was detached and was escorted by U.S.S. HANNA back to her HAEJU station. U.S.S. HANNA rejoined the screen at sunrise the following morning when flying operations recommenced.

23. On Thursday 12th Rear Admiral Clarence E. OLSEN, U.S.N. assumed command of Task Force 95, relieving Rear Admiral John GINGRICH, U.S.N. Copies of signals exchanged by Rear Admiral CLIFFORD and Rear Admiral GINGRICH are attached as Enclosure No.1

24. Friday 13th proved an uneventful day for the carrier screen but H.M.S. GLORY unfortunately had one barrier smash.

25. On Saturday 14th flying operations continued in deteriorating weather. However during the forenoon the clouds cleared sufficiently to provide a good view of the partial eclipse

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of the sun. During the last fly-on of the day, one of H.M.S. GLORY's Sea Fury aircraft ditched fairly close to the rescue destroyer (U.S.S. COLLETT). The aircraft sank immediately and the pilot was regrettably lost. At 1750 I H.M.A.S. ANZAC proceeded alongside H.M.S. GLORY and topped up with fuel as the Task Unit withdrew from the POINT OBOE area. This operation was not completed until well after dark but was managed without lights being shown.

26. By the following morning the temperature had dropped to 10° F. and the wind had increased to Force 7 with frequent snow flurries rendering Air Operations impossible. At 1145 H.M.A.S. ANZAC proceeded alongside H.M.S. GLORY in most unpleasant conditions as our bows frequently threw up large quantities of icy water and received turnover notes for U.S.S. BATAAN by high line. On completion U.S.S. HANNA was detached to refuel and the remainder of the Task Unit made ground towards the CLIFFORD ISLAND. At 1900 I H.M.A.S. ANZAC was detached to patrol between 36:10N and 36:00N on the 125th meridian and to join U.S.S. BATAAN (the relieving carrier) the following morning.

27. At 0600 I Monday 16th H.M.A.S. ANZAC joined H.M.C.S. CRUSADER and U.S.S. MCCORD as screen for U.S.S. BATAAN. At the same time I assumed the duties of screen commander. U.S.S. HANNA which had been detached by H.M.S. GLORY the previous day to refuel joined shortly afterwards.

28. The morning air temperature was down to 9° F., nevertheless the weather had improved considerably and normal flying operations took place during the day. In the afternoon when the force was operating close west of TAECHONG DO, the ice could be seen to extend west and south of PAENGYONG DO.

29. Throughout Tuesday 17th air operations continued in spite of snow storms. One returning strike had to land at an airfield inshore but it was recovered onboard later. The highlight of the day for H.M.A.S. ANZAC was the arrival of a large sea mail brought up and transferred by H.M.C.S. CRUSADER.

30. On Wednesday 18th, U.S.S. HANNA was detached from Task Unit 95.1.1 without relief. During the day U.S.S. MCCORD refuelled from the tanker in the HAEJU area and brought out with her long awaited air mails for H.M.A.S. ANZAC as well as mails for other ships. H.M.A.S. ANZAC's mail was transferred by jackstay from U.S.S. BATAAN after the day's flying operations.

During the first watch, H.M.A.S. ANZAC was detached by C.T.U. 95.1.1 to investigate several craft in the prohibited fishing area. These were closed and were illuminated by searchlight at close range proving to be three large Japanese fishing boats. The position and registration numbers of these boats were reported by signal to C.T.G. 95.1 in accordance with his operation order and H.M.A.S. ANZAC rejoined the carrier screen.

31. On Thursday 19th, the Task Unit was exercised in repelling air attacks and a rapid opening fire exercise was also carried out. H.M.A.S. ANZAC was commended by the O.T.C. for her promptness in the latter exercise. At 1600 I H.M.A.S. ANZAC detached from the screen and proceeded to the HAEJU area to refuel from R.F.A. WAVE PRINCE. The ship rejoined T.U. 95.1.1 at 2330 I the same day with mails embarked.

32. On Friday 20th flying operations were conducted as usual.

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Mail for T.U. 95.1.1 was transferred from H.M.A.S. ANZAC to U.S.S. BATAAN by heaving line during the forenoon. H.M.S. COCKADE should have relieved H.M.A.S. ANZAC this day but she arrived from the East Coast with 40% fuel remaining and with her A/S gear out of commission. She proceeded therefore to the tanker to refuel and to repair her A/S gear. During the afternoon H.M.S. NEWCASTLE closed the Task Unit and her mail was transferred to H.M.A.S. ANZAC by the carrier helicopter.

33. At 1700 I Saturday 21st H.M.S. COCKADE relieved H.M.A.S. ANZAC and the ship was detached to proceed to SASEBO.

34. On passage through Area GEORGE during the afternoon of Sunday 22nd Long and Close Range A.A. Sleeve Firings were carried out. Throughout the period of operating with H.M.S. GLORY and then U.S.S. BATAAN, every opportunity had been taken to exercise the close range weapons crews and the 4.5" control teams in tracking aircraft. Target acquisition drill had been exercised with each returning flight of aircraft. The great improvement which always results from such practice was again evident during these firings. The ship arrived SASEBO and berthed at No.5 Berth Item Basin at 1730 I the same day.

22nd - 25th February - AT SASEBO.

35. At 0800 Monday 23rd all ships in harbour were dressed to commemorate the anniversary of the birthday of George Washington. At 0900 I after a defective Turbo-Generator armature had been lifted out for repair, H.M.A.S. ANZAC shifted berth to No.1 buoy.

36. At 1130 I Monday 23rd I waited on the Flag Officer, Second-in-Command, Far East Station. That evening I entertained Captain H.E. BAKER, U.S.N. (of C.T.F. 95's staff) and Captains R. LEONARD, D.S.C., R.N. and J.E. JOWITT, D.S.C., R.N. (both of C.T.F. 95.1's staff) to dinner onboard H.M.A.S. ANZAC.

37. On Tuesday 24th I had the honour and pleasure of lunching in U.S.S. PIEDMONT with Rear Admiral C. OLSEN, U.S.N. (Commander Task Force 95), who had kindly suggested this instead of a formal official call. In the evening I had the honour and pleasure of dining onboard H.M.S. LADYBIRD as a guest of Rear Admiral CLIFFORD.

38. At 0645 I Wednesday 25th, H.M.A.S. ANZAC again sailed for the West Coast.

25th - 28th February, - WEST COAST PATROL.

39. At 1000 I Wednesday 25th H.M.S. GLORY was joined in Area GEORGE and H.M.A.S. ANZAC became her A/S escort. Low cloud and rain unfortunately prevented scheduled A.A. firings being carried out.

40. At 2330 I when U.S.S. BATAAN and screen were met north of MACKAU islands, H.M.C.S. HAIDA and U.S.S. MCCORD joined company and I assumed the duties of screen commander. Flying operations by H.M.S. GLORY commenced at 0700 I the following morning.

41. During the forenoon mails for T.U. 95.1.1 were transferred from H.M.A.S. ANZAC to H.M.S. GLORY by helicopter. A small fan required for the dynamic balancing of the defective

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...../Turbo-Generator

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Turbo-Generator armature and one rating were transferred to H.M.A.S. CONDAMINE by jackstay; she was on passage to SASEBO. On completion, jackstay transfer of mails and one rating to H.M.C.S. HAIDA was made. At 1540 I H.M.A.S. ANZAC gained a "possible submarine" contact and one pattern of squid was fired. However, after further evaluation the contact was assessed as "non submarine" and the hunt was abandoned. The new squid mortar functioned satisfactorily. At 1830 I U.S.S. HANSON rejoined T.U. 95.1.1 and H.M.A.S. ANZAC was detached to proceed to the HAEJU area to refuel and to join Task Unit 95.1.2. C.T.U. 95.1.2 then allocated the ship to Task Unit 95.1.4.

42. At 0105 I Friday 27th, on completion of refuelling from R.F.A. WAVE KNIGHT, H.M.A.S. ANZAC proceeded to the CHODO area and anchored west of CHODO at 0900 I. After a short turnover conference I relieved the Commanding Officer, H.M.S. WHITESAND BAY as Commander Task Unit 95.1.4. H.M.S. WHITESAND BAY then proceeded to the HAEJU area.

