AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS ANZAC

Item number: 34/4

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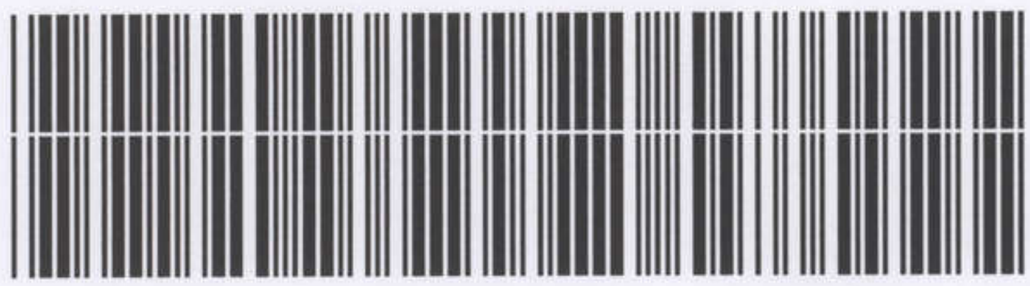

AWM78-34/4

"ANZAC" of P. 1954-55-56.

[34/4]

CONFIDENTIAL

(H.M.A.S. ANZAC's REPORT OF PROCEEDINGS FOR THE MONTH OF DECEMBER, 1956)

II

21792/191

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
(Copy to: Commanding Officer, H.M.A.S. ANZAC)

Submitted for information.

CAPTAIN

Office of Captain D,
10th Destroyer Squadron,
H.M.A.S. TOBRUK,
At Sydney,
8th January, 1957.

FLAG OFFICER COMMANDING
9 JAN 1957
H.M. AUSTRALIAN FLEET

20/1/4

H.M.A.S. ANZAC,
at Williamstown.

2 January, 1957.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF DECEMBER, 1956.

Sir,

I have the honour to submit the Report of Proceedings of H.MA. Ship under my command for the month of December, 1956.

1 December - 31 December.

2. The refit in Williamstown Dockyard progressed. On Friday 7 December, the ship was moved by tugs and hawsers into the Drydock and on Monday 10 December, was settled on the blocks.

Conduct and Morale.

3. The conduct of the Ships Company has been satisfactory

Organised Sport.

4. There has been no organised sport during the month.

I have the honour to be,

Sir,

Your obedient Servant,

Gaemond

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

(H.M.A.S. ANZAC's REPORT OF PROCEEDINGS FOR THE MONTH OF NOVEMBER, 1956.)

II

21751/191

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
(Copy to: Commanding Officer, H.M.A.S. ANZAC)

Submitted.

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK,
At Sydney,
18th December, 1956.

John W. Goble
Lieutenant Commander, R.A.N.
for, CAPTAIN A.O.L.

20/1/4

H.M.A.S. ANZAC
at Williamstown.

1st December, 1956.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF NOVEMBER, 1956.

Sir,

I have the honour to submit the Report of Proceedings of H.M.A. Ship under my command for the month of November, 1956.

SAIGON TO DARWIN. 1st - 2nd.

2. On Thursday 1st ANZAC was on passage between Saigon and Darwin. Rifle and pistol competitions continued during the dog watches and pre refit trials of equipment and much needed maintenance was carried out. The Chief Petty Officers and Petty Officers were fortunate enough to be able to hear lectures on Korea by the Right Reverend J.C.S. Daly, Anglican Bishop in Korea, and to see many of his coloured slides of the country.

3. At 2010 on the 1st I was informed the Engineering Mechanic I W. Paterson, O/N. R47938, was suffering from an acute case of appendicitis and I accordingly increased speed to 22 knots. The second boiler was connected by 2110 and speed increased to 27 knots, the fuel position making it imprudent to proceed faster.

AT DARWIN. 2nd - 3rd.

4. At 1640 on Friday 2nd ANZAC secured port side to on New Stokes Hill Wharf, Darwin, and the patient was immediately taken by ambulance to hospital where he was later successfully operated upon.

5. In the evening, in company with Bishop Daly, I had the pleasure of dining with the Naval Officer in Charge (Captain F.N. Cook, D.S.C., Royal Australian Navy) at Admiralty House.

6. As no fuel is yet available at New Stokes Hill Wharf ANZAC slipped at 0630 on Saturday 3rd and proceeded alongside Oil Wharf as soon as it was cleared by the merchant ship that had been alongside. 611 tons of Furnace Fuel Oil were taken on board and at 1600 ANZAC slipped and proceeded to rendezvous with TOBRUK in position 17° 45'South 146°20'East.

7. DARWIN TO BRISBANE. 3rd - 10th.

7. At dawn on Sunday 4th three large sharks were sighted in the path of the ship and were engaged by rifle fire, with some success, from the bridge. The length of each of these monsters was estimated to exceed that of the 25 foot motor boat. Half a dozen sharks of the same dimensions were observed approaching the scene of the engagement as ANZAC proceeded.

8/.....

as ANZAC proceeded/....

8. The preperation and painting of decks was again interrupted on Monday 5th by heavy rain, an occurence which has happened with continuous regularity throughout the past year. Opportunity was taken at 1530 to close Normanby Sound and discharge Able Seaman H.A. Mills, O/N. R50390, for Xmas leave.

9. Mills is a native of Thursday Island and arrangements were made for his collection by his uncle in a 36 feet pearling launch, thus saving an air fare from Melbourne to Thursday Island.

10. A rendezvous with H.M.A.S. TOBRUK (Captain R.I. Peek, O.B.E., D.S.C., Royal Australian Navy) Captain (D), 10th Destroyer Squadron, was made at 0710 on Wednesday 7th. ANZAC acted independantly at 1530 while a Seaman Petty Officer recovered a dropped life buoy. On completion ANZAC rejoined TOBRUK and anchored at 1642 off the west side of Great Palm Island.

11. That evening I had the pleasure of dining with Captain Peek on board TOBRUK.

12. ANZAC and TOBRUK proceeded at 0900 on Thursday 8th for Brisbane. At 1450 on Saturday 10th ANZAC berthed port side to on TOBRUK which had previously secured at No.1 Newstead Wharf, Brisbane.

AT BRISBANE. 10th - 11th.

13. While at Brisbane five Chief Petty Officers and Petty Officers and twenty three ratings proceeded on long leave. 290 tons of Furnace Fuel Oil were embarked.

BRISBANE TO SYDNEY 11th - 12th.

14. ANZAC slipped and proceeded at 0915 on Sunday 11th. A two minutes silence was observed in the ship at 1100 on the occasion of Remembrance Sunday. When clear of Moreton Bay ANZAC and TOBRUK proceeded in loose formation to Sydney. En route consumption trials were carried out at 21, 20, and 19 knots for six hourly periods commencing at 1330.

AT SYDNEY. 12th - 15th.

15. TOBRUK berthed port side to at Cruiser Wharf, Garden Island, at 1428 on Monday 12th. ANZAC then berthed port side to on TOBRUK at 1438. As it had not been possible to give the ship an alongside berth Captain (D) kindly permitted ANZAC personnel's relatives and friends on board to view the ship's arrival.

16. At 1030 ON TUESDAY 13th I waited on the Flag Officer Commanding, H.M. Australian Fleet, Rear Admiral D.H. Harries, C.B.E., on board H.M.A.S. MELBOURNE.

17. While in Sydney 5 torpedoes and all Squid projectiles were off loaded, two propellor shafts were secured on the iron deck for freightage to Melbourne, and 32 tons of Furnace Fuel Oil were embarked.

18. Senior Commissioned Gunner L.E. McNeill, Royal Australian Navy, was discharged to Balmoral Naval Hospital on Tuesday 13th.

19. At 1500 ANZAC and TOBRUK were moved by tugs and re-berthed on Cruiser Wharf bows North.

20. Lieutenant (L) R.R. Calder, Royal Australian Navy, and Senior Commissioned Ordnance Engineer R.E.C. Keen, Royal Australian Navy,

...../ joined at

Australian Navy/---------

joined at 0900 on Thursday 15th to carry out pre refit trials while on passage to Melbourne.

21. I accompanied Captain (D), 10th Destroyer Squadron, and called on the Flag Officer in Charge, East Australian Area, Acting Rear Admiral H.J. Buchanan, C.B.E., D.S.O., at 0930 that day.

22. H.M.S. NEWCASTLE (Captain A.R. Kennedy, O.B.E., Royal Navy) flying the flag of the Flag Officer, Second in Command, Far East Station, Rear Admiral W.K. Edden, C.B., O.B.E., berthed at Fitting Out Wharf at 0930.

SYDNEY TO MELBOURNE. 15th - 17th.

23. At 1035, after the return from NEWCASTLE of four ANZAC ratings who had been absent on sailing from Saigon, ANZAC proceeded to Melbourne.

24. En route ASDIC investigations were carried out of waters in the vicinity of Wilson's Promontory.

25., The Squadron Torpedo and Anti Submarine Officer, Lieutenant Commander B. Cleary, Royal Australian Navy. took passage.

26. At 0052 on Saturday 17th I anchored of Martha Point, Port Phillip Bay, for the night, proceeding again at 0720. ANZAC secured starboard side to outer East Nelson Pier at 0945. The ship was welcomed by relatives and friends and the Band Of the Royal Australian Naval Reserve, H.M.A.S. LONSDALE, the latter gesture was greatly appreciated.

AT WILLIAMSTOWN. 17th - 30th.

27. H.M.A.S. MELBOURNE (Captain G.G.O. Gatacre, D.S.O., D.S.C., and Bar, Royal Australian Navy) flying the flag of the Flag Officer Commanding, H.M. Australian Flaat, Rear Admiral D.H. Harries, C.B.E.; H.M.A.S. SYDNEY (Captain W.H. Harrington D.S.O. Royal Australian Navy) entered harbour during the forenoon of Monday 19th, and during this period I waited upon the First Naval Member, Vice Admiral R.R. Dowling, C.B., C.B.E., D.S.O., and the Second Naval Member, Rear Admiral ~~J.C. Morrow, D.S.O., D.S.C.~~, . H.M. Burrell. C.B.E.

28. De-ammunitioning was commenced on Monday 19th and was completed on Wednesday 21st. The ship was then moved by tugs at 1030 and secured starboard side to Dockyard Wharf.

29. During the forenoon of Wednesday 21st H.M.S. NEWCASTLE, (Captain A.R. KENNEDY, O.B.E., Royal Navy) flying the flag of the Flag Officer Second in Command, Far East Station, Rear Admiral W.K. Edden, C.B., O.B.E.; H.M.S. COCKADE (Commander D.L. Cobb, Royal Navy) and H.M.S. CONSORT (Commander R.R.B. Mackenzie, M.V.O. M.B.E., Royal Navy) entered harbour. H.M.A.S. WARRAMUNGA (Commander A.M. Synnot, Royal Australian Navy) and H.M.A.S. SWAN (Commander R.C. Savage, D.S.C., Royal Australian Navy) berthed temporarily at Williamstown before proceeding up river during the afternoon.

30. As soon as de-ammunitioning had been completed the ship reduced to a care and maintenance state, the balance of the Ship's Company being sent on long leave. ANZAC personnel took a limited part in the Melbourne Olympic Festivities as guests at various functions. The provision of 2 T.V. sets by "Pye" Radio was greatly appreciated by those not fortunate enough to hold tickets to the games. On opening day a "family day" was held on board to view the ~~xxxxxxxx~~ televised proceedings.

Ihave the honour/.....

televised proceedings/...

I have the honour to be,

Sir,

Your Obedient Servant,

Sgd. E. J. Peel

COMMANDER, R.A.N.
CAPTAIN.

(H.M.A.S. ANZAC's Report of Proceedings for the month of November, 1956)

APPENDIX "A"

(a)	Distance steamed during month.	4117.47 miles.
(b)	Hours under way during month.	268 37/60 hours.
(c)	Average miles per ton of oil fuel.	3.6 miles
(d)	Total distance steamed since commissioning.	222613.11 miles.
(e)	Total hours under wya since commissioning.	15917.06 hours.
(f)	Date of commissioning.	14th March, 1951.

ECONOMICAL SPEED EXCEEDED DURING MONTH.

1st November.

(a) 4 hours.
(b) 27.2 knots.
(c) 10.2 tons per hour.
(d) 2.6 miles per ton.
(e) Appendicitis case.

2nd November.

(a) 14 hours.
(b) 27 knots.
(c) 10 tons per hour.
(d) 2.6 miles per ton.
(e) Appendicitis case.

11th November.

(a) 22 knots.
(b) 5 hours.
(c) 6.5 tons per hour.
(d) 2.8 miles per ton.
(e) Fuel Consumption Trials.

11th November.

(a) 5 hours.
(b) 21 knots.
(c) 5.7 tons per hour.
(d) 3.6 miles per ton.
(e) Consumption trials.

12th November.

(a) 8 hours.
(b) 20 knots.
(c) 5.1 tons per hour.
(d) 3.9 miles per ton.
(e) Consumption Trials.

APPENDIX "B"

WHALE SIGHTING REPORT.

NIL

(ANZAC's letter No.20/1/4 dated 1st November, 1956)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF OCTOBER, 1956

II.

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

Submitted.

(Sgd.) R. I. PEEK

CAPTAIN

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK,
At Sydney,
12th November, 1956.

20/1/4

H.M.A.S. ANZAC
at Sea.

1st November, 1956.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF OCTOBER, 1956.

Sir,

I have the honour to submit the Report of Proceedings of H.M.A. Ship under my command for the month of October, 1956.

AT SINGAPORE Monday 1st October.

2. Monday 1st was spent in storing, ammunitioning, and provisioning prior to departure for Phase II of the South East Asia Treaty Organisation Exercise ALBATROSS. I presided at one of the boards convened to examine Leading Seamen and Able Rates for advancement. In the evening I attended a cocktail party given by the United States Naval Attache, Singapore, for officers of visiting S.E.A.T.O. forces.

SINGAPORE TO BANGKOK 2nd - 8th October. "EXERCISE ALBATROSS PHASE II"

3. ANZAC slipped and proceeded at 0851 on Tuesday 2nd in company with H.M.A.S. TOBRUK (Captain R.I. Peek, O.B.E., D.S.C., A.D.C., Royal Australian Navy, Captain (D), 10th Destroyer Squadron); H.M.S. COCKADE (Commander D.L. Cobb, Royal Navy) and H.M.S. CONUS (Commander J.C. Bertonsik, D.S.C., Royal Navy). On passing Johore Shoal Buoy at 1045 a beat line screen was formed by units already mentioned and Pakistan Naval ships TIPPU SULTAN, TAIMUR, TARIQ, and TUGHRILL, of the 25th Destroyer Squadron, and screened H.M.S. KENOSTLE (Captain R.A. Kennedy, O.B.E., Royal Navy) flying the flag of Rear Admiral W.H. Edden, C.B., O.B.E., Flag Officer Second in Command, Far East Station; H.M.A.S. MELBOURNE (Captain G.G.O. Gatacre, D.S.O., D.S.C., and Bar, Royal Australian Navy) flying the flag of Rear Admiral D.H. Harries, C.B.E., Flag Officer Commanding, H.M. Australian Fleet; and H.M.A.S. SYDNEY (Captain W.H. Harrington, D.S.O., Royal Australian Navy). Ahead of the Force units of the First Frigate Squadron and Ninth Escort Squadron (United States Navy) were carrying out an A/S patrol. MELBOURNE reported being torpedoed at 1200. At 1203 U.S. Submarine CARP surfaced astern of the main body. After a short delay an appropriate A/S search was ordered by Captain (D) 25th Destroyer Squadron. At 1220 the search was called off and all ships present comprising Task Force 262 proceeded to the North East of Singapore.

W.....

.....4./

4. ANZAC was temporarily not under command at 1225 when an oil fuel pump cover plate burst causing a reduction of power. Though smothered in oil fuel, boiler room personnel acted in a most commendable manner. This incident has been reported in other papers.

5. At 1417 and appropriate Formation was ordered to enable divisions of ships to carry out a full calibre firing in succession at two battle practice targets. ANZAC in company with TOBRUK, COMUS and COCKADE opened fire at 1528, and on completion reformed on NEWCASTLE at 1600. A.A. Firings were conducted at 1700 at sleeve targets towed by two R.A.F. Beaufighters. At 1730 one of the sleeves was shot down by a target triggered burst. This could have been the result of ANZAC's gunnery but no claims are made. Firings were completed by 1805 and a concentric screen was then formed on the main body. The force proceeded to the North East carrying out a zig zag plan during the night.

6. Exercise Screen Fun was carried out at 0900 Wednesday 3rd. NEWCASTLE and TOBRUK were detached at 1000 to take up Radar Picket stations for an Air Defence exercise scheduled for the afternoon. After transferring an acute appendicitis case to MELBOURNE at 1030, ANZAC proceeded to a Radar Picket Station assigned by NEWCASTLE. During the afternoon land based bomber attacks were made on the Fleet which was exercised in Air Defence. On completion at 1700 ANZAC proceeded to rendezvous with NEWCASTLE and TOBRUK and joined at 1800. The three ships proceeded at 26 knots to the North West to be in position for a Night Encounter exercise with the major units of the Task Force, which for the exercise represented an important fast troop convoy. TOBRUK was detached at 1710 to find, shadow and report the convoy. The initial report was received at 2033. ANZAC was detached at 2130 and closed the convoy from the North West. Radar contact was gained at 2216. The main body was engaged at 2253 and 82 simulated broadsides were fired. It was not possible to close the convoy sufficiently to permit of a satisfactory torpedo attack before the exercise was declared completed at 2307.

7. Ships reformed for night steaming at 2330 and proceeded toward the Gulf of Thailand. At 0215 Thursday 4th U.S.S. LEWIS left the screen with a fire in the boiler room. This was quickly brought under control , TUGHRIL AND COMUS standing by.

8. ANZAC and TOBRUK were detached at 0500 to take station 18 miles from the main body which acted as a convoy passing through a submarine probability area. This exercised commenced at 0830 and was completed at 1730. During this period no contact was made by either ship though reports were received of A/S actions carried out by other units. Ships reformed at 1745 for night steaming. Sea boats were ordered away at 2020 to recover lifebuoys.

9. Heaving line transfers were carried out with MELBOURNE at 0925 and 1050 on Friday 5th. At 1207 TOBRUK and ANZAC were detached as a S.A.U. to find and carry out attacks on U.S. Submarine CARP. The S.A.U. was Homed to the Datum by a Gannet aircraft from MELBOURNE.

after commencing.....

from MELBOURNE/.....