43. Due to the serious restriction imposed on inshore naval operations in the CHODO area by extensive fields of sea ice Task Unit 95.1.4 is reduced at present to three ships. On assuming command of the task unit it consisted of H.M.A.S. ANZAC, U.S.S. L.S.M.R. 412 and the fleet tug, U.S.S. GRASP.

44. During the day U.S.S. L.S.M.R. 412 transferred to H.M.A.S. ANZAC a U.S. Navy enlisted man with a suspected appendicitis. At about 1700 I my medical officer reported that the man had developed symptoms which suggested very early operative treatment. Accordingly I decided to sail H.M.A.S. ANZAC to the southward at high speed and I requested C.T.U. 95.1.2 in H.M.S. NEWCASTLE (in the HAEJU area) to proceed immediately towards H.M.A.S. ANZAC, proposing that the patient be transferred to H.M.S. NEWCASTLE when the ships met. At 1730 I H.M.A.S. ANZAC proceeded at 25 knots; H.M.S. NEWCASTLE proceeded at about 1800 I at 23 knots the ships met south of SOCHONG DO and the patient was transferred to H.M.S. NEWCASTLE (by her boat) at 2030 I. H.M.A.S. ANZAC reached CHODO area again at about midnight and I re-assumed command of the Task Unit, relieving COM LSMR DIV 32 (in L.S.M.R. 412) whom I had temporarily entrusted with my duties during my absence.

45. Shortly after anchoring in HUBBLE BUBBLE at 0015 I Saturday, 28th the T.A.D.C. on CHODO initiated Air Raid Warning Red as unidentified aircraft were detected close north of CHODO. The Task Unit remained at first degree of AA. readiness until 0415 I when condition WHITE was passed by the T.A.D.C. No attack developed and only friendly aircraft were detected by the ship. Nevertheless the T.A.D.C. Controller informed me later that at 0230 I he had no fewer than 14 "bandits" plotted in the area.

46. At 0945 I Saturday 28th H.M.A.S. ANZAC proceeded into PEACE PIPE to carry out a bombardment of the gun positions facing CHODO. However very poor visibility due to mist prevented observation by S.F.C.P. or from the ship and the bombardment was cancelled. At 1200 I, with a large field of thick ice threatening to catch the ship in PEACE PIPE, berth was shifted hurriedly. The new anchorage chosen was close west of CHODO in a good position to render A.A. support if any air attack developed on the island. During the afternoon L.S.T. 855 arrived and anchored near H.M.A.S. ANZAC. It would have been impossible for her to get into PEACE PIPE at that time owing to the ice. Later, near high water, when she would have been able to enter PEACE PIPE the area was covered

....by dense fog

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by dense fog and so it remained during the night. Her beaching was delayed until the next morning therefore.

CONDITION OF THE SHIP.

47. The condition of the ship is satisfactory and she is capable of developing full power. Some discomfort has been caused by the loss of electrical power owing to the temporary inoperation of J.4 turbo generator, the armature of which is at present being repaired at SASEBO. The casualty to this machine is being reported separately in detail.

48. The last two Long Range A.A. firings (carried out on 7th and 27th February) showed a general trend to over-ranging. This has been attributed to errors in ballistic calculations because of a difference between the L.F.C/ wear curve and that in the Range Tables. This difference has been shown by recent wear measurements. However the possibility of the G.R.U. producing erratic deflections cannot be overlooked since the gyro running currents are higher than normal. This would indicate a loss of gyro vacuum and a subsequent decrease in running speed. It is hoped to correct the G.R.U. running when the suitable maintenance equipment, which is being despatched from Australia, is received.

The Close Range armament is shooting well and no particular maintenance problems have arisen during this severely cold weather.

TRAINING.

49. Another training class for higher rating in the Seaman Branch has been started.

SPORT AND RECREATION.

50. During the month, the opportunities for sport have been very limited. However the ship's rugby team defeated H.M.S. LADYBIRD in a hard fought but ragged game. A boxing match also took place between U.S. Base and Ships at Sasebo and H.M.A.S. ANZAC. This match provided a successful evening although the ANZAC team (as might well be expected in view of the odds) failed to win a fight.

The film supply continues to be very good and the cinema gives much appreciated entertainment during patrol periods.

HEALTH AND CONDUCT OF THE SHIPS COMPANY.

51. The health and conduct of the ships company remains satisfactory. Twenty seven further cases of venereal disease were reported during the month. This brings the total number of cases since leaving SYDNEY six months ago to one hundred and twenty seven. Of that number one hundred and fourteen ratings have been infected, the others being re-infections of ratings included in this number.

52. The monthly steaming figures are as follows:

Distance steamed during month	6,299.1 miles
Hours underway during month	395 27/60
Distance run per ton Oil Fuel	3.68 miles
Distance steamed since commissioning	75,369.54 miles
Average speed since commissioning	14.53 knots
Total hours underway since commissioning	5,187 23/60
Date of Commissioning	14th March, 1951.

[Signature]
CAPTAIN

Enclosure.....

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M. Kelly
12/5/65

(Enclosure to Report of Proceedings, H.M.A.S. ANZAC's letter
No. 20/1/4 dated 2nd March, 1953.)

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THE FOLLOWING MESSAGES WERE EXCHANGED BETWEEN REAR
ADMIRAL GINGRICH AND MYSELF ON HIS RELIEF AS CTF 95 --
" REAR ADMIRAL GINGRICH - EVERYONE WHO HAS SERVED IN TG
95-1 DURING YOUR COMMAND OF THE U N BLOCKADING AND ESCORT
FORCE JOIN ME IN SAYING HOW MUCH WE REGRET THAT THE TIME
HAS COME FOR YOU TO LEAVE -X- OUR ADMIRATION FOR THE WAY
IN WHICH YOU HAVE CONDUCTED OUR OPERATIONS AND THE INTEREST
YOU HAVE ALWAYS TAKEN IN OUR WORK AND WELFARE IS VERY REAL -
WE ALL WISH YOU GOOD FORTUNE IN THE IMPORTANT APPOINTMENT YOU
ARE ABOUT TO ASSUME -X- DTG 120203--"
" REAR ADMIRAL CLIFFORD -X- I DEEPLY APPRECIATE YOUR
GENEROUS MESSAGE -X- GOODBYE AND BEST OF LUCK TO YOU AND ALL
YOU SPLENDID COMMONWEALTH FORCES -- REAR ADMIRAL GINGRICH"-ENDS
-- DTG 120225

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M. Kelly
12/5/65

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K. BY [unclear] Y
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NO. 20/1/4 [unclear]

INIT.....

H.M.A.S. ANZAC,
At Sasebo,
3rd February, 1953.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS
JANUARY, 1953.

H.N.
13/2/53
Sir,

I have the honour to submit the following Report of Proceedings for the month of January, 1953 of H.M.A.S. ANZAC under my command.

1st - 3rd January - Commander Task Unit 95.2.2 - EAST COAST NORTH KOREA.

2. The proceedings of H.M.A.S. ANZAC whilst assigned to Task Unit 95.2.2 have been reported in my letter S.C. 161 dated 6th January, 1953.

3rd - 5th January - YANGDO - KURE.

3. At 1200I Saturday 3rd. The Commanding Officer having been relieved as Commander Task Unit 95.2.2 by COM ML1 DIV 11 (Commander H.J. GALLAGHER, U.S.N.) and H.M.A.S. ANZAC having been relieved by H.M.S. COMUS, the ship proceeded for KURE.

4. During the forenoon of Saturday 4th Long and Close Range A.A. sleeve firings were satisfactorily carried out. Rendezvous with the towing aircraft was successfully made by H.M.A.S. ANZAC using her H/F D/F to obtain bearings of transmissions from the aircraft and then ordering a closing vector. Funnel smoke was made to assist sighting from the aircraft. In this way, the plane was brought in from about 50 miles. As always, with aircraft from Task Group 96.1 co-operation during the firings was excellent.

5. After an uneventful passage through SHIMINOSEKI STRAITS during the night of Sunday 4th, H.M.A.S. ANZAC secured alongside H.M.S. OPOSSUM at No.5 Berth KURE at 0730 Monday 5th.

5th - 18th January - At KURE.