After commencing an A/S close search TOBRUK was seen in contact and several attacks were delivered. ANZAC was in contact temporarily at 1408. Several non submarine contacts were detected and valuable time was lost investigating them. This handicap was experienced previously in Exercises "FIRM LINK" and "MONSOON" when ASDIC investigations were carried out in the Gulf of Thailand. Attacks were completed at 1520 when ANZAC and TOBRUK proceeded to pick up sono-buoys. MELBOURNE was closed at 1745 and after returning the sono-buoys ANZAC proceeded independently to Satahib to embark 21 Royal Thai Staff College students. This was done at 0512 on Saturday 6th. The ship then rendezvoused with SYDNEY at 0600 and a not entirely enthusiastic Thai party were transferred by high line to the carrier. On completion ANZAC proceeded at 25 knots to join a replenishment group under the tactical command of the Flag Officer Second in Command, Far East Station, in NEWCASTLE. ANZAC proceeded to fuel from the port side from the R.F.A. WAVE CHIEF at 0930. Hoses were disconnected at 1105 after 450 tons of furnace fuel oil had been embarked. ANZAC then took up station on the screen. During the afternoon Screenfun exercises in defence of a convoy were carried out. Remaining units of Task Force 262 were met at 1800 and after the main body and screen had formed, the Force proceeded to the North West anchoring in formation at 2115. Prior to this SYDNEY departed to disembark the Thai Staff College Students who had spent the day observing the exercises.

10. MELBOURNE, TOBRUK, COMUS, TAIMUR and WISEMAN proceeded independently for exercises at 0810 Sunday 7th. Remaining ships screened NEWCASTLE and proceeded at 0900 for manoevres. MELBOURNE rejoined at 1300 and at 1345 ANZAC closed to transfer mail to MELBOURNE by sea-boat. Manoeuvres were carried out for the remainder of the day. The Flag Officer Commanding, H.M. Australian Fleet transferred his flag to TOBRUK at 1500. Task Force 262 split at 1540 when units proceeding to Hong Kong departed. Ships in company, TOBRUK, QUEENBOROUGH, ANZAC, COMUS, TAIMUR, TIPPU SULTAN and KANIBRE proceeded to the north west and anchored off the Bangkok River Bar at 2000.

11. Ships proceeded in company at 0620 Monday 8th and having embarked pilots proceeded up river. At 1008 ANZAC berthed starboard side to on TOBRUK who had secured to No. 8 berth, Klong Toei Wharf, Bangkok.

AT BANGKOK. 8th - 13th October.

12. At 1235 I accompanied the Captain (D), 1st Frigate Squadron, (Captain V.A.F. Smith, D.S.C., A.D.C., Royal Australian Navy) and the Captain (D), 10th Destroyer Squadron, (Captain R.I. Peek, O.B.E., D.S.C., A.D.C., Royal Australian Navy) and after meeting the Flag Officer Commanding, H.M. Australian Fleet, Rear Admiral D.H. Harries, C.B.E., at the Australian Embassy, called on His Excellency, the Australian Ambassador, Mr. D.O. Hay, D.S.O., M.B.E.. At 1345 I had the pleasure of entertaining the Flag Officer Commanding, H.M. Australian Fleet on board. That evening I attended a reception at the Royal Bangkok Sports Club given by His Excellency, the Australian Ambassador, for officers of the visiting S.E.A.T.O. forces, and together with Rear Admiral Harries, and Captains Smith and Peek,

dined at/.....

..... Smith and Peek/

dined at the Embassy afterwards.

13. At 0830 on Tuesday 9th a party of 10 ratings from the ship visited the Kanchanaburi War Graves, while five ratings enjoyed a boat trip arranged by the Caltex Oil Company. At 1000 a party of twenty-one ratings were taken on a sightseeing tour in buses provided by the Royal Thai Navy. Places visited included the Grand Palace, Emerald Buddha, and the Snake Farm.

14. At 1230 I attended a luncheon at the British Embassy given for visiting Commanding Officers by His Excellency, the British Ambassador, Sir Berkeley Gage.

15. The ship was open to the public between 1300 and 1500 during which time 100 visitors came on board. At 1500 54 blind children arrived and were entertained by volunteers from the Ship's Company. The children were escorted about the upper deck and were given cakes, fruit, and soft drinks in large quantities, at afternoon tea on the forecastle, in addition each was presented with a burnished Australian penny which was hung around the neck by a string. Surplus pennies were sent over for distribution in TOBRUK. The afternoon was enjoyed as much by the hostess by the guests.

16. That evening I attended a reception given by the Minister of Defence, Admiral of the Fleet, Pibul Sonngram, which was held at Government House for visiting Naval Officers.

17. The ship was open to public inspection at 1300 on Wednesday 10th and 400 visitors came on board.

18. At 1000 on Thursday 11th, 20 ratings were taken on a sightseeing tour of Bangkok provided by the Royal Thai Navy. At 1630 I attended a Rugby match between the Royal Thai Navy and a team picked from TOBRUK, KANIERE and ANZAC. The Royal Thai Navy proved too fast and won 6 - 3. During our stay in Bangkok several matches at various sports were played, the results of which appear at the end of this report.

19. The Flag Officer Commanding, H.M. Australian Fleet, gave a cocktail party on board TOBRUK and ANZAC at 1830 to return hospitality received during our visit to Bangkok. I gave a buffet dinner in my cabin on completion.

BANGKOK TO SAIGON 12th - 24th October.

20. At 0845 on Friday 12th a pilot was embarked and at 0900 ANZAC proceeded down the Bangkok River. On clearing the river the pilot was disembarked at 1100. Ships were formed up under the command of Commodore Pakistan Flotilla at 1200 when TOBRUK, KANIERE, QUEENBOROUGH, QUICKMATCH, OPOSSUM, TARIQ and TIPPU SULTAN had passed

the Bangkok Bar/.....

..... had passed/

the Bangkok Bar. TUGHRIL and COMUS proceeded independently. Tactical manoeuvres were carried out at 1630 and on completion at 1800 ships formed up for night steaming.

21. Screening exercises were carried out during the forenoon of Saturday 13th from 0800. At 1420 a transfer of portable welding gear was carried out with QUICKMATCH by seaboat. Screening exercises were again carried out during the first dog watch for one hour. On completion a night steaming formation was assumed and a zig zag plan carried out until 2359.

22. H.M.S. ST.BRIDES BAY (Commander N. Dixon, Royal Navy) joined at 0630 on Sunday 14th. During the forenoon ANZAC carried out a jackstay transfer with QUEENBOROUGH at 0900, and then at 0925 with TARIQ when Acting Sub Lieutenant S.A. Siddiqi, Pakistan Navy, left the ship. Officer of the Watch manoeuvres followed and were completed at 1215.

23. Exercise Screen Fun was commenced at 0800 on Monday 15th for three hours. At 1300 QUEENBOROUGH, TOBRUK, ANZAC and QUICKMATCH carried out a competitive plotting exercise. TOBRUK and ANZAC then exercised independently before rejoining the main body at 1730.

24. A rendezvous was effected with R.F.A. WAVE CHIEF at 0530 on Tuesday 16th and a replenishment formation was assumed. ANZAC commenced fuelling at 0707 and disconnected at 0815 having embarked 302 tons of furnace fuel oil. TOBRUK closed the ship at 1145 for a heaving line transfer. At 1430 ANZAC closed QUICKMATCH and carried out a jackstay transfer. A Night Encounter exercise scheduled to commence at 2000 was postponed due to unfavourable weather conditions.

25. Ships were dressed with masthead flags on Wednesday 17th to conform with Pakistan Navy ships who were honouring the birthday of the Holy Prophet.

26. At 0600 the Task Group entered a submarine probability area. TOBRUK , TARIQ and QUICKMATCH acted as a patrol group whilst TIPPU SULTAN and ANZAC were employed as A/S pickets and QUEENBOROUGH was screened by the remaining ships present. These included three Phillipine Navy Patrol Craft, BAMOL, BATANGAS and CAPIZ, who had rendezvoused with the Task Group at dawn. The first run of the exercise was completed at 1005 when the submarine surfaced having fired torpedoes at the screen and main body. Course was reversed to assume stations for a further transit which was commenced at 1205. At 1503 QUICKMATCH initiated an A/S action and on completion U.S.S. CAHP was surfaced. Groups rejoined the main body and the Task Group proceeded on passage.

on passage/.....

27. The passage of Balabac Strait was effected by 0830 on Thursday 18th. At 1330 TOBRUK and ANZAC were detached from the formation to exercise independently and proceed to initial stations for a Night Encounter exercise. En route a surface plotting exercise was carried out followed by a flag hoisting exercise. At 1600 hands fell in for Evening Quarters and general drills were exercised for 20 minutes.

28. Course was reversed to close the convoy at 1940. Initial detection was made at 22 miles. The plan of attack was for TOBRUK and ANZAC to present one Radar echo and split late in the attack. The attacking force lacking superior speed was successfully intercepted by the convoy screen. However this did not take into account the damage that in practice would have been inflicted previously by the gunnery of two Battle Class destroyers. On completion ships reformed for night steaming.

29. A submarine probability area was entered at 0800 on Friday 19th. A patrol group, TIPPU SULTAN and TARIQ, and A/S pickets, TOBRUK and ANZAC were stationed ahead of KANIERE who was screened by the remaining ships. Several sonar contacts were gained by the force before QUICKMATCH reported torpedoes sighted at 0907, after which U.S. Submarine CARP surfaced. QUICKMATCH left the screen at 1003 to transfer an appendicitis case to MELBOURNE. Initial stations were taken up to re-commence the exercise and at 1127 a second transit was started. Contact was gained by ST.BRIDES BAY at 1451 and an A/S action carried out after which the submarine was surfaced. At 1830 a third transit was started. TIPPU SULTAN was torpedoed at 1947 and TOBRUK and ANZAC closed to make contact. This was gained by TOBRUK at 2029 and ANZAC on gaining contact nine minutes later carried out a deliberate attack. The submarine was then surfaced and the serial completed.

30. At 0600 a rendezvous was made with the Hong Kong Force which had departed three days previously. ANZAC was alongside SYDNEY by 0638 and provisions and mail were transferred by jackstay. On completion ANZAC proceeded alongside MELBOURNE for a transfer of personnel, then closed TOBRUK at 0818 for a heaving line transfer, after which a waiting position was assumed prior to fuelling from R.F.A. WAVE CHIEF. At 0900 I was transferred by helicopter to MELBOURNE and together with the Captain (D), 10th Destroyer Squadron, waited on the Flag Officer Commanding, H.M. Australian Fleet, Rear Admiral D.H. Harries, C.B.E.. After returning on board at 0930, ANZAC proceeded alongside WAVE CHIEF at 0932 and embarked 344 tons of furnace fuel oil. Fuelling was completed at 1115 and on disconnecting ANZAC parted company with Task Force 263 and proceeded to Saigon via Balabac Strait.

31. H.M. Ships NEWCASTLE, CHEVIOT and COCKADE were sighted

during the middle/.....

were sighted/.....

during the middle watch and were in sight astern during Sunday 21st. ANZAC joined up with this force at 1830 until proceeding independently at 0001 on Monday 22nd when the cruiser and escorting destroyers continued on to Singapore.

32. While on passage Seaman Petty Officers carried out the duties of Second Officer of the Watch and those of the Petty Officer's of the Watch on Deck were done by Leading Seaman. Similarly in the Engine Room Department Leading Engineering Mechanics carried out the duties of Petty Officer Engineering Mechanics. Once in both the forenoon and afternoon watches and as occasion offered in the dog watches life buoys were dropped and recovered by the Second Officer of the Watch by manoeuvering the ship.

33. In accordance with Australian Commonwealth Naval Board Message D.T.G. 170731Z/October, and Australian Services Attache message D.T.G. 200025Z/October, (copies attached) ANZAC arrived off Cap St.Jacques at 0700 Golf on Wednesday 24th October. After strenuous efforts contact was at last made with the shore and after much signalling a pilot was obtained at 0338. The passage up river was not made without a pilot as names quoted by the Australian Services Attache and the berth allocated were not shown on Admiralty Chart No.1016.

34. To enable the signalled official programme to be met I exceeded economical speed the ensure the timely arrival alongside of R.N.A. Ship under my command. In effect, however, this was not necessary as a delayed priority signal D.T.G. 240508Z/October, from the Australian Services Attache, (copy attached), was received amending time alongside to 1400 Golf. I therefore anchored off Point de Feu Rouge at 1128.

35. ANZAC weighed and proceeded at 1300. A national salute of 21 guns was fired at 1345 and the ship secured alongside Catinat Wharf at 1400G.

AT SAIGON. 24th - 27th October.

36. The Australian Services Attache (Commander A.N. Dollard, D.S.C., Royal Australian Navy) and the Vietnamese Officer of the Guard (Lieutenant Commander Dinh-Manh-Hung, Vietnam Navy) boarded on arrival. The ship was also greeted by a Vietnamese Naval Guard and band.

37. At 1415 I proceeded ashore and called on the Australian Minister, Mr. David McNicoll. Subsequently, accompanied by Commander Dollard, I signed the President's Gold Book and paid calls on the following officials :- Mr. Dung, Secretary of National Defence; General Le Van Ty, Chief of General Staff; The Mayor of Saigon, Mr. Nguyen Phu Hai; and Commandant My, Commander in Chief, Vietnamese Navy.

38/.....

.....Vietnamese Navy/

38. On arrival back on board I received the return call of the Australian Minister and witnessed the arrival of U.S.S. LOS ANGELES (Rear Admiral G.C. Wright, United States Navy, Commander Cruiser Division 9).

39. At 1700 the Australian Minister kindly entertained 100 ratings of ANZAC's Ship's Company at the Australian Legation.

40. Because of the altered time of arrival the exchange of calls with the British Charge d'Affairs, Mr. Gordon Allerington-Smith, were considered paid and returned.

41. At 1730 I waited on Admiral Wright in LOS ANGELES. The cruiser however was having some trouble in berthing and was not alongside by 1800, and as I knew the Admiral personally, it was agreed that honours were even and I proceeded for my next engagement at a cocktail party given by Commander and Mrs. Dollard for myself and my officers. I had the pleasure of dining with my host and hostess after the cocktail party.

42. During the evening 40 ANZAC ratings attended the Cinema as guests of the Vietnamese Government.

43. At 0830 on Thursday 25th October, a tour of the Saigon-Cholon area was arranged for 100 ratings. At 0900 Commandant My returned my call and was followed on quick succession by the Mayor and General Tran Van Don, the Chief of Staff to General Le Van Ty. The representative of the Secretary of National Defence did not arrive and after waiting for 45 minutes I fell out the Guard and proceeded with the Australian Minister to a reception given by the British Charge d'Affairs for No.60 Squadron, Royal Air Force.

44. At 1400 the Thai Ship MAEKLONG wearing the flag of Admiral of the Fleet Luang Futhasastr Kosol arrived and was followed ten minutes later by F.S. DUMONT-D'URVILLE wearing the flag of Rear Admiral de Toulouse Lautrec. At 1415 I called on the Admiral of the Fleet who was pleased to remember ANZAC's previous two visits to Bangkok and insisted on the consumption of some extremely warm and sweet champagne. At 1500 I called on Rear Admiral de Toulouse Lautrec.

45. On completion of these calls I proceeded to the National Stadium and witnessed the Ship's Soccer Team playing the Vietnamese Navy. I was extremely proud of the performance put up by the ship against a strong side. Although we were beaten 6 - 1 the spectacular saves by our goalie received a great ovation from a crowd of some thousands. The team was kindly entertained by Commander and Mrs. Dollard after the match.

46/.....

after the match/

46. ANZAC was open to public inspection between 1400 and 1600.

47. At 1800 I attended a reception given by the American Ambassador, Mr. Frederick Reinhardt, and Lieutenant General and Mrs. Williams. At 1900 I proceeded to the Royal Thai Embassy for a reception given by the Thai Ambassador and Mrs. Prometo Chongsbareen.

48. At 2000 I attended a dinner given by General le Van Ty for the Flag and Commanding Officers of visiting ships and the Commanding Officer of No. 60 Squadron, Royal Air Force.

49. I returned to the Australian Legation at 2200 where the Minister kindly gave a reception to meet the Captain and Officers of ANZAC. During the evening a further 40 ratings were invited to the cinema.

50. At 0745 on Friday 26th October I left the ship and after calling at the Australian Legation accompanied Mr. and Mrs. McNicoll to witness the Grande Parade in celebration of the First Anniversary of the Vietnamese Republic. At 0830 the President arrived at the Reviewing Stand and Forces of the Republic marched past. On completion of the march aircraft of the Vietnam Republic, the United States Navy, and No.60 Squadron Royal Air Force, flew over the crowds. U.S.N. aircraft came from U.S.S. Essex which closed Cap St. Jacques to fly them off. A national salute of 21 guns was fired by all ships at 1200.

51. At 1230 I attended the Palace for a reception and was presented to the President by our Minister. Mr. Diem stated his desire to visit the ship on the morrow. As far as it is known ANZAC was the only ship so honoured.

52. On returning on board I was kindly given luncheon by Commander Pollard. At this time the Right Reverend John Daly, Anglican Bishop in Korea, arrived on board for passage to Australia as my guest.

53. During the afternoon the President reviewed the Vietnamese Navy and visiting ships from his barge. Mrs. McNicoll and the Legation Staff were able to watch the ceremony from ANZAC's bridge. A salute of 21 guns was fired by each ship in turn as the barge passed, ANZAC being the first to fire.

54. After the review I once again attended the National Stadium where ANZAC played Rugby against the Saigon XV, most of them were French. Despite heavy rain there was a spirited battle resulting in a win for the ship 8 - 6. Immediately on completion the Ship's Soccer Team played the Saigon Cercle Sportif and were not disgraced by losing 3 - 1. The teams were afterwards entertained by their opponents.

55/.....

.....their opponents/

55. At 1830 sixty ANZAC ratings were entertained at the Gun Long mess by the Vietnam Navy.

56. At 1830 a cocktail party was given on board for two hundred guests, despite rain it was thought that the guests enjoyed themselves. As commitments ashore were heavy assistance was kindly given by the Legation who supplied eight waiters to back up the Wardroom staff.

57. Together with many other guests I had to leave the party at 2000 and accompanied by Mr. and Mrs. McNicoll to the Palace where a large number of guests were entertained at dinner by the President. A most magnificent fireworks display was given beforehand.

58. At 2330 I returned to the Australian Legation where the Minister entertained Mr. Nu, the President's brother.

59. At 0845 on Saturday, 27th October, Admiral of the Fleet Kosol returned my call and reminisced at some length and with much enjoyment about the visit of the Chief of the Naval Staff to Bangkok in 1955. I stated that I hoped it would not be long before he could visit Australia in return.

60. At 0915 Capitaine de Frigate GASNIER-DUPARC returned my call on behalf of Admiral de Toulouse Lautrec.

61. At 0930 Mrs. McNicoll and Mrs. Dollard arrived on board together with Mr. and Mrs. Etherington-Smith and Group Captain R.J.P. Prichard, O.B.E., D.F.C., A.F.C., and awaited the arrival of the President in my cabin.

62. At 1000 the President, the Minister for National Defence, the Chief of the General Staff, the Commander in Chief Vietnam Navy, and various other officials arrived on board and were met by myself and Mr. McNicoll. After inspecting the Guard the President proceeded to my cabin where I was able to serve champagne, fortuitously my stock had been kindly replenished by the Flag Officer Commanding, H.M. Australian Fleet, at Bangkok. At 1025 I escorted the party to the compass platform where photographs were taken and the President was able to witness a most superb demonstration of aerobatics by four of Group Captain Prichard's Venoms.

63. The President was kind enough to tell me how grateful he was to be able to visit a ship of the Royal Australian Navy and was pleased to accept a Ship's Crest mounted on a teak shield.

64. At 1130 I accompanied Mr. McNicoll to a champagne d'honneur in F.S. DUMONT D'URVILLE and was able to make my farewells to the many officials there present.

65/.....

there present/.....

65. While at Saigon 323 tons of furnace fuel oil were embarked.

66. At 1300 ANZAC slipped and proceeded down the Saigon River. In a 3½ knot ebb, without tugs and with the ship to be turned, this was not a manoeuvre that I would willingly repeat unless it was again essential. Economical speed was exceeded during the passage to Cap St.Jacques at the request of the pilot.

67. ANZAC's visit to Saigon was enjoyed greatly by all on board and the arrangements made for our stay were magnificent, especially those for the entertainment of my Ship's Company.

68. It was with regret that I had to report by signal that there were four Able Seaman absentees on sailing.

SAIGON TO DARWIN. 27th - 31st.

69. The pilot was disembarked at Cap St.Jacques at 1545 and the ship proceeded without further event for Darwin. Arrangements as outlined in paragraph 32 of this report continued, the performance of each Petty Officer being carefully timed by stop watch and critically watched by his messmates.

70. Holy Communion and Matins on Sunday 28th were conducted by Bishop Daly who also read the Banns of Marriage for one Officer.

71. Rifle and pistol shooting contests were held in the dog watches whilst on passage and a surprisingly large number of the ship's company took part in a bridge competition. The programme of pre-refit gunnery trials was progressed and torpedoes prepared for return in Sydney. On passage opportunity was also taken to exercise steering breakdowns and during daylight hours to steer from the emergency conning position.

XX SPORT.

72. The results of matches played by ships teams are as follows :-

RUGBY.

Date.	Team.	Opponent.	Result.	Score.
1st Oct.	ANZAC & TOBRUK	Australian Fleet	Won	12 - 5
9th "	" "	Quickmatch & QUEENBOROUGH	Won	22 - 0
10th "	" " (B Team)	H.M.N.Z.S. KANTERE (A Team)	Lost	17 - 8
11th	ANZAC, TOBRUK & KANTERE.	Thai Navy	Lost	6 - 3

26th/.....

Lost 6-3/.....

Date.	Team	Opponent's.	Result	Score.
26th Oct.	ANZAC	French Rugby Club, Saigon.	Won	8 - 6

SOCCER.

25th Oct.	ANZAC	Vietnam Navy	Lost	6 - 1
26th "	ANZAC	French Soccer Club	Lost	3 - 1

TENNIS.

10th	ANZAC & TOBRUK Sports Club, Bangkok.	Draw.	

TABLE TENNIS

26th	ANZAC	Vietnam Navy	Lost	———

CONDUCT AND MORALE.

73. The conduct and morale of the Ship's Company has been of a satisfactory standard.

CONDITION OF THE SHIP.

74. Since the 24th September, only an aggregate of 10 days have been spent in harbour, and as even these were committed to official visits the amount of maintenance carried out has been small. Full attention to this important matter is being paid during the return passage to Australia.

HEALTH.

75. The health of the Ship's Company has been good. It has been noted that the V.D. rate for the last six or eight weeks has decreased but a doubt this has been influenced by the imminent return of the ship to home waters. However, as in Borneo, the entertainment of ~~km~~ the Ship's Company by Europeans in Saigon also has its salutory effect.

I have the honour to be,

SIR,

Your Obedient Servant.

Sgd. E. J. Peel
COMMANDER, R.A.N.
CAPTAIN.

APPENDIX "A"

(a) Distance steamed during month	6796.0 miles.
(b) Hours under way during month	521 28/60 hours.
(c) Average miles per ton of oil fuel	3.7 miles per ton.
(d) Total distance steamed since commissioning.	217495.64 miles.
(e) Total hours under way since commissioning	15648 29/60 hours.
(f) Date of commissioning.	14th March, 1951.

ECONOMICAL SPEED ASCERTAINED DURING MONTH.

2nd October.

(a) 3 hours.
(b) 16 knots.
(c) 3.35 tons per hour.
(d) 4.06 miles per ton.
(e) Exercise Albatross.

3rd October.

(a) 13 hours.
(b) 19.8 knots.
(c) 5.0 tons per hour
(d) 3.9 miles per ton
(e) Exercise Albatross.

4th October.

(a) 17 hours.
(b) 19.6 knots.
(c) 4.9 tons per hour
(d) 4.0 miles per ton.
(e) Exercise Albatross.

5th October.

(a) 8 hours
(b) 21.6 knots.
(c) 5.0 tons per hour.
(d) 3.6 miles per ton.
(e) Exercise Albatross.

6th October.

(a) 7 hours.
(b) 19.8 knots.
(c) 5.0 tons per hour.
(d) 3.9 miles per ton.
(e) Exercise Albatross.

7th October.

(a) 2 hours.
(b) 23.4 knots.
(c) 7.5 tons per hour.
(d) 3.1 miles per ton.
(e) Exercise Albatross

15th October.

(a) 4 hours
(b) 17.8 knots.
(c) 4.0 tons per hour.
(d) 4.6 miles per ton.
(e) Manoeuvres.

17th October.

(a) 6 hours.
(b) 17.4 knots.
(c) 3.8 tons per hour.
(d) 4.5 miles per ton.
(e) Exercise Albatross.

APPENDIX "A" (Continued)

18th October.

(a) 4 hours
(b) 21.1 knots.
(c) 5.8 tons per hour.
(d) 3.6 miles per ton.
(e) Exercise Albatross.

19th October.

(a) 4 hours.
(b) 16.1 knots.
(c) 3.4 tons per hour.
(d) 4.7 miles per ton.
(e) Exercise Albatross.

20th October.

(a) 3 hours.
(b) 16.8 knots.
(c) 3.4 tons per hour.
(d) 4.9 miles per ton.
(d) Exercise Albatross.

21st October.

(a) 5 hours.
(b) 16.8 knots.
(c) 3.5 tons per hour.
(d) 4.9 miles per ton.
(e) Exercise Albatross.

24th October.

(a) 1 hour.
(b) 17.5 knots.
(c) 4.0 tons per hour.
(d) 4.8 miles per ton.
(e) Up Saigon River.

27th October.

(a) 2 hours.
(b) 16.6 knots.
(c) 3.5 tons per hour
(d) 4.9 miles per ton.
(e) Down Saigon River.

(Page 15 of H.M.A.S. ANZAC's Report of Proceedings for the month of October, 1956).

APPENDIX "B".

WHALE SIGHTING REPORT.

Nil.

(Enclosure Number 1 to H.M.A.S. ANZAC's Report of Proceedings for the month of October, 1956).

FROM A.C.N.B. ROUTINE

TO F.O.C.A.F. INFO - ANZAC C I N C F E S (ASHORE) UNCLASSIFIED.

1707312

ANZAC SHOULD ARRIVE AT CAP ST.JACQUES AT 0700 LOCAL TIME WED 24 OCT. BERTHING ARRANGEMENTS WHEN CONFIRMED AND ANY SPECIAL POINTS WILL BE P PASSED ANZAC BY AUSTRALIAN LEGATION SAIGON.

2. VISIT IS FORMAL AND MAY NOW BE UNCLASSIFIED.

3. FOLLOWING FLAG SHIPS EXPECT TO BE PRESENT READ IN 3 COLUMNS.

NATION	SHIP	NAME.
U S	LOS ANGELES	REAR ADMIRAL WRIGHT
FRENCH	DUMONT D'URVILLE	REAR ADMIRAL TOULOUSE LAUTREC
THAI	MAEKLONG	FLEET ADMIRAL KOSOL

4. PARTICIPATION BY PHILIPPINES NAVY LIKELY AND THERE WILL BE FLY PAST OF UNITED KINGDOM AIRCRAFT.

FG671 PL TOR-163772 CRMS 17/10/56

(Enclosure Number 2 to E.M.A.S. ANZAC's Report of Proceedings for the month of October, 1956).

FROM SINGAPORE PRIORITY

TO ANZAC UNCLASSIFIED

2000252

A 246 TOUR 171410Z AMENDED BERTHING ARRANGEMENTS DEPART CAP ST.JACQUES 0700(G) WITH RIVER PILOT AND NLO EMBARKED NAVY PILOT WILL EMBARK AT POINT DES PLAGURARS BERTH PORT SIDE TO CATINAT WHARF 1702G LEAST DEPTH ALONGSIDE 24 FEET LENGTH OF WHARF APPROX 270 FEET HOLDING OFF BUOYS FORE AND AFT.

//2000258 OCT 56

GUAM B/L TOR -1224E ROB 20/10/56

(Enclosure Number 3 to E.M.A.S. ANZAC's Report of Proceedings for the month of October, 1956).

FROM M.S.O. SINGAPORE PRIORITY

TO ANZAC UNCLASSIFIED.

240508Z

FOLLOWING HAS BEEN RECEIVED FROM BRITISH NAVAL LIAISON OFFICER SAIGON. REQUEST FOLLOWING BE PASSED ANZAC FROM AUSTRALIAN SERVICES ATTACHE. BEGINS - ON ADVICE OF CHIEF PILOT TIME OF DEPARTURE CAP ST.JACQUES AND ARRIVAL CATINAT WHARF AMENDED TO 1000G AND 1400G RESPECTIVELY. NATIONAL SALUTE TO BE FIRED AT 1345. MAIL AND DETAILED PROGRAMME BY HAND OG NAVAL LIAISON OFFICER. FUEL LIGHTER ALONGSIDE AT 1500G. 2. CHIEF PILOT RECOMMENDS DEPARTURE 0800G SAT 27. ENDS. PENNINGTON-SMITE.

//240508 OCT

FW103 PL TOR - 0603Z ORIG 24/10/56

4336-12-609

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings - September 1956

4th N.M. 7 Dec.

D.A.W.O.T. 7/12

D. of P. 17/12

D. of P. (Q). 11/12

H.P.B. 14/12

D.G.S. 14/12

N.A. 2nd N.M. (X). 14/12

D. of M. 17/12

D.D.M. 18/12

D.N.E. 20/12

D.E. (N) 21/12

D. of C. (N). 28/12

D.O.U.W.

D.N.M.S. 23/

H.N.B. (N.P.) 31/1/57

D.A.O. 24/1

4336-12-609

DEPARTMENT OF THE NAVY

MINUTE PAPER.

17/10 H.M.A.S. Anzac Report of Proceedings - September 1916

~~C.N.R.R.~~

D.O.D. 18/10

D.C.N.S. A very and apparently valuable work from the general experience and training aspects. 19/I.

1st N.M. 23/12

D.C.N.P. 25

2nd N.M. 29/10

~~D.N.I.~~

I.N.R. & C. 29/10.

D/D.P.S. 1/11

D.T.S.R. 15/XI

D.N.C.

Deputy Secretary. 19/11

for 3rd N.M. 21/11.

H.N.B. (N.5)

Duplicate copy circulated to C.N.R.R.
D.N.I
DAO.

(ANZAC's letter No.20/1/4 dated 1st October, 1956)

H.M.A.S. ANZAC REPORT OF PROCEEDINGS FOR MONTH OF SEPTEMBER, 1956.

II.

0449/504

The Flag Officer,
Malayan Area,
Singapore.

Copies to: The Secretary, Department of the Navy, Navy Office, Melbourne.
The Flag Officer Second-in-Command, Far East Station.
The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.

Submitted.

CAPTAIN

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK,
On passage Singapore - Bangkok,
4th October, 1956.

HMS 15/10

Encls
orkeg.

20/1/4

H.M.A.S. ANZAC
at SINGAPORE.

1st October, 1956.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

Ref: Far East List of Returns No. 215.
Queen's Regulations and Admiralty Instructions Art. 2804
Commonwealth Navy Order 240 of 1955.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF SEPTEMBER, 1956.

Sir,

I have the honour to submit the Report of Proceedings of H.M.A. Ship under my command for the month of September, 1956.

AT SANDAKAN. Saturday 1st - Monday 3rd.

2. After an uneventful passage from Tawau island anchored in Sandakan Harbour at 0830H on Saturday, 1st September. No berth alongside was not available during our visit and as Sandakan possesses no water lighter it was therefore necessary to institute water rationing to conserve fuel.

3. At 0830 Mr. S.L. George, District Officer, Sandakan, and Mr. D. Fairforce, the Superintendent of Police, called on me and outlined the extensive programme that had been planned for the Ship's visit. This programme began at 0900 when a large launch called to take 30 ratings swimming at Berhala Island.

4. I landed at 0915 in company with the District Officer and the Superintendent of Police and called on the Acting Resident, East Coast, Mr. W.K. Wookey, who kindly drove me round the town and pointed out places of interest.

5. At 1200 Mr. Wookey returned my call and I had the pleasure of entertaining him and his wife, Mr. Parnell, an old Australian resident of Sandakan, and Dr. P. Tatham of the Duchess of Kent Hospital, to luncheon.

6. During the forenoon Leading Stores Assistant (V) B.J. Woodhams, O.N. R38730, was landed and successfully operated upon, his appendix being removed.

7. In the dog watches the ship's hockey and soccer teams played local sides, both being defeated 1-4 and 2-5 respectively. 65 ratings were entertained at luncheon and afternoon tea by local residents and the whole of the Ship's Company were made honorary members of the Sandakan Recreation Club and the Sandakan Yacht Club.

/8. In the.....

..... Yacht Club/

8. In the evening I was entertained, together with my officers, at a cocktail party given by the Acting Resident and his Australian wife, with whom I afterwards dined.. ANZAC's officers likewise dined with local guests who had attended the party. At 2100 together with my officers and fifty of the Ship's Company I attended a dance given in the Recreation Club, the music for which was supplied by ANZAC's band.

9. After Divine Service on Sunday 2nd thirty ratings proceeded to Barhala Island to swim and an all day cricket match commenced against the Sandakan XI. The ship's team was royally entertained at luncheon at the District Officer's House but despite this sabotage managed to win the game by four wickets. Fifteen ratings were given a curry tiffin at the Sandakan Yacht Club and six officers lunched with Sandakan families. During the afternoon nine ratings were entertained at tea by European families. At 1700, by local request, two teams from the ship gave a demonstration of Australian Rules football which drew a large crowd of onlookers. In the evening in company with the Resident and Mrs. Wookey, the District Officer and Mrs. George, and three of my officers, I attended a dinner given by Mr. Ng Ah Kui, a prominent Chinese businessman. Our host was justly proud of a testimonial praising his services to Australian prisoners of war during the Japanese occupation which had been signed by Mr. Chambers, the then Australian Minister for the Army. During the course of the evening 8 ratings were entertained to dinner in private homes and many others attended Scottish Dancing in the Yacht Club. During the afternoon 84 school children were ferried out and shown round the ship.

10. During the forenoon of Monday 3rd September, the Ship's Second XI was landed to play another Sandakan XI at cricket and two bowlers lent to the local side who consisted mainly of Asians who are being encouraged to take up the game. An easy victory was gained by the ship. In the dog watches games of hockey, soccer and basket ball were played against Sandakan sides. Four ratings were entertained to lunch by the Resident and four by a Mr. Hopkins. At 1830 a hundred guests were entertained on board at a Cocktail Party and I was very pleased to hear much favourable comment regarding the behaviour ashore of my Ship's Company and gained the impression that our visit to Sandakan was enjoyed as much by the local inhabitants as it was by all on board. In this regard the District Officer, in a subsequent letter to me, stated "All communities in Sandakan greatly enjoyed your visit which has been described as the most successful paid by the Navy since the war. We look forward to another visit by the Royal Australian Navy"

/ SANDAKAN TO SINGAPORE

..... TO SINGAPORE/

SANDAKAN TO SINGAPORE. Monday 3rd - Friday 7th.

11. ANZAC weighed and proceeded for Singapore at 2300H on Monday 3rd. The passage, which was marred by heavy rain, was uneventful and the ship was secured port side to at No. 9 berth, Singapore Naval Dockyard, at 0705GH on Friday 7th.

AT SINGAPORE. Friday 7th - Monday 10th.

12. At 0900 that day I called on the Flag Officer Malayan Area (Rear Admiral G.A. Thring, D.S.O.) and arrangements for the visit of Tengku Abdul Rahman, Malayan Chief Minister, were finalised. I had the pleasure of lunching with the Flag Officer, Second in Command, Far East Station (Rear Admiral W.K. Edden, C.B., O.B.E.).

13. Whilst alongside 556.5 tons of Furnace Fuel Oil were embarked.

14. ANZAC proceeded at 1507 on Friday 7th to a designated patrol position in Singapore Strait prior to the commencement of a Seaward Defence Exercise off Singapore at 1800.

15. The object of the exercise was to give the defending forces (mainly made up of M.F.N.V.R.) oppotunity to detect, plot, report and intercept "enemy" forces endeavouring to penetrate the harbour defences.