6. On arrival at KURE I assumed the duties of S.O.P.A. H.M.S. OPOSSUM was the only other British warship in port.

7. I entertained the Naval Officer-in-Charge, KURE (Com-

...../mander L.GELLATLY,

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mander L. GELLATLY, D.S.C., R.A.N.) and the Commanding Officer, H.M.S. OPOSSUM (Commander J.C. CARTWRIGHT, D.S.C., R.N.) to lunch onboard H.M.A.S. ANZAC.

8. At 1500I Tuesday 6th H.M.A.S. ANZAC shifted berth by tugs to No. 2 Dock for her six monthly docking.

9. During this thirteen day period in harbour, Officers and Ship's Company were allowed as much rest and relaxation as the work of upkeep and maintenance permitted. As the ship was at extended notice for steam, the Flag Officer, Second-in-Command, Far East Station gave permission for four days' local leave to be given to each watch. Hands were given the option of spending this four days at Ebisu Leave Camp outside TOKYO, in Army Messes in the vicinity of KURE or onboard. Arrangements proved most satisfactory and I am sure much benefit was derived from even such a short break after three months of Operations on the Korean Coasts. The Ebisu Leave Camp proved particularly popular since, apart from the excellent facilities there, it gave members of the Ship's Company an opportunity of seeing something of JAPAN.

10. On Tuesday 6th H.M.S. OPOSSUM sailed for the WEST COAST. On Friday 9th H.M.A.S. CONDAMINE arrived and for the second time during their present period of detached service H.M.A.S. ANZAC and H.M.A.S. CONDAMINE were together. A very strong sense of comradeship exists between the two Ships' Companies.

11. I entertained the Naval Officer-in-Charge, KURE and the Commanding Officer, H.M.A.S. CONDAMINE (Lieutenant Commander R.C. SAVAGE, R.A.N.) to lunch onboard H.M.A.S. ANZAC on Friday 9th.

12. It had been hoped to undock H.M.A.S. ANZAC on Monday 12th but a strong north westerly wind made this impossible. On Tuesday 13th, the wind had abated a little and the ship was moved by tugs to HARIMA Pontoon. It was not until the following day that the weather permitted the ship to be moved by tugs to NO.4 pontoon berth. The effect of these delays was to provide insufficient time for replacing the SQUID mounting and consequently the work was deferred until the ship's arrival at SASAKI at the end of the month.

13. H.M.S. GLORY arrived KURE on Tuesday 13th and I exchanged calls with the Commanding Officer (Captain E.D.K. LEWIN, D.S.O., D.S.C. and R.N.).

14. The Naval Officer-in-Charge KURE convened a seaman-ship board for the examination of H.M.A.S. ANZAC's candidates for higher rate. Three Leading Seaman passed for Petty Officer and seven Able Seaman passed for Leading Seaman; one rating in each case passed subject to re-examination in one subject by ship's Officers after three months.

15. On Saturday 17th H.M.A.S. CONDAMINE proceeded for the WEST COAST.

18th - 29th January - WEST COAST Patrol.

16. At 1700I Sunday 18th H.M.A.S. ANZAC departed KURE for her first WEST COAST Patrol of 1953. Long and Close Range A.A. Sleeve Firings were satisfactorily carried out on passage through

...../AREA GEORGE during

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AREA GEORGE during the following forenoon.

17. During the afternoon of Monday 19th, whilst proceeding through the KOREAN STRAIT, one torpedo was fired for a fault finding run. The torpedo failed to run and failed to surface. After searching unsuccessfully until dark, the ship proceeded. H.M.S. GLORY passing through the area the next day would have made a further search using her aircraft but bad weather prevented her doing so. The loss of this torpedo has been reported separately in my letter No. 10/1/4 dated 29th January, 1953.

18. At 0830I Tuesday 20th H.M.A.S. ANZAC arrived at TAECHONG DO and refuelled from R.F.A. WAVE PRINCE. My staff officers and I attended a turnover conference in H.M.S. NEWCASTLE as I was to take over duties of Commander Task Unit 95.1.2 and Officer in Tactical Command, WEST COAST the following morning.

19. On completion of the Turn Over Conference the ship proceeded to the CHODO area to relieve H.M.S. OPOSSUM in Task Unit 95.1.4. Rendezvous was effected at 1430 when Turn Over Notes and files were transferred by high line. H.M.A.S. ANZAC anchored south of CHODO at 1615 and later spent the night patrolling PLAYERS Anchorage as far as pack ice permitted.

20. At 0600I Wednesday 22nd I assumed the duties of C.T.U. 95.1.2 and O.T.C. WEST COAST. A full narrative of the day to day proceedings of the Task Unit is contained in my letter number S.C. 161 dated 29th January, 1953.

21. At 1245I Sunday 25th January the Commanding Officer, H.M.S. BIRMINGHAM relieved me as C.T.U. 95.1.2 and O.T.C. WEST COAST and in turn I relieved the Commanding Officer, H.M.S. COCKADE as C.T.U. 95.1.4. The day to day proceedings of this Task Unit are contained in my letter S.C. 161 dated 30th January, 1953.

22. AUSTRALIA DAY was marked in H.M.A.S. ANZAC by a brief bombardment of the gun positions which had fired on the ship on 16th November, 1952. It is noteworthy that on this day, the Commanding Officer of the two Australian ships serving in KOREAN waters each had the responsibilities of command of an inshore Task Unit on the WEST COAST. A kind message of good wishes was sent by the Flag Officer Second-in-Command, Far East Station to the Officers and Ships Companies of H.M.A. Ships ANZAC, CONDAMINE and the base H.M.A.S. COMMONWEALTH.

23. H.M.A.S. ANZAC's West Coast patrol ended at 1100I on Wednesday 28th when I was relieved by the Commanding Officer H.M.S. CARDIGAN BAY. Half an hour later the ship proceeded from TAECHONG DO for SASEBO. A sweep to intercept fishing vessels which had extended their operations into the carrier operating area was made whilst on passage but with negative result owing to the very rough weather.

24. Sleeve and drone A.A. firings had been arranged for the forenoon of 29th; they had to be cancelled owing to low cloud, poor visibility and boisterous sea.

25. At 1330I Thursday 29th H.M.A.S. ANZAC arrived SASEBO and proceeded alongside R.F.A. WAVE KNIGHT to refuel and embark a replacement torpedo. On completion, the ship shifted berth to Item Basin in order to replace the Squid Mortar.

...../ 30th - 31st January -

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30th - 31st January - At SASEBO.

26. At 1130I Friday 30th I waited on the Flag Officer, Second-in-Command, Far East Station. That evening together with the Commanding Officers, H.M.S. CRANE and H.M.C.S. ATHABASKAN, I had the honour and pleasure of dining with him in H.M.S. LADYBIRD.

27. On Saturday 31st I entertained to dinner onboard H.M.A.S. ANZAC the Commander Task Force 95 (Rear Admiral John GINGRICH, U.S.N.), the Commanding Officer H.M.S. CRANE (Captain R.L.H. MARSH, R.N.), and the Commanding Officer H.M.C.S. ATHABASKAN (Acting Captain J.C. REED, D.S.C., R.C.N.).

CONDITION OF THE SHIP.

28. The Condition of the ship remains satisfactory and she is capable of developing full power. There have been no breakdowns due to cold weather. The condition of the long and close range gunnery armament is very satisfactory. Installation of U.H.F. transmitter receiver type TDZ/RDZ is now almost completed. The Squid Mortar has been replaced but as yet the new mounting has not been fired. U.S.N.
U.H.F.

SPORT AND RECREATION.

29. The period spent in KURE enabled a full sporting programme to be carried out. The Rugby team in particular has distinguished itself and has not been defeated by any British ship or establishment.

30. Whilst on patrol the cinema continues to provide the only recreational entertainment. The films, which are obtained from the U.S.N. Film Library, continue to be of good choice.

HEALTH AND CONDUCT OF THE SHIPS COMPANY.

31. The health and conduct of the ships company remains satisfactory. Twenty six further cases of venereal disease were reported during the month. A minor epidemic of influenza occurred during the latter half of the period.

32. The monthly steaming figures are as follows:-

Distance steamed during month,	2704.8 miles
Hours underway during month,	194 37/60
Distance run per ton Oil Fuel,	2.47 miles
Distance steamed since Commissioning,	69070.44 miles
Average speed since Commissioning,	14.4 knots
Total hours underway since Commissioning	4731 56/60.