16. An Inner Patrol was made up of customs launches, police boats and other small craft, and an Outer Patrol formed by two destroyers or frigates each controlling two M.L.'sand H.M.S. PANGLIMA with one M.L. On the first night ANZAC was Surface Force directing ship for the Eastern Patrol and for PANGLIMA and her M.L.to the south, and H.M.S. OPOSSUM (Commander H.F. Westhacott, D.S.O., D.S.C., Royal Navy) carried out the Western Patrol. H.M.S. COCKADE (Commander D.L. Cobb, Royal Navy) and the R.F.A. EDDYROCK (Captain R.V. Warren, D.S.C.) anchored in the Roads as targets for limpeteers and carried out Operation Awkward as required. Austers and Harvard aircraft provided by the R.A.F. and Army also assisted the defence forces. Infiltration and penetration were carried out in craft ranging from sampans to fast patrol boats. These were manned by both Naval and Army personnel. R.A.F. Sunderland aircraft took part acting as minelayers. During Phase 1 ANZAC patrolled on station investigating contacts , directing PANGLIMA and the three M.L.'s on the South and East Patrol as necessary, and passed situation reports to Seaward Defence Headquarters. It soon became obvious that the ship's main role was that of a communication link between vessels of the Eastern and Southern Patrols and Seaward Defence Headquarters. It was rarely possible to direct M.L.'s onto contacts as by the time Radar 974 had picked up a sampan it was more economical for the ship to carry out the investigation than to vector an ML. onto a target in such close proximity. Difficulties were experienced in keeping the plot up to date because of the numbers of unlighted boats in the area and the blind spot aft of the Radar 974. In addition much interference was

/ experienced on.....

interference was..../

experienced on T.D.(B) Net caused by an Asian Commercial Station.

VISIT OF THE CHIEF MINISTER, FEDERATION OF MALAYA, SATURDAY 8th.

17. At 0945 ten local pressmen, chaperoned by Lieutenant Commander A.G. Maclean, Royal Navy (S.O.(P) to the Flag Officer Malayan Area) arrived on board to witness the forenoon's exercises. At 1010 the Chief Minister of Malaya, Tengku Abdul Rahman and the Flag Officer Malayan Area, Rear Admiral G.A. Thring, D.S.O., arrived on board accompanied by the Naval Liaison Officer Kuala Lumpur, Commander J. Burfield, M.V.O., D.S.C., Royal Navy, and the Flag Lieutenant A. Glidt, Royal Navy. After inspecting the Guard the Tengku proceeded to the bridge and ANZAC sailed with COCKADE in company at 1023.

18. At 1040 when stationed 2½ cables on ANZAC's starboard beam a double squid firing demonstration was given by COCKADE. Light projectiles set to sink were used. This was followed by a formation torpedo attack by ANZAC and COCKADE on OPOSSUM. One torpedo was fired from ANZAC at 1103 and recovered at 1115. An air defence formation was then assumed by the three ships and at 1128 an attack was carried out by 8 R.A.F. Venoms from Tengah. Break up shot was fired. On completion at 1140 ANZAC returned to Singapore Roads at speed, anchoring at 1154.

19. I had the pleasure of entertaining the Tengku, Admiral Thring, Commander Burfield and the Flag Lieutenant at Luncheon before their departure at 1300 to attend a race meeting in Singapore.

EXERCISE NIGHT LIFE PHASE II. Saturday 8th - Sunday 9th.

20. The ship proceeded at 1713 that day and commenced patrolling the Eastern approach to Singapore at 1800. Events were similar to the previous night in that ANZAC made no contact with the enemy in the main channel. Numerous small radar contacts were observed close inshore. These were interdepted by H.D.M.L's .

21. From the ship's point of view the exsrcise was of good value for plotting and communication teams. Exercise NIGHT LIFE was completed at 0740 Sunday 9th and ANZAC returned to M.O.W. Anchorage, Singapore, anchoring at 0810.

SINGAPORE ROADS. Sunday 9th - Monday 10th.

22. Prayers were held on the forecastle at 0900 and on completion the ship piped down.

23. The R.F.A. EDDYROCK was secured on the starboard side at 0910 and 100 tons of Furnace Fuel Oil were embarked. EDDYROCK slipped at 1024 and returned to Singapore Naval Base.

24. Lieutenant D.C. Harris, Royal Navy, joined the ship that evening for passage to Hong Kong.

25. I was most distressed to read a report in the Singapore Sunday Times attributing the drowning of a boy aged 16 and one of 13 to

/ the week

of 13 to/.....

the wash of three warships exercising in Singapore Strait the day before. This matter is being investigated by the Flag Officer Malayan Area.

SINGAPORE TO HONG KONG. Monday 10th - Friday 14th.

26. ANZAC proceeded at 0831 Monday 10th for Hong Kong. A tracking exercise was carried out for 35 minutes with an R.A.F. Meteor commencing at 1000. At 1115 ANZAC acted as a target while COCKADE carried out a torpedo firing exercise. After transferring torpedo records and homing a sunderland to COCKADE the ship continued on passage carrying out a minor damage control exercise in the afternoon.

27. A F.E.S.A.X. 1 was commenced at 0800 on Tuesday 11th with an R.A.F. Sunderland from Singapore. During the shadowing serial radar contact was held to a range of nineteen miles. Communications with the aircraft during this exercise and D/F bearings during homing were particularly good. On completion of bombing and straffing runs at 1320 the aircraft returned to base.

28. A satisfactory quarterly full power trial was commenced at 1353 and completed at 1530. A minor damage control exercise was carried out during the dog watches.

29. At 1100 on Thursday 13th a five round per gun 4.5" drill firing was carried out and a further ten rounds fired from the left gun of A turrett to exercise the replacement for the Number Two who had been admitted to TERROR Sick Quarters before sailing from Singapore. During the afternoon Executive Officers were exercised at picking up lifebuoys by handling the ship. A minor damage control exercise was carried out during the dog watches.

30. At 0300 on Friday 14th "Operation Dusky" was commenced combined with an Inshore Asdic Investigation. This was completed at 1245. During the forenoon steering breakdowns were exercised and at ~~1222~~ 1255 close range firings ata surface target were carried out. As the Beaufighter towing aircraft was unserviceable 4.5" A.A. Firings were cancelled and a tracking exercise was carried out with an R.A.F. Harvard aircraft at 1340. On completion ANZAC entered Victoria Harbour, Hong Kong, and secured port side to on R.F.A. WAR AFRIDI at 1527. After embarking 332 tons of Furnace Fuel Oil the ship proceeded and berthed starboard side to at West Arm West, H.M. Naval Dockyard, Hong Kong, being secured by 1756.

31. Lieutenant D.C. Harris, Royal Navy, disembarked on arrival.

32. At Divisions and Prayers held on the wharf on Sunday 16th I informed the Ship's Company of the ship's future movements as far as they were definitely known.

/33. Monday 17th.....

definitely known./.....

33. Monday 17th marked the commencement of a weeks self maintenance period. During it 65% of the ship's side was chipped to bare metal and repainted. Exhaust fans and trunking were fitted in the four box masses between stations 42 - 49 on the lower deck in accordance with A.C.N.B. signal D.T.G.160206Z/August. In addition all 4.5" and Bofors guns underwent a series inspection.

34. At 1130 on Saturday 22nd Lower Deck was cleared and Commodore Hong Kong (Commodore J.H. Unwin, D.S.C.) kindly visited the ship and said goodbye to all hands.

35. Whilst in harbour I had the pleasure of lunching with the Commodore Hong Kong when he entertained Rear Admiral Wright, United States Navy, (Commander Cruiser Division 5) and the Commanding Officer of U.S.S. LOS ANGELES. On the evening of Sunday 23rd I had pleasure in accepting the invitation of Admiral Felix B. Stump, the U.S. Commander in Chief, Pacific, to the Gloucester Hotel where the Admiral and his wife were staying during a brief visit to Hong Kong. On Wednesday 19th the wardroom had the pleasure of dining Captain (D), 10th Destroyer Squadron (Captain R.I. Peek, O.B.E., D.S.C., Royal Australian Navy) on board .

HONG KONG TO SINGAPORE. Monday 24th - Saturday 29th.

36. Having embarked 13 ratings for passage to Singapore ANZAC slipped and proceeded independantly at 0815 on Monday 24th. At 1000 sub calibre firings were carried out at a cross plank targetand at 1130 one visual and one blind 4.5" full calibre practice firing were carried out at a battle practice target towed by H.M. Tug ENCORE.

37. A rendezvous was effected at 1315 with H.M.A.S. TOBRUK (Captain R.I. Peek, O.B.E., .D.S.C., Royal Australian Navy) for A.A. firings. The sleeve towing Beaufighter however was unserviceable and tracking exercises with a Meteor from SeKong were carried out in lieu.

38. At 1600 H.M.S. St. Brides Bay (Commander N. Dixon, Royal Navy) joined the formation and Officer of the Watch manoeuvres were carried out until 1654 when ANZAC proceeded alongside ST. BRIDES BAY and transferred a cross plank target for return to Hong Kong.

39. Radar calibrations were carried out at 1710 followed by Officer of the Watch manoeuvres at 1730 for an hour. During the last dog watch a plotting exercise and a torpedo counter exercise were carried out followed at 2100 by an A/S exercise . On completion at 2215 ST.BRIDES BAY returned to Hong Kong. ANZAC then took station on TOBRUK and both ships commenced "Operation Dusky" en route for Singapore.

40. Bofor functioning trials were carried out at 0920 on Tuesday 25th during a Range Inclination exercise. On completion a jackstay transfer was effected with TOBRUK in which the Squadron Medical Officer and one absentee from Hong Kong were transferred to ANZAC. At 1330

a torpedo/.....

At 1330/.....

a torpedo counter measure exercise was commenced. On completion the Squadron Medical Officer was returned to TOBRUK by jackstay. During the first dog watch the ship was stopped while TOBRUK carried out speed trials at 20 and 25 knots. On completion initial positions were taken up for a night encounter exercise. This was commenced at 2000 and during which ANZAC carried out a dummy torpedo attack on TOBRUK. Navigation lights were switched on at 2100 and the Nineteenth Division proceeded on passage

41. On Wednesday 26th a Range Inclination exercise was carried out at 0930. This was followed by a flag hoisting and a synthetic plotting exercise at 1030. During the afternoon "Screenfun" was exercised and completed at 1500. ANZAC then took station 20 miles astern prior to a Night Encounter exercise with TOBRUK. This was commenced at 2000 H.I.. Starshells were fired by ANZAC to illuminate TOBRUK who carried out a dummy torpedo attack. Night steaming stations were assumed at 2115 and radio silence ordered.

42. A full calibre throw off firing was carried out at 0930 on Thursday 27th in whaih TOBRUK ac ted as target. A flag hoisting and a synthetic plotting exercise followed at 1030. ANZAC was stopped at 1400 while TOBRUK carried out a full power trial. On completion at 1420 both ships proceeded on passage.

43. During the first dog watch I spoke to the Ship's Company on the issues of the Suez Canal problem and ~~the~~ the political situation in Singapore.

44. General drills for half an hour were conducted by TOBRUK at 0930 on Friday 28th and were followed by a flag hoisting exercise at 103 At 1115 Officer of the Watch manoeuvres were carried out for an hour. A F.E.S.A.X. One with an R.A.F. Sunderland was commenced at 1130. ANZAC streamed a splash target at 1530 at which the aircraft carried out bombing and strafing runs. On completion at 1610 the aircraft returned to base and TOBRUK and ANZAC continued on passage.

45. Hands closed up at Action Stations at 0615 on Saturday 29th to carry out a bombardment of Communist Terrorist positions ~~in~~ near the East Coa st of Johore State about fifteen miles south of Jason Bay. At 0737 a target indicated by an Army Auster Aircraft was engaged successfully. Two more targets were bombarded by both ANZAC and TOBRUK. The air spotter reported that the fire had been most effectave. On completion at 0830 TOBRUK and ANZAC proceeded to Singapore carrying out Officer of the Watch manoeuvres en route.

46. ANZAC berthed port side to on TOBRUK at No. 12 berth, H.M. Dockyard, Singapore, at 1226.

47. That evening I attended a cocktail party given by the Australian Commissioner in Singapore, Mr. Ralph Harry, for visiting officers of the S.E.A.T.O. Naval Force.

/48. After Divisions...

Naval Force/.....

48. After Divisions and Prayers on Sunday 30th, I accompanied the Captain (D), 10th Destroyer Squadron, and called on the Flag Officer Commanding, H.M. Australian Fleet, Rear Admiral D.H. Harries, C.B.E., in H.M.A.S. MELBOURNE.

CONDUCT and MORALE.

49. The behaviour of the Ship's Company has been satisfactory. Morale is high.

HEALTH.

50. Good there have been 5 cases of V.D. this month.

STATE OF HULL.

51. The state of the hull is improving. More chipping and the time available to do it is required.

SPORT.

52. Details of Sporting activities are as follows:-

Date.	Opponent.	Result	Score.
Hockey.			
1st	Sandakan Hockey Club.	Lost	1 - 4
3rd.	" " "	Draw	5 - 5
Soccer.			
1st.	Sandakan.	Lost	3 - 2
3rd	"	Lost	8 - 0
Cricket.			
2nd.	Sandakan	Won	110 - 71
3rd	Sandakan	Won	89 - 39
Australian Rules.			
2nd.	Two teams from ship gave exhibition in Borneo.		
Rugby.			
17th	TOBRUK	Won	6 - 3
22nd.	19th Division V R.N. Hong Kong.	Won.	14 - 0
30th	19th Division V H.M.N.Z.S. Kaniere	Won	27 - 0
Basket Ball.			
3rd.	Sandakan.	Lost	58 - 12
Water Polo.			
19th	CONCORD.	Draw	2 - 2

Draw 2 - 2 /.....

I have the Honour to be,

Sir,

Your Obedient Servant,

Sgd. R. J. Peel.

COMMANDER, R.A.N.
CAPTAIN.

(Page 10 of H.M.A.S. ANZAC's Report of Proceedings for the month of September, 1956.)

APPENDIX "A".

(a)	Distance steamed during month.	4590 miles.
(b)	Hours under way during month.	348 35/60 hours
(c)	Average miles per ton of oil fuel.	4.1 ~~4.4~~ miles per ton
(d)	Total distance steamed since commissioning.	210699.64 miles
(e)	Total hours under way since commissioning.	15127 1/60 hours.
(f)	Date of commissioning.	14th March, 1951.

ECONOMICAL SPEED EXCEEDED DURING MONTH.

Tuesday, 11th September.

(a) 3 hours.
(b) 23.2 knots.
(c) 3.2 miles per ton.
(d) 7.1 tons per hour.
(e) F.E.S.A.X. 1.

Tuesday 25th September.

(a) 2 hours.
(b) 16.5 knots.
(c) 4.9 miles per ton.
(d) 3.35 tons per hour.
(e) Night Encounter Exercise.

Wednesday 26th September.

(a) 3 hours.
(b) 17.1 knots.
(c) 4.7 miles per ton.
(d) 3.6 tons per hour.
(e) Night Encounter Exercise.

(Page 11 of H.M.A.M. ANZAC's Report of Proceedings for the month of September, 1956).

APPENDIX "E"

WHALE SIGHTING REPORT

NIL.

H336-112-139.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings - August 1956

4th N.M. 26 0 m

D.A.W.O.T. 29/10.

D. of P. 30/10

D. of P. (Q). 31/x

H.P.B. 9/11

D.G.S. 11

N.A. 2nd N.M. (X). 12/11

D. of M. 13/11.

D.D.M. 19/11

D.N.L. 3/12

D.E. (N) 3/12

D. of C. (N).

D.O.U.W.

D.N.M.S.

H.N.B. (N.5) 5/12

D.A.O.

With reference to CO's criticism of the quality of reproduction, it may not be known that "ORMIG" (the system used in this case) is available in a dark blue-black colour. Although it is similarly subject to smudging, it generally gives a much more pleasing and more readable result than the more commonly used purple. Head of N might advise further with a possibility of having blue-black ormig supplied ships in lieu of purple.

Q. 7/12
DCN

Further action on 39/11/21/40+ 15/3/57

1 Q & M
2 DNAS
4 Head of N
3 DGS
~~5 DNAS~~

(Ref my minute 7/12 NJ)

Purple ink is used with "Ormig" in Main Signal Office
Lt N 20/1

DAO 20/3

26/9

CONFIDENTIAL

DEPARTMENT OF THE NAVY

2/336-112-139

MINUTE PAPER.

26/9 H.M.A.S. Anzac Report of Proceedings - August 1956

~~C.N.P.R.~~

D.O.D. 26/9

D.C.N.S. A very busy month 26/9.

1st N.M. 2/10 There production is shockingly bad - partly due to heat & humidity no doubt. It is far from easy to enjoy reading this report in consequence 2/10

D.C.N.P. 2/10

2nd N.M. 4/10

~~D.N.I.~~

I.N.R. & C. 4/10

D/D.P.S. 8/10

10/10/56 ~~D.T.S.R.~~ 15/X

D.N.C. 15/X

Deputy Secretary. 19/10

Secretary 23/10

3rd N.M. 23/10

H.N.B. (N.5) 24/10

Duplicate copy circulated to C.N.P.R.
D.N.I.
D.A.O.

10/10/56

CONFIDENTIAL

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(ANZAC's letter No. 20/1/4 dated 1st September, 1956)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF AUGUST, 1956.

II.

0401/504

The Flag Officer
Malayan Area,
SINGAPORE

Copies to:- The Secretary, Department of the Navy, Melbourne.
The Flag Officer Commanding, H.M. Australian Fleet.
The Flag Officer Second-in-Command, Far East Station.

Submitted.

(Sgd.) R. L. PEEK
CAPTAIN

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK,
At Hong Kong,
14th September, 1956.

S.N.O.R.

S.N.I

S.N.O.

CONFIDENTIAL

Copy for 4336/112-/139

Orig. on 39/1/21/404

02534 13MAR57

The Flag Officer Commanding
HER MAJESTY'S AUSTRALIAN FLEET.

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

The Captain (F), 1st Frigate Squadron.

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

The Commanding Officer, H.M.A.S. TOBRUK.

The Commanding Officer, H.M.A.S. QUEENBOROUGH.

The Commanding Officer, H.M.A.S. QUICKMATCH.

REPORTS OF PROCEEDINGS.

I am directed by the Naval Board to refer to the reproduction of Reports of Proceedings by means of a spirit duplicator - usually of the ormig type.

2. Copies of reports received from H.M.A. Ships on the Far East Station are sometimes very difficult to read and it seems that the use of an Ormig type machine for this purpose, especially in tropical and humid conditions, is not desirable. In addition, tests have shown that the image obtained by the spirit duplicator is not permanent; its life varies according to the amount of exposure to light, and can disappear completely within three months.

3. Some other method of reproduction is necessary and the best that can be suggested for destroyers and frigates is that copies be typed.

Depts 12/3.

HNB 14/3/57
(14.3.57)

(Sgd.) R. HYSLOP
Secretary.

HNB

INDEXED
INIT.....
DATE 14/3/57

DEPARTMENT OF TH
MINUTE PAPE

C.441/

SUBJECT: H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - AUGUST, 1956.

6/2/57 Head of 'N' Branch.

It would seem that too much methylated spirits was applied to the damping pad of the spirit duplicator with the result that most of the carbon on the master was transferred to the first few run-off copies. Tropical conditions of heat and humidity also combine to make good reproduction by this method difficult.

2. In view of the archival requirements of reports of proceedings, consideration might be given to the advisability of reproducing copies by using a spirit duplicator. In a ship using good carbon paper six copies at one strike could be expected from normal typewriter reproduction. If more copies are required a combination of ordinary and ormig carbon may achieve this.

3. Investigations show that the image obtained by the spirit duplicator process is not permanent. Its life varies according to the amount of exposure to light. An image could almost completely disappear within three months.

4. A sample of work tested (using best quality materials) in this Unit over a period of three months is attached. Please return.

5th February, 1957.

Director, O & M

CONFIDENTIAL

(ANZAC's letter No.20/1/4 dated 1st September, 1956)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF AUGUST, 1956.

II.

0401/504

The Flag Officer
Malayan Area,
SINGAPORE

Copies to:- The Secretary, Department of the Navy, Melbourne.
The Flag Officer Commanding, H.M. Australian Fleet.
The Flag Officer Second-in-Command, Far East Station.

Submitted.

CAPTAIN

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK,
At Hong Kong,
14th September, 1956.

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20/1/4

H.M.A.S. ANZAC
at Sandakan,
NORTH BORNEO.

1st September, 1956.

The Captain (D),
19th Destroyer Squadron,
H.M.A.S. TOBRUK.

Ref: Far East List of Returns No. 215.
Queen's Regulations and Admiralty Instructions Article 2804
Commonwealth Navy Order 240 of 1955.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF AUGUST, 1956.

Sir,

I have the honour to submit the Report of Proceedings of H.M.A. Ship under my command for the month of August, 1956.

AT SINGAPORE. 1st - 6th.

2. At the beginning of the month ANZAC was secured starboard side to at No. 8 berth, Singapore Naval Dockyard.

3. During the forenoon of the 1st the ship was visited by Lieutenant M.P. Avati, Indian Navy; Lieutenant L.A. Ranje, Indian Navy; and twenty nine Indian Naval Cadets from I.N.S. KISTNA. The Cadets were shown around the ship and appeared to enjoy their tour.

4. On returning from a cruise to North Borneo, H.M.A.S. TOBRUK (Captain R.I. Peek, O.B.E., D.S.C., Royal Australian Navy, Captain (D), 19th Destroyer Squadron), secured starboard side to on ANZAC at 1330.

5. Acting Sub. Lieutenant B.R. Lee, Royal Australian Navy, left the ship on Thursday 2nd on appointment to H.M.A.S. PENGUIN.

6. TOBRUK was moved from alongside and re-berthed ahead of ANZAC at 1320 on Friday 3rd. This was made possible by the departure of H.M.S. ALERT (Commander R.F. Buller, Royal Navy) for North Malayan ports with the Flag Officer Malayan Area (Rear Admiral G.A. Thring, D.S.O. and Bar) embarked.

7. The ship was dressed overall on Saturday 4th in honour of the birthday of Her Majesty, The Queen Mother.

8. Major H. Wiley, Royal Army Medical Corps, joined the same day for passage in ANZAC during the forthcoming exercises and visits to ports on the West Malayan Coast. Lieutenant D.W. Gray, Royal Navy, and eight other ranks of the Royal Australian Regiment joined on Sunday 5th.

CONFIDENTIAL

EXERCISE NAMEX.

9. ANZAC proceeded at 0745 on Monday 7th in company with H.M.S. CRANE (Captain B.S. Pemberton, Royal Navy, Captain F, 3rd Frigate Squadron) MODESTE, (Commander G.E. Dickens, Royal Navy), and COCKADE (Commander F.W. Hayden, D.S.C., Royal Navy) to rendezvous with the Flag Officer Flotilla, Indian Fleet, (Rear Admiral Sir. St.John Tyrwhitt, BART., D.S.O., D.S.C. and Bar) flying his flag in I.N.S. CAUVERY and units of the 11th and 23rd Destroyer Squadrons and 12th Frigate Squadron. TOBRUK joined en route to the rendezvous at 1049.

10. At 1400 the rendezvous was effected. Ships present being H.M. Ships CRANE, COCKADE, MODESTE; H.M.A. Ships ANZAC and TOBRUK; I.N. Ships CAUVERY, RANA, RANJIT, KISTNA, GODAVARI, GOMATI and GANGA.

11. An air defence formation was assumed at 1430, and at 1500 six R.A.F. Venom aircraft carried out a massed air attack on the formation. Avoiding action was taken by ships and break up shot and brown smoke puffs were used to simulate gunfire. This gun direction exercise was completed at 1540.

12. Officer of the Watch manoeuvres were carried out in the first dog watch. At 1900 ANZAC replenished from TOBRUK receiving 8 gallons of shale oil. On completion night steaming stations were assumed.

13. A.A.Firings scheduled for 0800 Wednesday 8th were cancelled because of bad weather, and instead Screenfum exercises were carried out. One R.A.F. Sunderland aircraft joined the formation at 1130 to carry out a series of F.E.S.A.X. One. ANZAC carried out a jackstay transfer with CAUVERY at 1445.

14. At 1800 RANA, RANJIT, COCKADE, TOBRUK and ANZAC proceeded to initial positions for a Night Encounter Exercise. The aim of the destroyers was to search for and prevent CAUVERY, KISTNA, CRANE, MODESTE, GODAVARI, GANGA and GOMATI making a rendezvous with an imaginary convoy. ANZAC made Radar contact with the enemy at 2110. RANA (Senior Officer, Red Force) ordered TOBRUK and COCKADE to concentrate and attack by gunfire. This was done and all enemy were considered sunk by 2240 when the exercise was stopped. Stations were then taken up for night steaming and CRANE and MODESTE detached to proceed to Penang.

15. At 0800 on Thursday 9th, TOBRUK, ANZAC, COCKADE, RANA and RANJIT proceeded to initial positions for a co-ordinated torpedo attack. Due to the moderate swell running torpedo firings were cancelled and a dummy Sector attack was carried out at 1037 on CAUVERY, KISTNA, GODAVARI, GOMATI, and GANGA. An analysis by TOBRUK (Senior Officer, Attacking Force) indicated that the attack would have been successful.

16. On completion of the dummy torpedo attack ships reformed into two columns and a Range and Inclination exercise was carried out at 1120 and completed forty minutes later. During the afternoon

manoeuvres were carried out until 1530 when units of the Indian Navy departed for Nancowry. TORRUK, ANZAC and COCKADE then proceeded south east re-entering the Malacca Strait at 2000. At this time TORRUK departed for Pangkor.

17. ANZAC took leave of COCKADE at 1300 Friday 10th and proceeded to Port Dickson anchoring off the town at 1940. Our E.T.A. had originally been given as 0900 (approx) on Saturday 11th but I could see no point in unnecessarily remaining at sea for the night.

AT PORT DICKSON 10th - 13th.

18. At 0940 on Saturday 11th the District Officer Port Dickson, Haji Abdul Aziz, the Executive Engineer Mr. C.W. Bullock, and the Officer Commanding Police Department, Mr. T.J. Bailey, arrived on board to call on me and convey details of the arrangements made for the Ship's visit.

19. At 1030 I proceeded ashore with these officials and Mr. Bullock kindly drove me the twenty miles to Seremban where I had the honour to be received by His Highness the Yang di-Pertuan Besar of Negri Sembilan (Tunku Sir Abdul Rahman K.C.M.G. Ibni al-Marhum Mohammad). His Highness informed me that he was looking forward to attending ANZAC's cocktail party which was to be held on the morrow. At 1200 I called on Major General R.H. Anderson, C.B.E., D.S.O., the General Officer Commanding 17th Gurkha Infantry Division. The General, who I had known some six years ago, very kindly had arrangements made for the entertainment of my Ship's Company by troops under his command, but expressed displeasure that he had only been informed a matter of one hour beforehand that ANZAC was visiting Port Dickson.

20. I returned to Port Dickson and entertained Mr. Bullock to a late luncheon. In my absence the Garrison Commander, Lieutenant Colonel H.B.D. Crozier, D.S.O., had made endeavours to call on me so I again proceeded ashore in company with Mr. Bullock and returned this call. I had no contact with the Malayan Military College as I was informed that both the Officer Commanding and the Second in Command were absent taking part in an exercise.

21. During the afternoon the ship played soccer against the 7th Battalion, Royal Malayan Regiment, and suffered a defeat 1 - 6. The Sergeants Mess, R.E.M.E., and Royal Malayan Regiment entertained the Chiefs and Petty Officers, some of them being put up for the night. Some members of the Ship's Company were so attacted by civilians ashore and were also entertained.

22. In the evening I was asked, together with 10 of my officers, to a reception and cocktail party given by the Honourable, the Dato Mentri Besar Negri Sembilan, in the garden of his home in Seremban. At this party I had the opportunity of meeting all the Chiefs of Negri Sembilan and leading Malayan Chinese businessmen and Labour leaders. I was struck by the great interest displayed in both the Navy and Australia, and invited four chiefs to come down to the ship the next afternoon before our cocktail party and personally conducted them round the ship.

On their arrival on board it was evident that the party had swollen to twice the original number.

23. After the reception which ended at 2100 all officers were entertained at the Seremban and Port Dickson Clubs. Officers not attending at the Mentri Besar's had the pleasure of dining at the Port Dickson Garrison Mess.

24. Prayers were held on board at 0830 on Sunday 12th and hands piped down at 0900. All hands had been invited to witness the Port Dickson Sea Sports at 0930. These were most excellently organised and were attended by a crowd of over 5000. A fifty yards free style race was organised for ANZAC's Ship's Company and a Relay Race against the Port Dickson Team resulted in a win for the home team by two strokes after a very exciting contest. A demonstration of shallow water diving was given by the Ship's S.W.D. Team.

25. Mr. Bullock, the Executive Engineer, who organised the Sea Sports, entertained me and 10 of my officers together with a number of local personages, both Malayan and European, to a buffet luncheon on completion of the sports at 1230.

26. At 1000 seventy five ratings were picked up by the Army and taken to Seremban and Tampin as guests for the day of the Kings Dragoon Guards and the Royal Welsh Fusiliers, and had a most enjoyable twelve hours. The ship was open to the public during the afternoon and with the help of a large Customs launch 500 people were ferried out to the ship.

27. At 1800 a cocktail party was held on the forecastle to return hospitality. One hundred and twenty guests had been invited and fully that number attended. Guests included His Highness, his wife and daughter, General and Mrs. Anderson, the Prime Minister and many Malayan officials together with Army Officers, Local Administrators and representative planters. I heard the opinion expressed on all sides that the guest list was a master piece and for this we were indebted to the joint efforts of the District Officer and the Executive Engineer, Port Dickson. It is also felt that the amount of liquor consumed could have some bearing on the general satisfaction of the guests. I was particularly grateful to the Executive Engineer for translating some of the answers to invitations, of which the following is an example:-

> Yang Amat Mulia Undang Luak Jelebu sa-orang sahaja bersukachita akan hadzir bagi jemputan COMMANDER E.J. PEEL, D.S.O., R.A.N., AND OFFICERS OF THE H.M.A.S. ANZAK ka-majlis cocktail party on board the ship at Port Dickson on Sunday the 12th August, 1956, at 6 p.m.
>
> Balai Undang Jelebu
> Kuala Klawang.

28. On completion of the cocktail party I was entertained together with my officers at the Port Dickson Club.

29. During the forenoon of Monday 14th, Colonel Crozier kindly organised a tour for the Wardroom Staff who had not been able to proceed to Seremban or Tampin the day before. In the afternoon guides were detailed and 215 school children of many different hues and ages were shown around the ship. I had the pleasure of entertaining Mr. Bullock to a farewell luncheon. The Secretary of the Port Dickson Club was also entertained on board. It was pleasing to receive the following telegram on sailing :- " On behalf of the entire Port Dickson Club we thank you and your officers for a superb weekend. We shall not forget your wonderful hospitality and hope that we have been able to reciprocate in some small way. God willing we shall meet again. God bless you, your company, and your ship. Secretary, Port Dickson Club"

PORT DICKSON TO PENANG. 13th - 14th.

30. At 1800 ANZAC weighed and proceeded to Penang, and at 0930 on the 14th a rendezvous was effected with TOBRUK, who carried out a Torpedo attack, firing one torpedo. On recovery of the torpedo general drills were carried out until 1100 when both ships were the target for attacks by three Venoms from Butterworth. Break up shot were fired and Gun Direction exercised.

31. ANZAC anchored in the Man of War Anchorage, Penang, at 1335 on Tuesday 14th. TOBRUK proceeded to Standard Oil Company Wharf and after receiving only part fuel requirements due to unsatisfactory berthing facilities anchored nearby ANZAC at 1730.

32. At 1445 I received the call of the Staff Officer, M.R.N.V.R., Commander D.W. Graham, O.B.E., Royal Navy (Retired), returning his call with Captain (D), 10th Destroyer Squadron, at 1200 the next day and staying to luncheon.

33. On Wednesday 15th, the Captain of H.M.S. PANGLIMA (Lieutenant Commander J. McIntyre, Royal Navy) called at 1100 and I returned his call at 1130. I was unable to call on the Resident Commissioner, Penang, with Captain (D), 10th Destroyer Squadron, on Tuesday 16th owing to an indisposition. On Friday 17th I entertained Captain (D), 10th Destroyer Squadron, and Commander Graham and his wife and daughter to luncheon in my cabin.

34. Whilst at Penang ship's teams were engaged in sporting activities with teams from both Butterworth and Penang.

35. While at anchor arrangements were made for the only available oil fuel lighter in Penang to supply ANZAC and TOBRUK on alternate days. 390 tons of fuel oil were embarked by ANZAC while at Penang.

PENANG TO AND AT PANGKOR 19th.

36. ANZAC and TOBRUK proceeded at 0700 on Sunday 19th for Pangkor. Prayers were held on the forecastle at 0915 and on completion the ship piped down.

36. At 1307 the Nineteenth Destroyer Division anchored off the South East corner of Pangkor Island. Swimming parties were landed at the excellent beaches which are a feature of the Island.

37. That evening I attended a buffet dinner and cinema given by Captain (D), 10th Destroyer Squadron and TOBRUK Officers for the Resident Commissioner of Penang and his family who were visiting the island for the weekend.

PANGKOR TO AND AT PORT SWETTENHAM. 20th - 23rd.

38. ANZAC and TOBRUK proceeded at 0632 for Port Swettenham. En route a torpedo firing exercise was carried out in which two torpedoes were fired by ANZAC at TOBRUK. Both torpedoes were recovered by 0855.

39. A.A. firings at a sleeve target followed in which the non firing ship was stationed in order to mark the position of the bursts of T.M. fused shell for range. This was done as part of a plan to assess the accuracy of the Gunnery Fire Control System against an aircraft target. At 1100 the target towing aircraft returned to base.

40. ANZAC and TOBRUK anchored at 1359 in Klang Strait as it had not been possible to arrange more convenient berths. This entailed a three mile boat passage to Port Swettenham and it was noted that 2 buoys remained unoccupied during the period of our stay.

41. Major M. Wiley, R.A.M.C., left the ship during the afternoon to rejoin the British Military Hospital at Kluang. His services as a Medical Officer during his short stay were much appreciated. Eight other ranks of the Royal Australian Regiment also left the ship that day.

42. On anchoring I waited on Captain (D), 10th Destroyer Squadron in TOBRUK and with him received the calls of the District Officer Klang, Mr. T.T. Mathias, the Second Secretary, Australian Commissioner Kuala Lumpur, Mr. D.J. Horne, and the Naval Liaison Officer, Kuala Lumpur, Commander J. Burfield, M.V.O., D.S.C. and Bar, Royal Navy. At 1630 I landed accompanying Captain (D), 10th Destroyer Squadron, Mr. Mathias and the Naval Liaison Officer, Kuala Lumpur. A return call was made on the District Officer at whose residence Mr. T. Critchley, Australian Commissioner, Kuala Lumpur, was met. Captain (D), 10th Destroyer Squadron, and I were then accompanied by Mr. Critchley and Commander Burfield to the Istana Kota, Klang, where we were presented to His Highness the Sultan of Selangor by the Mentri Besar and took afternoon tea with him. On completion of tea I proceeded with the Captain (D), 10th Destroyer Squadron, to Mr. Critchley's house in Kuala Lumpur for a welcome bath and change before attending a cocktail party given by the Commissioner at his Residence. A bus conveyed officers of both ships the 30 odd miles from Kuala Lumpur and nearly all were presented to the Chief Minister, Tunku Abdul Rahman.

43. I was entertained together with Captain (D), 10th Destroyer Squadron, at a buffet dinner given by Commander Burfield after the cocktail party.

44. In company with the Captain (D), 10th Destroyer Squadron, I left the ship at 0800 on Tuesday 21st August, and proceeded to Kuala Lumpur meeting Mr. Critchley and Commander Burfield at the former's residence. The Air Officer Commanding, Malaya, Air Vice Marshall Kyle was sick so the first call was made on Brigadier RUMSEY, the Principal Staff Officerr to the Director of Operations. Brigadier Rumsey gave a short resumé of current and projected anti terrorist operations in Malaya. At 1100 we were received by the Chief Minister and spent an affable 20 minutes in his office. At 1145 a call was made on the General Officer Commanding Federation Army, Major General Brooks. The final call of the day was made on Sir William McKell at 1230 after which he accompanied us to luncheon with Mr. Critchley.

45. On Wednesday 22nd the ship was visited by 120 schoolchildren in the forenoon and 107 during the afternoon.

46. At 1030 I landed in company with the Captain (D), 10th Destroyer Squadron, and after meeting Mr. Critchley, called on His Excellency, the Officer Administering the Government, Sir David Watherston, at Kings House. This was followed by luncheon with Sir David and Lady Watherston at Carcosa.