[Handwritten Signature]

CAPTAIN.

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(Enclosure to Report Of Proceedings, H.M.A.S. ANZAC's letter
No. 20/1/4 dated 3rd February, 1953.)

COPY

ANZAC CONDAMINE NOIC KURE

FO2 1/C PES

250315Z JANUARY

I EXTEND TO ALL OFFICERS AND RATINGS OF THE ROYAL AUSTRALIAN
NAVY SERVING UNDER MY OPERATIONAL COMMAND MY BEST WISHES ON
THE 164TH ANNIVERSARY OF YOUR GREAT COUNTRY.

// 250315Z JANUARY

COPY

FO2 1/C PES

ANZAC

251410Z JANUARY

YOUR KIND MESSAGE 250315Z IS VERY MUCH APPRECIATED.

// 251410Z JANUARY

REF - BEST WISHES FOR AUSTRALIA DAY.

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S.C. 161

INIT.

H.M.A.S. ANZAC,
at Sasebo,

29th January, 1953.

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

Am.
(Copies to : The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
The Secretary, NAVAL BOARD.
Commanding Officers,
H.M. SHIPS BIRMINGHAM, NEWCASTLE,
Captain (D), 10TH DESTROYER SQUADRON.)

REPORT OF PROCEEDINGS 21-25 JANUARY, 1953.

OF
COMMANDER TASK UNIT 95.1.2 AND C.T.C. WEST COAST KOREA.
IN H.M.A.S. ANZAC.

Sir,

I have the honour to submit as Enclosure No.1 a
Chronological Summary of Proceedings outlining the activities
of Task Unit 95.1.2 which was under my command from 0600I 21st.
January, 1953 to 1245I 25th. January, 1953.

2. The Task Organisation of units assigned to the West
Coast was as follows :-

Task Unit 95.1.2.

H.M.A.S. ANZAC - C.T.U.
R.F.A. WAVE PRINCE - under operational control.

Task Unit 95.1.4.

H.M.C.S. ATHABASKAN (C.T.U.) - relieved by H.M.S.
COCKADE 23 January.
U.S.S. QUAPAW.

Task Unit 95.1.5.

H.M.N.Z.S. HAWEA (C.T.U.) - relieved by H.M.N.Z.S.
ROTOITI 22 January.
U.S.S. L.S.M.R. 536.
R.O.K. L.S.S.L. 107, A.M.S. 501, A.M.S. 503.

Task Unit 95.1.6.

H.M.A.S. CONDAMINE (C.T.U.)
R.O.K. A.M.S. 514, P.C.S. 203, P.C.S. 205.

Task Unit 95.1.1.

H.M.S. GLORY (C.T.U.)
H.M.S. COCKADE - relieved by H.M.C.S. ATHABASKAN
23 January.

H.M.C.S. HAIDA
U.S.S. ERBEN
U.S.S. ROOKS

...../Task Unit 95.6.1

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Task Unit 95.6.1.

U. S. S. WAXWING (C. T. U.)
U. S. S. MERGANSER
U. S. S. PELICAN.

3. Owing to the need for an additional combat unit to be available permanently in the SOKTO/CHODO area, H. M. A. S. ANZAC spent from 21st to 24th in that area and I made the ship available to the Commander Task Unit 95.1.4. for assignment to day and night defence stations and for gunfire support duties.

4. Except for the SOKTO/CHODO area where the formation of a considerable quantity of sea ice greatly restricted navigation, the operations of friendly forces followed the normal pattern. In the CHODO area a large part of the ice field moved with the tidal streams, receding towards the CHINNAMPO RIVER with the flood stream and debouching from it with the ebb stream. Generally at high water slack, HOOKAH, TOBACCO ROAD, MURAD, CHEROOT and all the neighbouring coastline was closely packed with ice. At low water slack, the ice usually covered the whole of PLAYERS ANCHORAGE, EAST BLACKBURN and extended into CHERRYWOOD and CIGARETTE. At its seaward edge, the ice field was composed of loose brash ice. Only a short distance in from the edge, however, large pancakes of ice would be met and even at slow speed these would give nasty bumps to a destroyer. A ship allowed to remain stationary in this part of the ice could expect to become fast in it and to repeat the dangerous and exciting experiences of H. M. C. S. ATHABASKAN and H. M. S. OPOSSUM. Because of the ice conditions, the small craft (L. S. M. R. L. S. S. L. and two A. M. S.) usually a part of Task Unit 95.1.4 had been withdrawn already to the PAENGYONG DO area and had been temporarily assigned to C. T. U. 95.1.5. It was decided that unless there was a very good reason for destroyers to enter the ice in the SOKTO/CHODO area, they would not do so. Thus day and night dispositions of destroyers in Task Unit 95.1.4 were almost constantly changing as the ships followed the ice edge inwards with the flood stream and outwards with the ebb stream. Invasion of the main islands by over-water movement from the mainland was improbable if not downright impossible and the main function to fulfil was that of gunfire support. The enemy guns on ANGAK could only be reached when it was possible for a ship to get well into PLAYERS but all the targets on WOLSA-RI and to the southward could always be brought under fire by ships guns.

5. In the HAEJU area brash ice extended as far south as YONGPYONG DO and was a nuisance for a time but after two days of fine weather it had all melted on 24th.

6. In the HAEJU area the minesweeping unit brought up to date the check sweeping of the channels and opened up the new CHARLESTON channel. This unit should now transfer its operations to the SOKTO/CHODO area but present ice conditions there make it impossible for any minesweeping to be done. It has been arranged that every other day, C. T. U. 95.1.4 will report to C. T. U. 95.6.1 (information to C. T. U. 95.1.2) the extent to which minesweeping is possible in the conditions of sea ice in the SOKTO/CHODO area, so the matter is being watched.

7. Enemy activity was very limited. In the HAEJU area,

.../enemy guns on

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enemy guns on "HILL 60" fired nine rounds at A.M.S. 514 on 20 January without causing casualties or damage. The guns ceased fire when engaged by H.M.A.S. CONDAMINE. This battery fired a single round at U.S. minesweepers a few days later but it fell barely in their vicinity! In the PAENGYONG DO area, the enemy was quieter than for some time. It is believed that previously the night inshore operations of M.T.B.'s had provoked the enemy somewhat; if such was the case, an increase of enemy activity in the area might be expected when the M.T.B.'s begin operating again shortly. In the SOKTO/CHODO area, enemy guns at XC 739695 fired seven rounds at CHODO at dusk on 23 January without causing damage or casualties. The same night a large twin radial-engined enemy aircraft flew 1500 feet over CHODO at about 90 knots. The aircraft was sighted over PLAYERS by H.M.S. COCKADE but as friendly aircraft were known to be in the vicinity and Air Raid Condition WHITE was in force, no action was taken. H.M.S. COCKADE considers the aircraft may have been a T.U.2. However it made no attack and Air Raid Warning RED was not passed by CHODO T.A.D.C. until the aircraft was retiring on a north easterly course.

8. Both U.S.S. BADOENG STRAIT and H.M.S. GLORY have complained of numbers of fishing vessels having moved beyond the permitted fishing limits and into the carrier operating area. The procedure outlined in OPSIG 525 whereby ships proceeding to and from the operational area follow a route on which they should intercept some of these vessels, has now been ordered. It is respectfully submitted however that this measure is unlikely to be effective because :

(a) the ships will generally be without an interpreter and therefore will be unable to convey orders to the fishing craft.

and (b) if the ships do succeed in shepherding fishing craft towards their proper fishing limits, the fishing craft will return as soon as the ship is out of sight.

If extension of the present fishing boundaries cannot be approved, it would seem that only a permanent patrol could successfully enforce the present limits.