47. After luncheon, at the invitation of the Chairman and Committee of the Selangor Turf Club, Captain (D), 10th Destroyer Squadron, and I were able to attend two races before returning to the ship. Through a combination of intuition and a pin both of us were £5 to the good. The Turf Club also extended the invitation to officers and ratings from the two ships and a very representative body attended with varying financial success.

48. Whilst in Port Swettenham some of the Ship's Company were taken out for drives and visits by civilians and cricket, soccer and basketball were played against local teams.

49. A Squadron cocktail party was given on board TOBRUK at 1830 that evening. Official guests and residents of Port Swettenham and Kuala Lumpur who had extended hospitality to ANZAC and TOBRUK were entertained and a total of about 120 attended. Before the cocktail party Mr. Critchley and Sir William McKell returned our calls and I had the pleasure of entertaining them to supper in my cabin afterwards.

50. I had the pleasure of entertaining Mrs. Burfield and her family to luncheon on Thursday 23rd before sailing. Commander Burfield being unable to attend through pressure of work.

PORT SWETTENHAM TO SINGAPORE 23rd - 24th.

51. ANZAC and TOBRUK proceeded at 1350 on Thursday 23rd. Due to low lying cloud a proposed rapid ~~fire~~ open fire exercise was cancelled. TOBRUK carried out drill firings in lieu at 1515.

52. ANZAC berthed starboard side to at No. 6 berth, Naval Station Basin, at 0822 on Friday 24th. TOBRUK then berthed outboard on ANZAC at 0835.

AT SINGAPORE. 24th - 25th.

53. At 1000 I proceeded to Phoenix Park with Captain (D), 10th Destroyer Squadron, to ascertain our movements consequent to a change of programme caused by the international situation. In the afternoon a call was made on the Flag Officer Malaya who acquainted me with details concerning the visit to the ship of the Chief Minister Tunku Abdul Rahman on 8th September.

54. At 0930 on Saturday TOBRUK proceeded to Hong Kong. While alongside 140.1 tons of oil fuel were embarked.

SINGAPORE TO TAWAU, NORTH BORNEO. 26th - 30th.

55. ANZAC proceeded at 1130 Sunday 26th for Tawau. Opportunity was taken to drill control teams and carry out essential maintenance.

56. At 0920 on Wednesday 29th when some 1½ miles north of Pulau Taganak a warship was sighted ahead. The ship altered to close and eventually identified itself as "a Philippine Patrol vessel". A reference to Janes Fighting Ships proved her to be the SAMAR. When abreast ANZAC she altered course 16 points and remained in company at a distance of about five cables for an hour. Her reply to a "whither bound" signal was "Confidential Mission". As Pulau Taganak came abeam she closed it to within 1½ miles ~~of it~~, stopped near a large motorised barge and called it alongside. I reduced to slow to observe what was happening and received a signal from SAMAR "You may proceed ahead Bon voyage". As no definite information could be obtained on board as to whether Taganak Island was British or Philippine and Sandakan could not be contacted by W/T, I decided to proceed there and make enquiries. ANZAC hove to off Government Pier, Sandakan, at ~~0800~~ 1240 and I was met by the District Officer as I landed. As it appeared Pulau Taganak, despite its proximity to Sandakan, was handed over to the Philippines from British control at the end of the war, I proceeded forthwith for Tawau.

AT TAWAU. 30th - 31st.

57. ANZAC anchored off Tawau Pier at 0820 on Thursday 30th August. Mr. G.G. Johnson, the Customs Officer, Tawau, and Mr. N. Giddings, the Officer Commanding Police Reinforcement Detachment, called on me on anchoring and informed me of arrangements. A cricket eleven from the ship landed at 0900 and had a resounding victory over the local side.

58. At 1130 I received the Acting Resident, Tawau, Mr. P.C. Edge, on board and later had the pleasure of entertaining Mr. and Mrs. Edge and Mr. Perry and Mr. Newmarch, two Australian Anglican missionaries to luncheon on board.

59. At 1515 I returned the call of the Acting Resident and after a short drive through some copra estates took tea at the Residency, and then witnessed the ship's soccer team being beaten 5 - 3 by the local side.

60. A party of 75 school children were invited to inspect the ship and one can only assume arithmetic is not a strong subject in Tawau as 550 visited the ship in the course of the afternoon, a

large shoreside boat and ship's boats were kept constantly running.

61. Because of the short stay it was not possible to arrange a cocktail party to entertain local residents but I was able to collect 15 of a total of about 20 European residents to return to the ship with me for a drink in my cabin.

62. At 1930, in company with three of my officers, I had the pleasure of landing to dine at the Residency.

63. Considering the size of the European population their efforts to entertain the ship were outstanding. The only tennis court was reserved for ship's use and the whole ship's company were made honorary members of the International Sporting Club and made use of the bar facilities and the adjacent swimming pool.

64. At 0900 on Thursday 31st a car was provided for five officers and a bus for ratings to visit the Abaca Hemp and Rubber Works some 16 miles from Tawau.

65. When landing to say goodbye at 1100 I was most pleased to hear the appreciative comment on the behaviour of my ship's company. Before sailing the books of the Admiralty Reporting Officer, Mr. G.G. Johnson, were mustered and found correct.

TAWAU TO SANDAKAN. 31st.

66. At 1400 On Friday 31st ANZAC weighed and proceeded to Sandakan. The passage was uneventful.

SPORT.

67. Matches were arranged against ships in company and local teams of ports visited. The results are as follows :-

Cricket.

Date.	Opponent.	Result.	Score.
2nd.	H.M.S. ALERT.	Won	106 - 53
5th. (ANZAC and TOBRUK)	H.M.S. NEWFOUNDLAND.	Won	Innings and 58 runs.
12th.	Port Dickson.	Won	Innings and 23 runs.
21st. (ANZAC and TOBRUK)	Port Swettenham high School.	Won	Innings.
30th.	Tawau.	Won	90 - 37.

Rugby.

1st.	H.M.A.S. TOBRUK.	Draw.	6 - 6
3rd. (B team)	H.M.A.S. TOBRUK.	Won	6 - 0
6th (A team)	H.M.S. Crane.	Lost.	3 - 17
6th (B team)	H.M.S. CONSORT.	Won	7 - 0
15th	R.A.A.F. Penang.	Draw	0 - 0
18th	11th Independent F.P.B. Squadron.	Won	12 - 3
22nd.	Klang.	Lost	11 - 9

Water Polo.

1st.	H.M.S. CONSORT.	Lost	5 - 2
16th	Penang Swimming Club	Lost	6 - 2

Hockey.

1st.	H.M.S. COSSACK.	Draw.	0 - 0
6th.	H.M.S. MODESTE.	Lost	1 - 6

Soccer.

2nd.	H.M.S. ALERT (B team)	Won	3 - 2
3rd.	H.M.A.S. TOBRUK	Won	4 - 1
11th.	7th Malayan Battalion.	Lost	1 - 6
12th.	Royal Dragoon Guards.	Lost	1 - 9
17th.	H.Q. 28th Commonwealth Brigade.	Lost	2 - 4
18th.	11th Independent F.F.B. Squadron.	Lost.	1 - 3
21st.	Port Swettenham F.C.	Lost	2 - 7
22nd.	Klang Town F.C.	Lost.	1 - 7
30th.	Tawau, North Borneo.	Lost.	3 - 8

Basket Ball.

2nd.	Engineering Mechanics V. Ship's Company . Won by Engineering Mechanics.		24 - 18
17th.	H.Q. 28th Commonwealth. Brigade.	Lost.	22 - 29

Australian Rules.

3rd.	R.A.F. Tengah.	Won.	40 - 34
16th.	R.A.A.F. Butterworth.	Won.	116 - 83

Tennis.

20th.	ANZAC and TOBRUK V Klang T.C.	Lost.	1 - 3
21st.	Port Swettenham T.C.	Lost .	2 - 3

CONDUCT.

68. The behaviour of libertymen has been of a high order and has been favourably commented on at the places visited during the month.

MORALE.

70. Continues to be satisfactory.

HEALTH.

71. Good. There have been 13 cases of venereal disease this month.

CONDITION OF SHIP.

72. Preservation and maintenance has continued but much still needs to be done. It is hoped to obtain a weeks maintenance period next month in Hong Kong in lieu of that period which was due in Singapore and had to be cancelled.

I have the honour to be,

Sir,

Your Obedient Servant,

Sgd. R. J. Peel

COMMANDER, R.A.N.
CAPTAIN.

APPENDIX "A".

(a)	Distance steamed during month.	3371 miles.
(b)	Hours under way during month.	238 43/60 hours.
(c)	Average miles per ton of oil fuel.	3.9 miles.
(d)	Total distance steamed since commissioning.	206109.64 miles.
(e)	Total hours under way since commissioning.	14778 26/60 hours.
(f)	Date of commissioning.	14th March, 1951.

ECONOMICAL SPEED EXCEEDED DURING MONTH.

8th. August.

(a) 10 Hours.
(b) 17.2 knots.
(c) 3.7 tons.
(d) 4.9 miles per ton.
(f) Exercise NANEX.

9th August.

(a) 5 hours.
(b) 18.2 knots.
(c) 4.1 tons.
(d) 4.4 miles per ton.
(e) Exercise NANEX.

20th. August.

(a) 3 hours.
(b) 19.7 knots.
(c) 4.8 tons.
(d) 4 miles per ton.
(e) Torpedo Firings and Exercises in accordance with Captain (D), 10th Destroyer Squadron's Instructions.

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APPENDIX "B"

WHALE SIGHTING REPORT.

NIL.

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4336-112-137

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings - July 1936

4th N.M. 10 Oct.

D.A.W.O.T. 9/10.

D. of P.

D. of P. (Q).

H.P.B. 19/10

D.G.S. 25/10.

N.A. 2nd N.M. (X). 25/10.

D. of M. 26/10

D.D.M. 4/11

D.N.L. 9/11

D.E. (N) 21/11

D. of C. (N). 23/11

D.O.U.W. 9/12

D.N.M.S. 10/12

H.N.B. (N.5). 14/1/36

D.A.O.

29/66

37/45

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H336-112-137

DEPARTMENT OF THE NAVY

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings - July, 1956.

~~C.N.P.R.~~

~~D.O.D.~~ 30/8.

D.C.N.S. 31/VIII. It seems that the battles this earlier Seaplane is too complicated for reliable maintenance by present complement.

1st N.M. 5/9

D.C.N.P. 6/9.

2nd N.M. 7/9.

~~D.N.I.~~

I.N.B. & C. 7/9.

D/D.P.S. 15/9.

D.T.S.R. 19/9

D.N.C. 24/9

Deputy Secretary. later

3rd N.M. 5/10.

H.N.B. (N.5)

5/10/56

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Duplicate Copy circulated to: C.N.P.R. D.N.I. D.N.O.

24/9

20/9.

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(ANZAC's letter No.20/1/4 dated 1st August, 1956)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF JULY, 1956

II.

The Flag Officer,
Malayan Area,
SINGAPORE

Copies to: ~~The Secretary, Department of the Navy, Melbourne~~
The Flag Officer Commanding, H.M. Australian Fleet.
The Flag Officer Second-in-Command, Far East Station.

Submitted.

(Sgd.) R. I. PEEK
CAPTAIN

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK,
At Langkawi Island,
13th August, 1956.

CONFIDENTIAL

20/1/4

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H.M.A.S. ANZAC
at Singapore.

1st August, 1956.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

Ref: Far East List of Returns No. 215
Queen's Regulations and Admiralty Instructions Article 2804
Commonwealth Navy Order 240 of 1955.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF JULY, 1956.

Sir,

I have the honour to submit the Report of Proceedings of H.M.A. Ship under my command for the month of July, 1956.

At HONG KONG. 1st - 5th July.

2. During the 1st and 2nd days of the month repairs to Radar 275 were completed by the Dockyard Staff. ANZAC slipped and proceeded at 1058 on Tuesday 3rd, and anchored in Junk Bay at 1135. Here final testing and tuning of the 4.5" armament was completed and a ~~Gun~~ Director Test was carried out.

3. The ship weighed at 0732 on Wednesday 4th and anchored off Ninepins Island Group at 0829. With the aid of an R.A.F. Anster Radar alignments of Type 275 and 262 were carried out, and the lock on performance of all S.T.A.A.G. mountings checked.

4. Anchor was weighed at 1202 and ANZAC rendezvoused at 1325 with H.M.T. ENCORE towing a Battle Practice Target. Sub Calibre firings were carried out at 1345 followed by Full Calibre Surface firing at 1550. This shoot was most unsatisfactory in view of the amount of work carried out by the Gunnery and Electrical Staffs and only served to emphasise the opinion that the gunnery equipment of Australian battle class destroyers is most unreliable. Immediately before the shoot a faulty Director Amplifier caused the loss of sensitivity control of the elevation motor and after pre action calibration was fired "A" turret was put out of action due to a burst flexible pressure hose in the general service oil system. The shoot with only one turret was stopped after 10 broadsides because of erratic fall of shot for line caused by a faulty training motor in the turret which finally stopped due to the blowing of the starter fuzes.

5. Firings were completed at 1635 and the ship returned to harbour securing port side to an R.F.A. WAR AFRIDI at 1913. 101 tons of oil fuel were embarked together with 7143 gallons of dieseline.

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(Page 2 of H.M.A.S. ANZAC's Report of Proceedings for the month of July, 1956.)

6. Senior Commissioned Gunner (T.A.S) H.J. Price, Royal Navy, joined the ship from H.M.A.S. WATSON to relieve Senior Commissioned Gunner (T.A.S) F.C. Hirtes, Royal Navy, during the forenoon of 5th July.

7. ANZAC was moved by tugs at 0807 on Thursday 5th to No.8 Buoy where the ship was secured at 0859. With the assistance of one tug the ship was swung to adjust compasses during the forenoon.

8. Commodore J.H. Unwin, D.S.C., Royal Navy, visited the ship at 1145 to say farewell before our departure for Singapore. Commander A.H. McIntosh, Royal Australian Navy, left the ship at 0745 on Friday 6th having been relieved as First Lieutenant By Lieutenant Commander R.Y. Ulrich, D.F.C. , Royal Australian Navy.

HONG KONG to SINGAPORE 6th - 11th July.

9. ANZAC sailed from Hong Kong at 0830 on Friday 6th to the accompaniment of firecrackers from the Ship's Chinese Side Party and music from the Ship's Band playing on "B" deck. On leaving the harbour information was received that no R.A.F. jet aircraft would be available as previously arranged for tracking purposes. However tracking was carried out with the assistance of one R.A.F. Harvard. An inshore ASDIC investigation was commenced at 1110 and completed at 2110 that day.

10. Although weather conditions were good in the vicinity of Hong Kong, weather reports indicated a tropical depression was forming in the Phillipines, and it soon became apparent that ANZAC would be in the dangerous semi-circle if the present course and speed were maintained. Speed was therefore increased to 23 knots at 0340 on Saturday 7th in a n effort to avoid the approaching storm. In the past twelve hours the wind had increased from "light airs" to force 5 - 6 and the barometer had dropped 7 millibars. By 1000 that day indications were that the storm centre was abaft the beam and that the ship was now in the navigable semi-circle. Speed was therefore reduced to 9 knots for 23 hours as the wind had backed so that the sea was now on the port bow.

11. The weather and sea state were satisfactory by Tuesday 10th and a rapid open fire exercise was carried out at 0955 followed by drill firings at 1022. The practice was completed at 1044. H.M.S. CONCORD (Commander J.F. Marryat, Royal Navy) was passed at 1130 en route for Hong Kong. ANZAC rendezvoused at 1145 with a Sunderland aircraft from Seletar. Homing BRAVO procedure was carried out at 1205 and repeated when the aircraft failed to carry out the joining procedure correctly. The Sunderland was the n given a Grid Lock at 1314 and ordered to carry out a distant A/S search. At 1340 the Sunderland reported an imaginary submarine contact about ten miles on the starboard bow.

...../ 11 contd.

CONFIDENTIAL

11.(contd.)

Speed was increased to 23 knots and a "Homing CHARLIE" carried out. When ANZAC was about 3000 yards from the datum the aircraft released a submarine decoy. Sonar contact was soon gained and an investigation made regarding its effectiveness. Results have been reported in other papers. A splash target was streamed at 1445 and practice bombing runs carried out. The target was recovered at 1550, the Sunderland returned to base, and the passage to Singapore continued. Shadowing in accordance with FESAX 1 was not carried out by the aircraft because of a defective engine.

12. A rendezvous was effected at 0655 on Wednesday 11th with an R.A.F Beaufighter from Seletar. Close range firings at a sleeve target were started at 0702 and completed at 0715. These were followed by a 4.5" A.A. practice at 0728. This was curtailed after one run as the aircraft slipped the sleeve which the pilot stated was unstable. Insufficient wire remained to stream another sleeve and the aircraft returned to base at 0755 after carrying out tracking runs.

At SINGAPORE. 11th - 16th

13. ANZAC secured at No. 14 berth, Singapore Naval Base, at 1540 on Wednesday 11th. While alongside 405 tons of fuel oil were supplied from shore.

14. Sub Lieutenant R.M. Baird, Royal Australian Navy, and Senior Commissioned Gunner (T.A.S.) F.O. Hirtes, Royal Navy, left to take up new appointments on Wednesday 11th. Lieutenant P.E.I. Boling, Royal Australian Naval Volunteer Reserve, joined on Saturday 14th.

At SEA - EXERCISE MANGO. 16th - 20th

15. ANZAC proceeded at 1355 Monday 16th. On clearing Johore Strait a tracking exercise was carried out with an R.A.F. Meteor based at Seletar. The aircraft departed at 1620. A sea boat was dropped at 1707 to recover a life buoy.

16. Course was reversed at 2100 to effect a rendezvous with H.M.S. COMUS (Commander J. Bartosik, D.S.C., Royal Navy). This was done at 2240 and after ANZAC had taken station the two ships proceeded in company north west through the Strait of Malacca. Screening exercises were carried out during the night.

17. During Tuesday 17th the two ships carried out jack stay transfers, Officer of the Watch manoeuvres, a tracking exercise, and exercised sea boats. COMUS also carried out a throw off full calibre firing. During this period ANZAC also practiced firing salutes from Bofors guns using break up shot.