9. The experience of having been C.T.U. 95.1.2 and O.T.C. West Coast has been a valuable one. There is no difficulty attached to a destroyer fitted as a Squadron Leader carrying out these duties for a short period. The command task, so long as all goes well, is actually lighter than that of the local Task Unit Commander (such as) in the SOKTO/CHODO area where there is a more or less constant pressure of small domestic and minor operational matters & where the Unit Commander is in the local defence pattern and team and is indeed the hub of it. The principal burden of the duties of C.T.U. 95.1.2 in a destroyer falls on the W/T equipment and complement and on the crypto staff. There is no latitude for any breakdown and no space in the crypto office or Main Signal Office for the employment of additional personnel in these offices. For a short period however, a destroyer Squadron Leader such as H.M.A.S. ANZAC can compete with the situation, especially if the ship is not at the same time

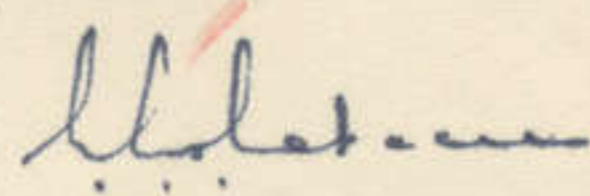
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required to form part of the local Task Unit. It is not my opinion, however, that there is no need for a cruiser on the West Coast. I believe that the backing of a cruiser on this coast is prudent to say the least of it. The heavier guns in the cruiser are an asset which can be carried to any local Unit Area where they may be required. Even in normal times the cruiser provides a mobile headquarters with adequate command, communication and other facilities; if an enemy air offensive is launched or in any other relative emergency (for instance, a determined and initially successful enemy assault on an important friendly island), all that the cruiser has in the way of armament, communications, radar, ability to control aircraft efficiently and so on, will be urgently needed at once and not after an interval sufficient to allow the ship to come forward from Japan or elsewhere.



CAPTAIN, R.A.N.

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ENCLOSURE NO. 1.

CHRONOLOGICAL SUMMARY OF ACTIVITIES OF TASK UNIT 95.1.2 :
21-25 JANUARY, 1953. (TIMES - Zone -9)

WEDNESDAY 21st JANUARY.

0220 Having been forced out of PLAYERS and North CHERRYWOOD by sea ice, H.M.A.S. ANZAC took night station in B LACKBURN anchorage.

0600 Commanding Officer, H.M.A.S. ANZAC assumed the duties of C.T.U. 95.1.2 and O.T.C. West Coast Korea succeeding Commanding Officer, H.M.S. NEWCASTLE.
H.M.S. NEWCASTLE departed TAECHONG DO for SASEBO.

During the forenoon H.M.C.S. ATHABASKAN bombarded bunkers (XC760695) on WOLSA-RI peninsular using CHODO S.F.C.P. Expended 23 rounds H.E.

1500 H.M.C.S. HAIDA (Whitbread) arrived CHODO area for night station

1715) H.M.N.Z.S. HAWEA in PAENGYONG DO area fired 46 rounds H.E.
to } at villages XC740184, XC707199 and XC753160 where North
1730) Korean troops were reported to be billeted. Hits were scored
in each village and several fires were started.

1900 L.S.T. 758 arrived YONGPYONG DO with supplies.

During the day, U.S.N. minesweepers PELICAN and MERGANSER based in HAEJU area made fifth and sixth magnetic acoustic counts on NEW SOUTH CHANNEL EXTENSION.

During the night, all inshore Task Units were at night stations for defence of friendly islands.

THURSDAY 22nd JANUARY

0430 H.M.C.S. HAIDA departed CHODO area to refuel from WAVE PRINCE at TAECHONG DO and to rejoin Task Unit 95.1.1.

0630 H.M.C.S. ATHABASKAN in CHODO area observed lights and activity XC690550 (S.E. of CHODO). Lights were extinguished after 7 rounds H.E. harassing fire.

0900 H.M.N.Z.S. ROTOITI arrived PAENGYONG DO area and relieved H.M.N.Z.S. HAWEA as C.T.U. 95.1.5. H.M.N.Z.S. HAWEA departed for KURE.

1045 H.M.C.S. ATHABASKAN using SOKTO S.F.C.P. fired 18 rounds H.E. at gun position XC775715 and 18 rounds H.E. at command post XC737728. Both positions are on WOLSA-RI peninsular. S.F.C.P. spotter reported the gun position neutralised and hits in the command post area.

1300 L.S.T. 758 departed YONGPYONG DO for INCHON having completed the supply run for friendly islands. A.M.C. 303 which operates under C.T.U. 95.1.3 for carrying K.M.C. personnel and items of their supplies and equipment arrived SOKTO/CHODO area and promptly broke down in the ice off SOKTO. She managed to extricate herself from a somewhat precarious position and was escorted to CHODO by U.S.S. QUAPAW, to effect engine repairs

..... 1330. H.M.A.S. ANZAC

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During the day U.S.N. minesweepers continued minesweeping in HAEJU area. U.S.S. WAXWING completed magnetic acoustic check POLKA and TAFFY; U.S.S. PELICAN made 50% moored check of SAMBA; U.S.S. MERGANSER made magnetic acoustic check of MAPLE NUT CUT-OFF, FANDANCE and 50% of GUARDIAN. During the night all inshore Task Units were at night stations for defence of friendly islands.

SATURDAY 24th JANUARY

- 0500 H.M.A.S. CONDAMINE (C.T.U. 95.1.6) proceeded from HAEJU area to TAECHONG DO to refuel from R.F.A. WAVE PRINCE.
- 0545 U.S.S. ERBEN proceeded from HAEJU area to rejoin Task Unit 95.1.1.
- 0800 H.M.A.S. ANZAC proceeded from CHODO area to TAECHONG DO to refuel and to spend 24 hours in WORTHINGTON area.

During the afternoon H.M.A.S. CONDAMINE returned to HAEJU area; H.M.A.S. ANZAC anchored off East B luff PAENGYONG DO. Captain DONALDSON, Royal Artillery, was landed from H.M.A.S. ANZAC to discuss local gunfire support measures with C.T.U. 95.1.3 remaining ashore until joining H.M.S. B IRMINHAM 26 January.

H.M.C.S. HAIDA (Whitbread) joined Task Unit 95.1.4.

Demolition party from H.M.N.Z.S. ROTOITI assisted with the demolition of two 500lb bombs taken from a FIREFLY aircraft which had forced landed on the beach at PAENGYONG DO.

During the day U.S.N. minesweepers operating in the HAEJU area had taken a rest. U.S.S. PELICAN proceeded to INCHON to pick up mails and freight; U.S.S. WAXWING and MERGANSER remained in YONGPYONG DO area and the enemy gun at YB306823 fired one round which fell about 2000 yards from them.

During the night all inshore Task Units were at night stations for defence of friendly islands.

2250 (U.S.S.) L.S.M.R. 536 fired 208 rockets at North Korean Army troops and billets in a village at XB830955. Results could not be assessed.

R.F.A. WAVE PRINCE sailed from TAECHONG DO with orders to replenish the carrier task unit at sea the next day, and then to return to TAECHONG DO.

SUNDAY 25th JANUARY

0715 H.M.N.Z.S. ROTOITI in the PAENGYONG DO area carried out a bombardment of a troop concentration and reported location of rubber boats at XC762151 (in the vicinity of the friendly island YUK TO) 49 rounds H.E. expended.

0815 H.M.A.S. ANZAC proceeded from PAENGYONG DO to TAECHONG DO to await the arrival of H.M.S. BIRMINGHAM.

1030 U.S.S. ERBEN arrived TAECHONG DO to collect mails in H.M.S. BIRMINGHAM for TASK UNIT 95.1.1.

1100 H.M.S. B IRMINHAM arrived TAECHONG DO from SASEBO. Captain D.10 and Staff Officers proceeded to H.M.S. B IRMINGHAM

During the forenoon, H.M.C.S. HAIDA fired 40 rounds H.E. at mortar position at XC767714, 18 rounds H.E. at A.A. gun position XC742724 and 15 rounds H.E. at troop bunkers at XC758706; all targets were on the WOLSA-RI peninsular. Hits in each target area were reported.

1245 The Commanding Officer, H.M.S. BIRMINGHAM relieved the Commanding Officer, H.M.A.S. ANZAC of the duties of Commander Task Unit 95.1.2 and U.F.C. West Coast.

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.....1400 H.M.A.S. ANZAC

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- 1330 H.M.A.S. ANZAC anchored in PEACE PIPE and fired 20 rounds H.E. at guns in caves XC739695 (opposite SOSARI) using CHODO S.F.C.P. and registering in the target area. CHODO spotter then called for fire on enemy troops in village XC754671. H.M.A.S. ANZAC answered this with 21 rounds H.E. scoring hits and starting one fire.
- 1500 H.M.C.S. ATHABASKAN assisted by U.S.S. QUAPAW succeeded in recovering her anchor and four shackles of cable. The anchor and cable had been lost some days previously when the blake slip had parted presumably because of the strain from a strong tidal stream when there was a large quantity of ice fast around the ship.
- 1530 U.S.S. ROOKS (Whitbread) arrived CHODO area for night station. H.M.S. COCKADE, chopped from carrier screen, arrived CHODO and relieved H.M.C.S. ATHABASKAN as C.T.U. 95.1.4. During the afternoon H.M.A.S. ANZAC entered and tested the ice in PLAYERS again finding it as described in covering narrative.
- 2100 H.M.C.S. ATHABASKAN proceeded from CHODO area to TAECHONG DO to refuel from WAVE PRINCE and to join C.T.U. 95.1.1. She was chopped to C.T.U. 95.1.1. having been relieved by H.M.S. COCKADE.

During the day, U.S.N. minesweepers again worked in HAEJU area. U.S.S. WAXWING made moored check sweep of CHARLESTON, WEST MAPLE NUT and POLKA; U.S.S. PELICAN made magnetic check of FANDANCE as far as POINT CHARLIE and then made a moored check sweep of GUARDIAN and FANDANCE.

During the night, all inshore Task Units were at night stations for defence of friendly islands.

FRIDAY 23rd JANUARY.

- 0050 U.S.S. ROOKS departed CHODO area to rejoin Task Unit 95.1.1.
- 1400 H.M.S. COCKADE using SOKTO S.F.C.P. fired 15 rounds H.E. at O.P. in XC764707, 12 rounds at troop bunkers XC758704 and 14 rounds at H.A. guns XC762724. Good results were reported against these targets which are on WOLSA-RI peninsular.
- 1730 U.S.S. ERBEN (Whitbread) arrived HAEJU area for night station.
- 1845 Defenders of friendly islands MU-DO and GHANJAE-DO appeared to C.T.U. 95.1.6 to exchange angry shots and he ordered fire to be ceased from both islands. The explanation obtained subsequently was that this firing had been a form of signalling.
- 1905 CHODO received 7 rounds from enemy (estimated 76mm) guns at X.C.739695 (opposite SOSARI); no damage or casualties caused. H.M.A.S. ANZAC proceeded into PEACE PIPE and fired 8 rounds H.E. in counter battery fire. Spotting of these rounds even with the assistance of well placed star shells was most difficult owing to the mist rising from the sea ice all along the shore line.
- 2105 Air raid warning RED at CHODO. A large enemy twin radial engined aircraft is reported to have flown 1500 feet over CHODO at 90 knots; no attack was made.
- 2130 Air raid warning WHITE at CHODO.
- 2200 L.S.T. 802 arrived PAENGYONG DO commencing island supply run.

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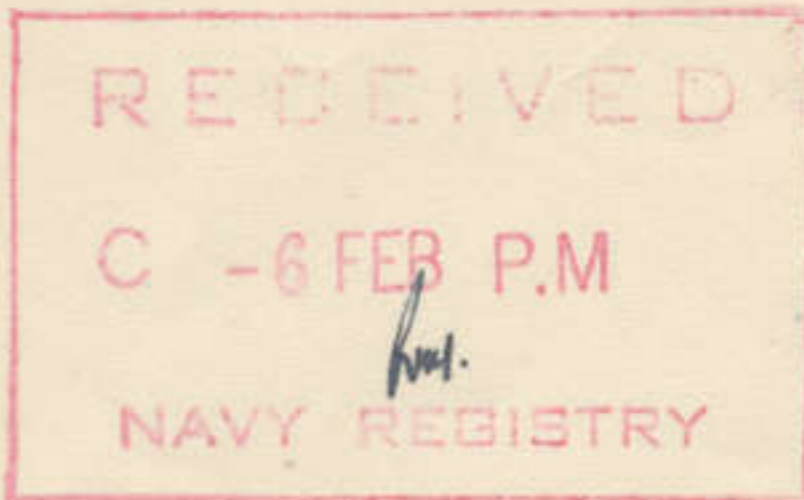
1400 H.M.A.S. ANZAC returned to SOKTO/CHODO area and Commanding Officer relieved Commanding Officer H.M.S. COCKADE of the duties of Commander Task Unit 95.1.4.

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S.C. 161



H.M.A.S. ANZAC,
at Sasebo,

30th January, 1953.

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

(Copies to : The Secretary, NAVAL BOARD.
The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
Commander Task Unit 95.1.2.
Captain (D), 10TH DESTROYER SQUADRON.)

REPORT OF PROCEEDINGS - 25 - 28 JANUARY, 1953.
(OPERATING AS C.T.U. 95.1.4)

Sir,

I have the honour to submit as Enclosure No. 1 a Chronological Summary of Proceedings outlining the activities of Task Unit 95.1.4 which was under my command from 1900I 25th. January to 1100I 28th January.

2. During this period the ships which formed Task Unit 95.1.4 were :-

H.M.A.S. ANZAC - CAPTAIN G.G.O. GATACRE D.S.C., R.A.N.
H.M.S. COCKADE - COMMANDER H.S. HAYES D.S.C., R.N.
U.S.S. QUAPAW - LIEUTENANT TROIKE, U.S.N.

The smaller craft (L.S.M.R., L.S.S.L. and A.M.S.) which normally are assigned to this Task Unit had been withdrawn temporarily on account of the sea ice conditions in the SOKTO/CHODO area.

3. TASK UNIT OPERATIONS.

Operations by the Task Unit followed the usual pattern but with some restrictions imposed by sea ice. Destroyers were allocated daily for the gunfire support of CHODO and SOKTO and for on-call fire support missions. Targets in the area were brought under ship bombardment using the island Shore Fire Control Spotting Parties. On two occasions the Task Unit was supplemented at night stations by the "Whitbread" destroyer detached from the carrier screen.

4. ENEMY ACTIVITY

(a) AIR.

"Bandits" were reported frequently in the ANJU-SINANJU area by day and on two occasions as far south as CHIN AMPO. As far as is known there were no enemy air intrusions into the CHODO-SOKTO area.

(b) GROUND.

There was no hostile enemy ground activity.

...../ 5. ICE.

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5. ICE.

On January 27th after a period of fine still weather the field of sea ice became more extensive than usual. At low water it extended as far as the south western end of CHERRYWOOD and also well into EAST BLACKBURN. At the same time, the ice was generally more broken up than usual and from Aircraft reports and ship observations several small clear lanes split the ice field. In general the condition and extent of the field of sea ice varied somewhat from day to day; its extent certainly depended a great deal on the tidal streams. With the ebb tide a large quantity of ice would debouch from the CHINNAMPO estuary and with the flood tide, the whole field of ice would recede towards the coast and estuary. At no time was the ice field sufficiently solid overall as to permit an on-foot enemy assault of SOKTO/CHODO. Because of the sea ice conditions an enemy assault using sampans, junks and rubber boats was assessed as improbable at all times and impossible most of the time. Minesweeping in the area has not been possible.

6. ISLAND SUPPLY.

(a) Somewhat of a worry to the Commander Task Unit 95.1.4 at this time of the year is the safe turn around of the L.S.T.'s. The beaches at CHODO remain reasonably ice free; at and around low water when the ice has debouched from the CHINNAMPO estuary, the approaches to the L.S.T. beach on the western side of SOKTO usually lie through a field of sea ice which may not always be safely penetrable.

(b) The American L.S.T. 1096 was instructed by C.T.U. 95.1.2 to guard 2916 k/c's whilst in my area and this radio link was most valuable. However, there is at present no direct means of communicating with R.O.K. L.S.T.'s except by flashing light. This is most unsatisfactory and makes most difficult and often impossible, the task of passing beaching and other instructions. It is strongly recommended therefore that from four hours before their arrival at CAPSTAN until their departure from the SOKTO/CHODO area these R.O.K. vessels should guard some radio frequency such as R.O.K. net.

(c) Since the guns opposite CHODO had been active recently I requested full daylight TARGAP cover whilst L.S.T. 1096 was beached on the island. This was provided by H.M.S. GLORY, the operating carrier.