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18. The two ships rendezvoused with H.M.S. NEWFOUNDLAND (Captain R.E. Portlock, O.B.E., Royal Navy) and H.M.S. CONSORT (Commander R.B. Mackenzie, M.V.O., M.B.E., Royal Navy) at 0300 Wednesday 18th, off Pulau Perak. The four ships proceeded in company to meet units of the Indian Navy under the command of Rear Admiral Sir St.John R.J. Tyrwhitt, Bart, D.S.O., D.S.C. and Bar, flying his flag in ~~HMIS~~ DELHI (Captain B.A. Samson, Indian Navy). The two groups met at 0556 and a horse shoe screen was formed on DELHI and NEWFOUNDLAND by COMUS, CONSORT, ANZAC, RANA, RANJIT, GODAVARI, GANGA, GOMATA, and CAUVERY.

EXERCISE MANGO.

19. Fleet manoeuvres were carried out for an hour commencing at 0700. Screen Fun exercises followed during which ANZAC co-operated with GOMATI in a close A/S search. On completion at 1000 the two ships rejoined the screen. ANZAC went alongside DELHI to carry out a jackstay transfer in which 22 6" shells were passed from the cruiser to ANZAC and returned. On disengaging at 1136 ANZAC recovered a life buoy dropped by DELHI. A further close A/S search was done at 1210, RANJIT and ANZAC participating as pouncers in Operation Cabbage One. Manoeuvres in Type Organisation were carried out during the afternoon. These were followed by Officer of the Watch manoeuvres during the first dog.

20. Ships proceeded to initial stations at 1800 to commence a Night Encounter Exercise. COMUS, ANZAC, CONSORT, RANA, RANJIT, with COMUS as O.T.C., were to find and attack DELHI and NEWFOUNDLAND representing 2 guided missile cruisers endeavouring to attack Pulua Klang. ANZAC was in Radar contact with the DELHI at 2050 at a range of 18 miles but due to poor communication was unable to pass this information. The destroyers failed to concentrate in time to carry out a spread attack but were forced to attack individually. ANZAC's freedom of movement was restricted by a merchant ship at a critical period. Once clear DELHI was engaged and a ~~successful~~ dummy torpedo attack delivered. Ships reformed for night steaming at 2300.

21. Throw off full calibre firings were carried out by DELHI, NEWFOUNDLAND, RANA and RANJIT during the forenoon of Thursday 19th. Ships of the 8th and 10th Destroyer Squadrons were stationed astern of DELHI.

22. RANA, RANJIT, COMUS, ANZAC and CONSORT were detached at 1120 to take up positions for a torpedo firing exercise. The five destroyers proceeded at 25 knots to attack DELHI and NEWFOUNDLAND. The two cruisers remained close together and in consequence ANZAC's spread of torpedoes enclosed NEWFOUNDLAND although DELHI was the target of the attack. Two torpedoes were fired at 1312 but one ran awry due to a gyro failure. The faulty torpedo was sighted by DELHI and recovered at 1425.

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23. The Indian Navy ships and NEWFOUNDLAND departed after this exercise and COMUS, CONSORT, and ANZAC proceeded to Singapore. ANZAC and CONSORT were detached at 0925 Friday 20th when COMUS left the formation for D.G. trials. During the forenoon ANZAC and CONSORT carried out Radar calibrations and exercised sea boats. The ship secured starboard side to at No. 8 berth in Singapore Dockyard at 1334.

At SINGAPORE, 20th - 25th.

24. While alongside 348 tons of fuel oil were embarked.

25. ANZAC proceeded at 1327 Wednesday 25th. A tracking exercise was carried out for an hour at 1500 with an R.A.F. Meteor from Seletar. The ship anchored off Kuala Pahang at 0340 on Thursday 26th.

TOUR OF HIS HIGHNESS, THE REGENT OF PAHANG. 26th - 29th.

26. M.L.3509 of the Royal Malayan Navy secured alongside at 0830 to receive further details of the tour of the Regent of Pahang in which ANZAC and M.L.3509 were to assist.

27. The Regent of Pahang, accompanied by his party (see Appendix C) was embarked in ANZAC at 1000 and a seventeen gun salute was fired as he approached the ship in the State Launch. After inspecting the Guard the Regent was introduced to the captain of M.L.3509 (Commissioned Boatswain Ismail Bin Hassan, Royal Malayan Navy) and ANZAC officers. The two ships proceeded in company at 1025 to Telok Tekek, Pulau Tioman. En route His Highness and the official party were shown around ANZAC. I had the pleasure of entertaining at luncheon the Regent, his A.D.C. the Tengku Ahmad, and the District Officer for Pahang, Mr. J. Day and his wife. The remainder of the official party were entertained in the wardroom.

28. At 1400, 4.5" and close range A.A.firings were carried out at a sleeve target towed by an R.A.F.Beaufighter from Seletar. The Regent saw successive runs from the Bridge, T.S., and "A" turret. On completion ANZAC proceeded ahead and anchored in Telok Tekek at 1600. Economical speed was exceeded on this occasion so as to adhere to His Higness' programme which had little relation to that received from the Flag Officer, Malaya. The Regent's programme was not received until after His Highness had embarked an hour later than the original programme indicated. After anchoring I had the honour to be invited to accompany His Highness and his party ashore. ANZAC's boats co-operated in this operation carrying both baggage and passengers. It was indeed an experience to be carried through the hardly apparent surf in a sedan chair. Practically the whole populace of Telok Tekek and environs were gathered to greet the Regent. Schoolchildren formed a

...../18 contd.

28 contd.

lane leading to a bamboo arch suitably bedecked with local greenery. After a walk of approximately a half mile the visitors were regaled with tea and cakes, both of local origin, and though seemingly of pleasant colour and design, of a taste foreign to the Western palate. As nobody at the table partook of these comestibles I considered it my duty to do so. This, though perhaps a pleasant thought, wrought an immediate reaction on the palate and later created havoc with the digestion. On receiving a "read out" address of welcome by one of the local schoolmasters, His Highness replied in a short address which he delivered with clarity and firmness, and received a suitable ovation on completion. At this stage the party broke up and the Regent proceeded to his quarters to rest. I was kindly taken back to ANZAC by Mr. and Mrs. Day who then both availed themselves of my bathing facilities.

29. At 1950 in company with Mr. and Mrs. Day, Mr. Ismail Bin Hassam, Royal Malayan Navy, and four of my officers, I proceeded ashore in a Police Boat for dinner. The venue of the curry dinner and subsequent entertainment was the same as that of the afternoon tea party. The showing of educational and documentary films, viewed from both sides of the screen, had already started and continued during the dinner. On completion the raised platform was cleared of tables and chairs and became a stage for the performance known as Rongging. This is a series of dances performed by four or six men who come at random from the audience. Dancers approach each other and retire and occasionally change step and turn round. They are accompanied by a band which in this case consisted of a violin and three hand drums. All admired the skill of the District Officer who gave one faultless performance.

30. At 2300 the Regent and his party and guests withdrew and I returned on board in a native outboard praw.

31. The Regent visited Mokut and Juara on the morning of Friday 27th in M.L.3509, and during this period opportunity was taken to carry out sub calibre firings at a cross plank target. On completion of firings the Regent re-embarked in ANZAC from M.L. 3509 at 1515. A torpedo attack was then carried out against M.L. 3509 at 1600. One torpedo was fired and recovered after which ANZAC proceeded to Kuala Endau at 16 knots so as to catch the tide over the bar. M.L.3509 was detached to anchor off Telok Tekek.

32. The Regent and party were landed from ANZAC by two Police Boats at 1800 off Kuala Endau and the ship then returned to Pulau Tioman, anchoring off Telok Tekek at 2030 that night.

33. M.L.3509 came alongside at 0830 on Saturday 28th and after topping up with provisions and water sailed for Kuala Rompin at 0930.

...../34.

34. The ship piped down at 1100 and a shuttle boat service was commenced to the beach where a barbecue was enjoyed by officers and ship's company. Games of cricket and baseball were held on the beach and teams were joined by numbers of small boys from Telok Tekek. During the afternoon I had arranged with Mr. Alwi, the headman and schoolmaster of Telok Tekek, for school children and local inhabitants to be shown round the ship. Quite a large number availed themselves of this opportunity to look round one of H.M.A. Ships.

35. Prayers were held at 0925 on Sunday 29th. ANZAC proceeded at 1050 embarking His Highness the Regent of Pahang and party at 1325 from M.L. 3509 off Kuala Rompin. The ship then proceeded at 20 knots to Kuala Pahang where his Highness and party finally disembarked at 1620 in the State Launch.for passage to Pekan.

36. Whilst being shown round the ship His Highness had espied a group photograph of Her Majesty the Queen and His Royal Highness the Duke of Edinburghtaken with the ship's company. Before finally landing His Highness requested that a group including his party and officers should also be taken. His wishes were met. His Highness was kind enough to express his appreciation of facilities provided by ANZAC and expressed the hope that the ship could again visit the East Coast and give him the opportunity of entertaining the officers and ship's company.

37. ANZAC rendezvoused with H.M.T. ENIGMA towing a Battle Practice Target at 0730 on Monday 30th, and the photographer was transferred to the tug so as to carry out photographic marking for the full calibre firing. This was commenced at 0857 and completed at 0950, when unsatisfactory spreads and large variations in M.P.I. were reported from ENIGMA. I considered that further firings were ~~useless~~ a waste of time and ammunition until the Gunnery System could be rechecked. I ordered ENIGMA to return to harbour and proceeded to Singapore, arriving at the Dockyard at 1525. The ship berthed starboard side to at No. 8 berth at 1534.

38. On examination of the photographic markings it was discovered that spreads and M.P.I. for this firing were much better than had been indicated by rake records and did not justify my decision to cancel further firings. This matter is being taken up in other papers.

At SINGAPORE. 30th - 31st July.

39. At 1000 on Friday 31st I called on the Australian Commissioner in Singapore, Mr. Ralph Harry, and at 1100 waited on the Flag Officer Flotilla, Indian Fleet, Rear Admiral Sir St.John R.J. Tyrwhitt, Bart, D.S.O., D.S.C. and Bar. The Admiral recalled the days when he was serving in the 10th Destroyer Flotilla in 1940 as Commanding Officer, H.M.S. DEFENDER.

...../39 contd.

CONFIDENTIAL

(Page 8 of H.M.A.S. ANZAC's Report of Proceedings for the month of July, 1956).

39. contd.

In the evening I had the pleasure of dining with Mr. and Mrs. Harry, the Chief of the General Staff, Lieutenant General Sir Henry Wells being another guest.

STATE OF SHIPS HULL.

40. The state of preservation of ship's hull is satisfactory.

HEALTH.

41. The health of the ship's company is satisfactory. All received chest X-Rays on arrival in Singapore and no cases of T.B. were revealed. The messdecks have been examined by the Principle Medical Officer, H.M.S. Terror, in accordance with the Commander in Chief, Far East Station's message D.T.G. 040430Z/July. This Officer is forwarding a report in due course.

CONDUCT.

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

SPORT.

43. Oppertunity was taken to play organised games whilst in Singapore. The results are as follows :-

Rugby.

13th July.	v COMUS	Won.	36 - 6
22nd "	v CONSORT	Won.	12 - 0
24th "	v CONSORT	Won	23 - 0

SOCCER.

15th July.	v ALERT	Draw	2 - 2
15th "	v AUROCHS	Draw	3 - 3

Hockey.

13th July.	v COMUS	Won	3 - 1
17th "	v ALERT	Won	4 - 1
20th "	v ALERT	Lost	1 - 4

I have the Honour to be

Sir,

Your Obedient Servant.

Sgd. E. J. Peel

COMMANDER, R.A.N.
CAPTAIN.

(Page 9 of H.M.A.S. ANZAC's Report of Proceedings for the month of July, 1956.)

APPENDIX "A".

(a) Distance steamed during month	3505.7 miles.
(b) Hours under way during month.	289 9/60 hours.
(c) Average miles perton of oil fuel	3.4 miles.
(d) Total distance steamed since commissioning.	202738.64 miles.
(e) Total hours under way since commissioning.	14539 43/60 hours.
(f) Date of commissioning.	14th March, 1951.

ECONOMICAL SPEED EXCEEDED FOR MONTH.

7th July.

(a) 7 hours.
(b) 21.2 knots.
(c) 5.8 tons.
(d) 3.3 miles.
(e) Avoiding tropical depression.

10th July.

(a) 2 hours.
(b) 16.7 knots.
(c) 3.5 tons.
(d) 4.7 miles.
(e) F.E.S.A.X.1.

18th July.

(a) 11 hours.
(b) 19.4 knots.
(c) 4.8 tons.
(d) 4.0 miles.
(e) Exercise MANGO with Indian Navy.

19th July.

(a) 13 hours.
(b) 17.0 knots.
(c) 3.5 tons.
(d) 4.7 miles.
(e) Exercise MANGO with Indian Navy.

20th July.

(a) 7 hours.
(b) 16.0 knots.
(c) 3.3 tons.
(d) 5.0 miles.
(e) Exercise MANGO with Indian Navy

27th July.

(a) 1 hour
(b) 15.8 knots.
(c) 3.2 tons.
(d) 4.9 miles.
(e) To comply with programme arranged for the Regent of Pahang.

29th July.

(a) 2 hours.
(b) 19.1 knots.
(c) 4.7 tons.
(d) 4.0 miles.
(e) To comply with programme arranged for the Regent of Pahang.

(Page 10 of H.M.A.S. ANZAC's Report of Proceedings for the month of July, 1956).

APPENDIX "B"

WHALE SIGHTING REPORT.

NIL.

(Page 11 of H.M.A.S. ANZAC's Report of Proceedings for the month of July, 1956.)

APPENDIX "C"

LIST OF OFFICIAL PARTY ACCOMPANYING HIS HIGHNESS THE REGENT OF PAHANG

Tengku Ahmad.	A.D.C. to His Highness.
Dato Pengawa.	Pahang Chief.
Mr. J. Day.	District Officer, Pekan.
Mrs. J. Day.	Wife of District Officer, Pekan.
Che Harun	State Welfare Officer.
To Muda Hitam	Pahang Chief.
Dr. Peoplasingham.	Medical Officer, Pekan.

DEPARTMENT OF THE NAVY.

4336-12-557

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings - June 1916

4th N.M. 20 Aug.

D.A.W.O.T. 21/8

D. of P. 23/viii

D. of P. (Q).

H.P.B.

D.G.S.

N.A. 2nd N.M. (X). 28/8

D. of M. 3/10

D.D.N. 3/9

D.N.L. 4/9

D.E. (N) 6/9

D. of C. (N). 19

D.O.U.W.

D.N.D.C.

H.N.B. (N.O.) 9/10

D.A.O.

1/336-12-557

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings - June 1916

19/7

for ~~C.N.P.R.~~

~~D.O.D.~~ 20/7

~~D.C.N.S.~~

~~1st N.M.~~ 25/7

~~D.C.N.P.~~ 26/7

~~2nd N.M.~~ 27/7.

~~I.N.R.C.~~

~~D.N.I.~~ 30/7.

~~D/D.P.S.~~ 31/7

~~D.T.S.R.~~ 6/8.

~~D.N.C.~~

~~Deputy Secretary~~ 8

~~3rd N.M.~~ 16/8

~~H.N.B. (N.5)~~ 17/8

Duplicate copy circulated to: C.N.P.R
D.N.I
D.N.O.

7/8.

(ANZAC's letter No.20/1/4 dated 1st July, 1956)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF JUNE, 1956.

II.

21019/191

The Commander-in-Chief,
FAR EAST STATION.

Copies to: ~~The Secretary, Department of the Navy, Melbourne.~~
The Flag Officer Commanding, H.M. Australian Fleet.
The Flag Officer Second-in-Command, Far East Station.

Submitted.

CAPTAIN

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK,
At Hong Kong,
11th July, 1956.

HDH 17/7

N5

20/1/4

H.M.A.S. ANZAC
at Hong Kong.

1st July, 1956.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

Ref: Far East List of Returns No.215.
Queen's Regulations and Admiralty Instructions Article 2804
Commonwealth Navy Order 240 of 1955.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF JUNE, 1956.

Sir,

I have the honour to submit the Report of Proceedings of H.M.A. Ship under my command for the month of June, 1956.

2. At Hong Kong.

At the beginning of the month ANZAC was anchored in Junk Bay while the Ship's Annual Inspection was carried out by Captain (D), 10th Destroyer Squadron, (Captain R. Rhoades, D.S.C., Royal Australian Navy).

3. On Friday 1st June, at 0925 I, Captain Rhoades accompanied by his Staff Officers came on board to complete his inspection commenced the previous day. Engine Room rounds were started immediately and on completion hands closed up at Action Stations at 1030. General Drills and Exercises were carried out until 1150 when Action Stations were fallen out.

4. The Ship weighed and proceeded at 1330 to permit inspection of the Engine Room personnel and machinery in action. On completion the Ship proceeded out of Junk Bay and berthed starboard side to at West Arm West, Hong Kong Dockyard, at 1457. Captain (D), 10th Destroyer Squadron, left the ship at 1500.

5. The Ship's half yearly self refit and maintenance period commenced on Monday 4th. ANZAC was moved into No. 1 Dock at 1530 Tuesday 5th. On the same day the Ship's forward torpedo tubes were lifted back into position. Extensive repairs necessitated by chemical action had been done to the tubes since their removal from the Ship in January, 1956.

6. In the period Sunday 10th to Wednesday 20th all ratings medically fit and most officers completed a three day Annual Musketry Course at the Royal Naval Rifle Range, Stonecutters Island.

7. H.M.S. NEWCASTLE (Captain A.R. Kennedy, O.B.E., Royal Navy) ~~flying~~ wearing the flag of the Flag Officer, Second in Command, Far East Station (Rear Admiral W.K. Edden, C.B., O.B.E.) secured at North Arm, Hong Kong Dockyard at 0830 on Wednesday 13th. I called on Rear Admiral Edden at 1045 on Friday 15th.

8. At 1530, Friday 15th, lower deck was cleared to permit the Ship's Company the opportunity of farwelling Captain R. Rhoades, D.S.C., Royal Australian Navy, on his return to Australia, having been relieved that day as Captain (D), 10th Destroyer Squadron, by Captain R.I. Peek, O.B.E., D.S.C., Royal Australian Navy.