7. CHERRYWOOD BUOYS

U.S.S. QUAPAW has lifted both CHERRYWOOD Buoys; she will replace the radar reflectors and overhaul them generally. H.M.S. NEWCASTLE, when acting as C.T.U. 95.1.2, suggested that these buoys be relaid in BLACKBURN for the duration of the winter. There they would however be within range of enemy guns and would provide the enemy with useful ranging marks. I have suggested to my successor that one of these buoys be laid on the southern edge of the shoal at the western entrance to PEACE PIPE. This area is comparatively ice free and PEACE PIPE is now frequently in use.

M. J. ...

CAPTAIN, R.A.N.

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(Enclosure to H.M.A.S. ANZAC's letter S.C. 161 dated 30th January, 1953.)

CHRONOLOGICAL SUMMARY

TASK UNIT 95.1.4

SUNDAY 25TH JANUARY.

- 1700 : H.M.A.S. ANZAC arrived CHODO from TAECHONG DO having turned over to the Commanding Officer, H.M.S. BIRMINGHAM the duties of Commander Task Unit 95.1.2 and O.T.C. West Coast, Korea.
- 1730 : H.M.S. COCKADE joined H.M.A.S. ANZAC for turnover conference.
- 1900 : Commanding Officer, H.M.A.S. ANZAC assumed duties of Commander Task Unit 95.1.4.

Night Stations - H.M.A.S. ANZAC - BLACKBURN
H.M.S. COCKADE - EAST BLACKBURN
H.M.C.S. HAIDA (WHITBREAD destroyer)
- Patrolling PLAYERS/
CHERRYWOOD depending
on the ice limits.
U.S.S. QUAPAW - BOND STREET.

MONDAY 26TH JANUARY.

- 0400 : H.M.C.S. HAIDA proceeded to TAECHONG DO to refuel and to rejoin T.U. 95.1.1.

Day Stations - H.M.A.S. ANZAC and U.S.S. QUAPAW -
- PEACE PIPE
H.M.S. COCKADE - PLAYERS

- 1100 : Commanding Officer, U.S.S. QUAPAW called on C.T.U. 95.1.4
- 1115 : H.M.A.S. ANZAC using CHODO S.F.C.P. fired 23 rounds H.E. at the guns in caves at XC 739695. These guns had fired at the island of CHODO a few nights previously. The bombardment served as an AUSTRALIA DAY reminder to the guns' crews since these were the guns which had engaged H.M.A.S. ANZAC in November, 1952.
- 1730 : U.S.S. QUAPAW met[&] escorted L.S.T. 1096 through PEACE PIPE.
- 1800 : L.S.T. 1096 beached AIR FORCE BEACH, CHODO attended by U.S.S. QUAPAW and covered by H.M.A.S. ANZAC.

Night Stations - H.M.A.S. ANZAC - PEACE PIPE
U.S.S. QUAPAW - BOND STREET
H.M.S. COCKADE - EAST BLACKBURN.

TUESDAY 27TH JANUARY.

- 0600 : L.S.T. 1096 attempted to retract from AIR FORCE BEACH, CHODO, but was unsuccessful.

Day Stations -

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Day Stations - H.M.A.S. ANZAC - PEACE PIPE
H.M.S. COCKADE - NORTH PLAYERS and
CHERRYWOOD depending on
the ice limits
U.S.S. QUAPAW - Lifting CHERRYWOOD buoys.

1100 : H.M.A.S. ANZAC proceeded into CHERRYWOOD to investigate ice conditions. Finding pancake and brash ice sufficiently thick to make navigation unnecessary hazard except in emergency, the ship returned to PEACE PIPE where there was only loose brash ice.

1315 : Answering a call for fire made by CHODO garrison, H.M.A.S. ANZAC using CHODO S.F.C.P. fired 23 rounds H.E. at troops in village XC 754675.

During the day U.S.S. QUAPAW lifted both CHERRYWOOD buoys.

1500 : U.S.S. ROOKS (WHITBREAD destroyer) joined for night patrol.

1800 : L.S.T. 1096 unbeached from CHODO attended by U.S.S. QUAPAW and covered by H.M.A.S. ANZAC; she proceeded for INCHON.

Night Stations - H.M.A.S. ANZAC - PEACE PIPE
H.M.S. COCKADE - EAST BLACKBURN
U.S.S. ROOKS - Patrolling PLAYERS and
CHERRYWOOD
U.S.S. QUAPAW - BOND STREET.

During the night, after the passage of a front, snow fell and the wind veered to North West and increased to Force 6. One of the CHERRYWOOD buoys secured onboard U.S.S. QUAPAW broke loose and she sustained slight damage to a hatch cover and deck plating. U.S.S. QUAPAW shifted berth to PEACE PIPE.

WEDNESDAY 28TH JANUARY.

0430 : U.S.S. ROOKS proceeded to TAECHONG DO to refuel from R.F.A. WAVE PRINCE and to rejoin T.U. 95.1.1.

0620 : H.M.A.S. ANZAC proceeded to TAECHONG DO to turn over to H.M.S. CARDIGAN BAY.

0630 : H.M.S. COCKADE temporarily assumed the duties of C.T.U. 95.1.4 and SITTING DUCK.

1000 : H.M.A.S. ANZAC arrived TAECHONG DO.

1100 : Commanding Officer, H.M.S. CARDIGAN BAY relieved the Commanding Officer, H.M.A.S. ANZAC as C.T.U. 95.1.4.

1130 : H.M.A.S. ANZAC proceeded for SASEBO.

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4th N.M.

Sec. 4th N.M.

- ① D.A.W.O.T. *28/5*
- 2 D/D.A.W.O.T. *26/5*
- 3 S.O. (T) *27/5*
- 4 S.O. (O) *27/5*
- 5 S.O. (F) *28/5*

D.A.M.R.

N.A.2 N.M. (Air)

C.A.4th N.M.

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DEPARTMENT OF THE NAVY.

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MINUTE PAPER.

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

March 1953

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~~2nd N.M.~~
3rd N.M.

4th N.M.

~~D.A.W.C.T.~~

D. of P.

~~(N)~~

N.5.

~~D.N.L.~~

~~H.P.B.~~

A.A. 2nd N.M.

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

D. of M.

~~D.E. (N)~~

~~D.O.U.W.~~

~~D.N.M.S.~~

N.5.

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

Para 32 - "C" now being obtained from U.K.
rest part of Para 32. - This will be dealt with when report is received
but it is most unlikely that "Arzoes" 4.5 guns
are different from any others.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

5193-12-22

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SUBJECT: Amas Anzac Report of Proceedings March 1953

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~~1st NCM~~ 21/4

~~2nd NCM~~ 22/4 *Summary* 19/5

~~4th NCM~~ 29/4

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~~DJDP~~ 8/5 *New* 10/5

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~~DISR~~ 14/5

~~DGNS~~ 15/5

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SUBJECT: Commander Task Unit 95.1.2 + 076 West coast in Sma's Bay - Report of Proceedings 12th - 17th March.

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2nd nm 13/4

~~DAE~~ 13/5

4th nm 24/4

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SUBJECT: Commander Task Unit 95.1.5 in Anzac
Report of Proceedings 4th - 7th March

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SUBJECT: Amas Anzac - Report of Proceedings
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MINUTE PAPER.

SUBJECT: H.M.A.S. *Anzac*

REPORT OF PROCEEDINGS.

February 1953

~~S.N.B.~~ *1/5*

~~2nd N.M.~~

~~3rd N.M.~~ *Jan 4/5*

~~4th N.M.~~

~~D. of P.~~ *1/5*

~~Ops. (N)~~

~~N.S. Adv~~ *7/5*

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

~~H.P.B.~~ *21/5*

~~A.A. 2nd N.M.~~ *20/5*

~~D. of M.~~ *9/6*

~~D.D.M.~~ *22/6*

~~D.E. (N)~~ *16/6*

~~D.O.U.W.~~ *23/6*

~~D.N.M.S.~~ *3/7*

~~N.S.~~ *6/7*

~~D.N.I. (N.H.R.O.)~~ ← *6/7*

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17

17
8



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[Faint, mostly illegible handwritten notes and scribbles in blue ink, including some numbers and lines.]

152
101

DEPARTMENT OF THE NAVY
MINUTE PAPER

5193-12-22

141/45.

SUBJECT: Amas Anzac Report of Proceedings

February 1953

RESTRICTED

~~DGAS~~ 18/1/53

~~1st Div~~

~~2nd Div~~

~~4th Div~~ Summary for 1954
(for further circulation)

~~A/DNI~~

~~D/OPS~~

~~D/CAF~~

~~D/ISR~~

~~D/OS~~

~~D/NE~~

~~HNB (N5)~~

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H336-112-62

20/5

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. *Angac* REPORT OF PROCEEDINGS.
January 1953

~~S.N.B.~~ *A214*

~~2nd N.M.~~

~~3rd N.M.~~ *see 21/4*

~~4th N.M.~~

~~D.A.W.O.F.~~ *see 27/4*

~~D. of P.~~ *J 30/4*

~~Ops. (R).~~

~~N.S.~~ *1/5*

~~D.N.L.~~ *1/5*

~~H.P.B.~~ *1/5*

~~A.A. 2nd N.M.~~ *13/5*

~~N.A. 2nd N.M. (X)~~ *14/5*

~~D. of M.~~ *P.L. 17/5*

~~D.D.M.~~ *see 19/5*

~~D.E. (N)~~ *15/5*

~~D.O.U.W.~~ *18/6*

~~D.N.M.S.~~ *16/6 24/6*

~~N.S.~~ *29/6*

~~D.M.I. (N.H.R.O.)~~ *29/6*

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6/69

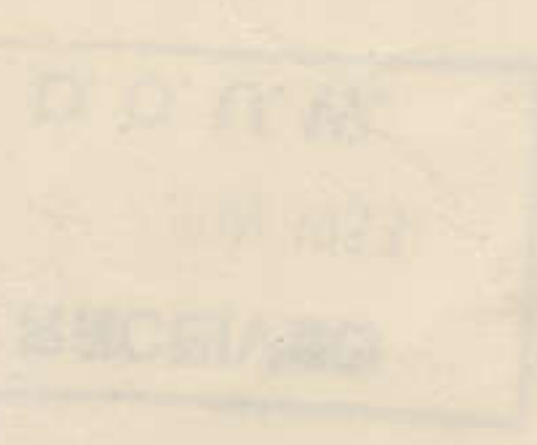


40
13/4
6/69

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1133P-112-111
9/64

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DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-112-62

41/45.

SUBJECT: *HMAS Anzac*

Report of Proceedings

January 1953

~~DCNS~~ *m/6/2*

③

~~1st NMV~~

② HMAS Anzac 19/2

①

~~2nd NMV~~

~~Summary~~

Journal (for further circulation)

~~Dir~~

19/11

~~D/DPS~~

20/3/53

23/3

~~DCNS~~

23/3

~~DIOR~~

27/3

~~DOB~~

30/3

~~DAE~~

1/4

HAB (1/2)

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4th N.M.

Sec. 4th N.M.

Sec. Core. (Air).

1 D.A.W.O.T. *caused*

2 D/D.A.W.O.T. *caused 6/4*

3 A/D.A.W.O.T. (T) *17/4*

~~A/D.A.W.O.T. (W)~~ *Smith*

4 A/D.A.W.O.T. (F) *Smith*

5 A/D.A.W.O.T. (O) *17/4*

D.A.M.R.

N.A.2 N.M. (Air)

C.A.4th N.M.

OFFICE

DNI (NHRO)

No notes
received
JWB

23/6

53

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Kuhner - N. Br
22/6.

201.
DEPARTMENT OF THE NAVY
MINUTE PAPER

#336-112-62

441/45.

SUBJECT: HMAS Anzac Enclosures to Report of
Proceedings January
1953

~~DCNS~~ 11/26/2

~~1st NM~~ 11/2

~~2nd NM~~ 4/1/53

~~4th NM~~ 17/3 - Secretary 19/3

~~1st of N~~ (for further circulation)

~~D.N.I.~~

~~D(DPS)~~ 1/4/53 2/4

~~DCNP~~ 2/4

~~DTSR~~ 8/4

~~DoD~~ 9/4

~~DAC~~ 13/4

~~ANB~~ (15)

24/11

Enclosures (photographs)
not attached when
received in D. B. V.

15/3/53

1/4

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Royal Australian Navy.

DEPT OF NAVY
4336/112/62

IN REPLY PLEASE QUOTE

No. 20/1/4

H.M.A.S. ANZAC,
at Sasebo,
6th February, 1953.

H.M.A.S.
26
2
53

HN 23/2

N5

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
(Copy to : The Secretary, NAVAL BOARD.)

SEA ICE CONDITIONS - WEST COAST KOREA.

The enclosed photographs are forwarded. They were intended to go with the Report of Proceedings of H.M.A.S. ANZAC for January, 1953 but were not ready in time.

Photograph A : shows H.M.A.S. ANZAC underway in a field of sea ice. CHODO island in the back ground.

Photograph B : shows the stem of H.M.A.S. ANZAC cleaving the ice in CHODO area.

Photograph C : shows H.M.A.S. ANZAC in ice which has started to break up. (CHODO area)

Photograph D : shows PLAYERS anchorage a field of pancake and brash ice.

[Handwritten Signature]
CAPTAIN

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DEPT. OF NAVY
3657
5193/12/20

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C 18 JUN A.M.
NAVY REGISTRY

Mr. Lister 12/5/53

REPORT OF PROCEEDINGS - H.M.A.S. ANZAC

(The Commanding Officer, H.M.A.S. ANZAC's No. 20/1/4 H.N.
of 1st May, 1953). *22-4-53*

*DN1
24/4*

H.A. 19/6

II

No. 2FE/960/27.

THE COMMANDER IN CHIEF,
FAR EAST STATION.
THE SECRETARY, AUSTRALIAN
COMMONWEALTH NAVAL BOARD.
(Copy to each).

(Without enclosure)

Forwarded.

*NHRO
DN1
attach so file please*

Second in Command,
Far East Station.
31st May, 1953.

✓

Roland Leonard
for REAR ADMIRAL.

DTM.

Sec Gratz

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5193-12-20

18/3

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Anyac REPORT OF PROCEEDINGS.
20th December 1952 to
3rd January 1953

~~S.N.B.~~ 1/3

~~2nd N.M.~~ 1/3

~~3rd N.M.~~ 26/Jan 4/3

~~4th N.M.~~ 17/3

~~D.A.W.O.T.~~ 17/3

~~D. of P.~~ 18/3

~~Ops. (N).~~ 18/3

~~N.5.~~ 19/3

~~D.N.L.~~ 23/3

~~H.P.B.~~ 23/3

~~A.A. 2nd N.M.~~ 23/3

~~N.A. 2nd N.M. (X)~~ 27/3

~~D. of M.~~ } 30/3

~~D.D.M.~~ } 30/3

~~D.E. (N).~~ 31/3

~~D.O.U.W.~~ 15/4

~~D.N.M.S.~~ 17/4

~~N.5.~~ 25/4

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

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h/bc

D.N.M.S. BRANCH
16 APR 1953
NAVY OFFICE

D.N.M.S. BRANCH
20 APR 1953
NAVY OFFICE

Handwritten signature and date: 12/3/53

Extremely faint and illegible handwritten text, possibly a list or index, covering the left side of the page.

18/3

1/2

Extremely faint handwritten text at the bottom right of the page.

~~SECRET~~

DEPARTMENT OF THE NAVY

5193-12-20

MINUTE PAPER

441/45.

9/9/

SUBJECT: *Amas Anzac Report of Proceedings 20th*

December 1952 to 3rd January 1953

~~DCNS~~ *1/1 20/1*

~~1st N V~~

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~~STOP~~ (*for further circulation*)

~~DNT~~

18/11

~~D/DPS~~

23/2

~~DCNP~~

23/2

~~DISR~~

26/2

~~DOO~~

26/2

~~Dive~~

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5193/12/20

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10/10 PS 18
DNL 14/3

SUBJECT: Commander Task Unit 95.1.2 + 076

West Coast Korea in Amas Anzac - Report of
Proceedings 21-25/1/53 + 25-28/1/53.

~~D. L. W. S. J.~~ 11/2

1st n m

2nd n m

4th n m cont. 20/2

~~Summary~~ 20/2

Hofer (for further circulation)

10/3/2

~~D T S R~~ 23/2

~~DO SW~~ 25/2

1/3 ~~DO B~~ 10/3

13/3 ~~D Y C~~ 13/3

~~D of P J~~ 18/3

~~A/D N T H K L~~ 31/3

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