9. I called on Captain Peek at 0930, Saturday 10th, and he returned my call at 1130 the same day.

10. Rear Admiral Edden returned my call at 1145 Tuesday 19th and met the Ship's officers before departing at 1245.

11. Undocking commenced at 1300 on this day and ANZAC was moved by tugs and secured temporarily to No.7 buoy at 1330. After TOBRUK had been moved into No.1 Dock ANZAC was again moved by tugs and secured starboard side to on West Arm East wharf at 1500.

12. The ship was again moved by tugs on Thursday 21st at 0815 and berthed port side to on North Arm East. This was done to facilitate the installation of serviced generator components. ANZAC was removed to her previous berth at 1530.

13. On the evening of Saturday 23rd a farewell Cocktail Party was given by the Ship to some 120 service officials and friends in Hong Kong. Guests included the Commander, British Forces Hong Kong, Lieutenant General W.H. Stratton, C.B., C.V.O., C.B.E., D.S.O.; and the Commodore Hong Kong, Commodore J.H. Unwin, D.S.C., Royal Navy. The Ship's Band played during the evening. Their rendering of "Swing" was favourably commented upon but it was painfully obvious that far more practice was required before again essaying the National Anthem.

14. For the remainder of the month ANZAC was secured to West Arm West completing the self refit and preparing for post refit trials.

HEALTH.

15. The health of the Ship's Company has been good but their have been a number of cases of pyrexia of unknown origin.

SPORT.

16. No sport takes place in Hong Kong during this period of the year but it was possible to play some Water Polo. In addition the Dockyard tennis court was available and extensively used. Two tennis matches were played by the Range Party at Stonecutters against the Army Signals Staff and Royal Naval W.T. Station Staff, both of which were won by ANZAC.

(Page 3 of H.M.A.S. ANZAC's Report of Proceedings for the month of June, 1956).

WELFARE.

17. Whilst the Ship was in Dock accomodation for all non duty ratings was found in the Flaat Accomodation Block in H.M.S. TAMAR, and 1/3 of the Ship's Company was continuously at Stonecutters Island Rifle Range. This break out of the Ship was much appreciated especially as living conditions on board in Dock were extremely tiresome.

CONDUCT AND MORALE.

18. The conduct of the Ship's Company has been very good. The morale of the Engine Room Department is very high and together with the Electrical Department they have worked very hard in trying conditions.

CONDITION OF THE SHIP AND HULL.

19. The condition of the Ship and hull considering the length of time since a dockyard refit is satisfactory. The work of preservation advanced considerably during the self refit period despite heavy rain. It is regretted however that funds were not available to chip completely the hull and upper works by Chinese contract, which is the practice on this Station. This work is being progressed slowly by Ship's staff.

I have the honour to be,

Sir,

Your Obedient Servant,

Sgd. E. J. Peel.

COMMANDER, R.A.N.
CAPTAIN.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF JUNE, 1956.

APPENDIX "A"

NIL

APPENDIX "B"

NIL

CONFIDENTIAL

DEPT. OF NAVY 4/336-112-134

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings - May 1936

4th N.M. 17 VII.

D.A.W.O.T. 13/7.

23/VII

D. of P.

D. of P. (O). 24.7

H.P.B. 26/7

D.C.S. 26/7

N.A. 2nd N.M. (X). 30/7.

D. of M. 31/VII

D.D.M.

D.N.L.

D.E. (N) 10/8.

D. of C. (N). 10/8

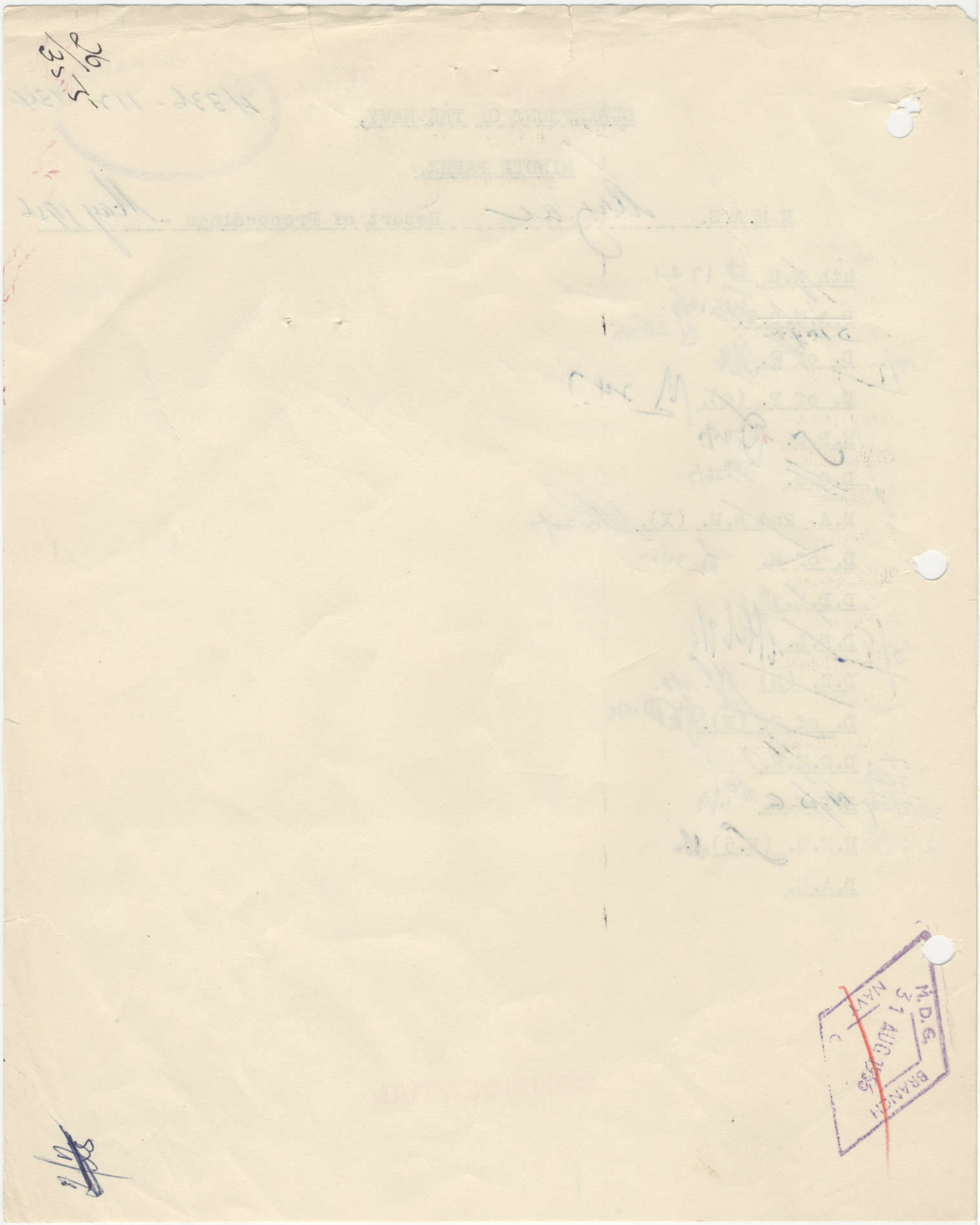
D.O.U.W. 28/8

D.N.L.C. 1.9

H.N.B. (N.5).

D.A.O.

CONFIDENTIAL



27/6

CONFIDENTIAL

DEPARTMENT OF THE NAVY.

4336-112-134

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings - May 1956

~~C.N.P.R.~~

D.O.D. 27/6

D.C.N.S.

1st N.M.

D.C.N.P.

2nd N.M. 3/7.

~~D.N.I.~~ 4/7.

D/D.P.S. 5/7

~~D.T.S.R.~~ 9/VII

D.N.C. 10/7

Deputy Secretary. 11/7

3rd N.M. 12/7.

H.N.B. (N.5)

16/7

Duplicate copy circulated to: C.N.P.R.
D.N.I
D.A.O.

6/7.

CONFIDENTIAL

10/7.

CONFIDENTIAL

att on reg
25/6/56

(ANZAC's letter No.20/1/4 dated 1st June, 1956)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF MAY.1956

II.

0278/504

The Commodore-in-Charge,
HONG KONG.

Copies to: The Secretary, Department of the Navy, Melbourne.
Flag Officer Second-in-Command, Far East Station.
Commander United Nations Operating Group,
C/- B.F.M.O., Tokyo
Flag Officer Commanding, H.M. Australian Fleet.

Submitted.

CAPTAIN

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK,
At Hong Kong,
12th June, 1956.

HN
25/6/56

N5

CONFIDENTIAL

CONFIDENTIAL

20/1/4

H.M.A.S. ANZAC
at Hong Kong.

1st June, 1956.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

Reference

Far East List of Returns No. 215
Queen Regulation and Admiralty Instruction Article 2204
Commonwealth Navy Order 248 of 1955.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF MAY, 1956.

Sir,

I have the honour to submit the report of proceedings of H.M.A. Ship under my command for the month of May, 1956.

At Nagoya. 1st. - 2nd. May.

2. At 1000 on Tuesday 1st., whilst alongside No. 5 Pier, Nagoya Port, I received Mr. Kenyi Tokagana and Mr. Ogura who returned my call on behalf of the Governor of Aichi Prefecture. On conclusion of their visit I was presented with a handsome cloisonne vase from the Governor, to which I replied with a photograph of the ship.

3. At 1030 I received Mr. Tatsuya Morimoto who returned my call on behalf of the Mayor who was still absent from Nagoya. I accepted a sunshade as a gift from the Vice-Mayor and in return presented a photograph of the ship.

4. During the visit to Nagoya an immense amount of shopping was done by the Ship's Company and a bus tour was organised through Mr. Sawauti, the Police Liaison Officer, who was contacted on arrival. The Ship's Company was made honorary members of U.S. Air Force Clubs and were allowed to shop in U.S. Post Exchange. There were no repercussions or riots following May Day processions from which libertymen had been warned to keep clear.

Nagoya to Paen Yong Do. 2nd. - 5th May.

5. ANZAC slipped from 5 Pier at 0600 on Wednesday 2nd. in pouring rain and with visibility less than a mile. With the passage of the depression visibility improved but when passing through Irako Suido the wind had increased to force 6 and there was a nasty confused sea. The ship proceeded in slowly improving weather conditions and entered the Inland Sea via the Bungo Suido at 1100 on Thursday 3rd. A rendezvous was effected with Captain (D), 10th Destroyer Squadron (Captain R. Rhoades, D.S.C., R.A.N.) in TOBRUK at 1607. In company ANZAC passed through Shimonoseki Strait at 1700.

CONFIDENTIAL

(Page two of H.M.A.S. ANZAC's Report of Proceedings for the month of May, 1956.)

6. Anti-gas respirators were worn for half an hour by the Forecastle, Supply and Secretariat, and Electrical Divisions during the forenoon of Friday 4th. At 1330 a Sub-calibre Firing using "B" turret in local control was carried out at a splash target streamed by TOBRUK. On completion ANZAC opened the range from TOBRUK to four miles and acted as a target for a torpedo attack. Two torpedoes were fired at 1419. The whaler was lowered and one torpedo recovered and returned. At 1457 ANZAC acted independently while TOBRUK carried out auto follow trials, taking station again at 1652.

7. TOBRUK having anchored previously off Paen Yong Do, ANZAC secured starboard side to on TOBRUK at 0924 Saturday 5th. to embark oil fuel. Having received 57 tons ANZAC slipped from TOBRUK and anchored nearby. From signals exchanged between TOBRUK and a R.O.K. Naval Minesweeper it was apparent that our arrival was unexpected. Due to the inclement weather with winds reaching Force 6 - 7 it was considered unwise to lower a boat and endeavour to call on officials ashore.

<u>Paen Yong Do to Yong Pyong Do, to Inchon 5th - 8th May.</u>

8. ANZAC proceeded at 0659 Sunday 6th transferring a medical case to TOBRUK via her whaler before departing company from the Captain (D), 10th Destroyer Squadron. The ship proceeded to Yong Pyong Do anchoring on the South East side of the island at 1058. Identities were exchanged with a RO.K.N. L.S.M.No.602. As she appeared to have no boats I called on the Captain of this ship at 1400. I returned on board with Lieutenant Joo Sa Wam, Captain of L.S.M. 602, Lieutenant Kim Sung Bae, Captain of A.M.S. 510, and six of their officers. They were shown round the ship and given afternoon tea. They expressed great appreciation and as I was informed that they had no cigarettes on board some cartons were presented before departing to speed them on their way. A company of R.O.K. Marines comprises the garrison of Yong Pyong Do but their Commanding Officer was away at Paen Yong Do in A.M.S.502 on an inspection tour. I therefore did not land.

9. The ship proceeded at 0656 on Monday 7th and anchored off Inchon at 1535 the same day. No contact could be made with the shore by light or by either of the two radio channels, information about which had been received at Yokosuka. I therefore went ashore in a fast motor patrol boat operated by the U.S. Provost Marshall, Inchon. Once ashore I was able to contact Commander J.F. Slane, U.S.N., Commanding Officer Special Fleet Activities. Commander Slane kindly provided a radio link between his station, November India Oscar, and the ship on 2716 Kcs.. In addition he was kind enough to provide me with a Staff car and accompany me to Edinburgh Camp, the Headquarters of the British Commonwealth Sub Area North. From here it was ascertained that the Commanding Officer was at the British Commonwealth Rest Camp where the Senior British Commonwealth Officer, Brigadier R. Frisby, D.S.O., M.C., was in the process of setting up his headquarters. In company with Commander Slane I therefore proceeded to the Rest Camp and was received by Brigadier Frisby and Colonel M. Gordon-Watson, D.S.O., M.C., Irish Guards, the Commanding Officer of Edinburgh Camp. Neither officer had been informed of the date of ANZAC's arrival

and from the tone of conversation I gather that the matter is being taken up by the Army with the British Embassy, Tokyo. The Brigadier was unable to come on board because of previous engagements and at 1800 I left with Commander Slane to call on the U.S. Port Commander, Colonel Butcher. Due to the lateness of the hour, however, this officer could not be located. I entertained Colonel Gordon-Watson and Commander Slane to dinner on board. Leave was not given on the advice of Commander Slane.

10. At 0800 on Tuesday 8th. six officers, 10 Chief and Petty Officers and 30 ratings landed in a U.S. Provost Corps L.S.U. arranged by Commander Slane and were met by motor transport provided by Colonel Gordon-Watson. The party from ANZAC were taken for a drive round the environs of Inchon and called in to both Edinburgh Camp and the Rest Camp for refreshments, returning on board at 1230.

11. At 1200 the Anglican Bishop of Korea, the Rt. Rev. J.C.S. Daly, together with Reverend C.R. Rutt, called on the ship. The visit was much appreciated as the Bishop had come from Seoul to make it.

Inchon to Kure 8th - 10th May.

11. ANZAC weighed and proceeded at 1310. During the afternoon respirators were worn for thirty minutes by the After Part Division, and these were also worn during the forenoon of the ninth by the Engine Room Department.

12. Tuesday 9th was marked by the best weather the ship has experienced whilst in Japanese waters. A rapid opening fire exercise was carried out during the forenoon and the sea-boat exercised during the forenoon, afternoon, and first dog watches. Opportunity was also taken to allow all watchkeeping officers to pick up a lifebuoy by manoeuvering the ship.

12. ANZAC rendezvoused with TOBRUK at the entrance of Shimonoseki Strait at 0515 Thursday 10th May, and proceeded in company anchoring off Kure at 1608. The passage of Shimonoseki was accompanied by blinding rain which brought forth a signal from TOBRUK which brightened the morning ; "Are we not lucky to be visiting Japan at the best time of the year".

At Kure 10th - 14th May.

14. Berth was shifted to port side to on TOBRUK at Tug Control Wharf at 0715 Friday 11th. After embarking 578 tons of oil fuel ANZAC slipped at 1450 and reberthed at No.3 Wharf, Kure, at 1515. TOBRUK berthed starboard side to on ANZAC at 1720.

15. At 1150 I accompanied Captain (D), 10th Destroyer Squadron, and called on Rear Admiral T.B. Clark, United States Navy, Commander Carrier Division 17, wearing his flag in U.S.S. PRINCETON, (CV 37). The Admiral kindly invited us to remain to luncheon. It was unfortunate that because of a misunderstanding the Admiral's driver took him to the wrong wharf to return the call, and after waiting till 1450 it was necessary for ANZAC to shift berth.

(Page 4 of H.M.A.S. ANZAC's Report of Proceedings for the month of May, 1956.)

Captain (D), 10th Destroyer Squadron, later received Admiral Clark in TOBRUK.

16. A cocktail party was given in the evening in the Wardroom to entertain officers from the Australian Army Component of British Commonwealth Forces in Japan, H.M.A.S. COMMONWEALTH, and the Australian Army Women's Services.

17. At 1200 on Saturday 12th, I entertained the Commanding Officer of the U.S. Destroyer LYNAN K. SWENSON, Commander C.L. Scherrer, United States Navy, and the Commanding Officers of the U.S. Submarines BLUEGILL and CATFISH, Lieutenant Commander W.D. CHADWICK, United States Navy, and Lieutenant Commander E.N. Biewar, United States Navy. In the evening I attended a cocktail party given in H.M.A.S. COMMONWEALTH by the Naval Officer in Charge, Kure, (Acting Commander C.T. Thompson, Royal Australian Navy), in honour of visiting U.S. Ships.

18. At 1200 on Sunday I was entertained together with seven of my officers and Captain (D), 10th Destroyer Squadron, and TOBRUK officers at luncheon at the Headquarters Australian Army Mess at Hiro. In the afternoon at 1530 in company with Captain (D), 10th Destroyer Squadron, and two officers from TOBRUK and ANZAC I attended a cocktail party and a dinner given in honour of visiting U.S. Naval Ships by Colonel Pennington, United States Army, the Senior U.S. Army officer in Kure. That evening my officers entertained officers from U.S. Destroyers in the wardroom.

19. At 0900 Monday 14th, I attended a Commanding Officers' conference held on board U.S.S. PRINCETON. Details of the forthcoming Hunter Killer exercise were discussed. To permit participation in the exercise ANZAC+and TOBRUK had previously been assigned to T.G. 70.4 (ASW Hunter Killer Group) under the command of Rear Admiral T.B. Clark, United States Navy.

<u>Kure - Hong Kong. 14th - 22nd May.</u>

20. TOBRUK slipped and proceeded at 1310 with screening units of T.G. 70.4. ANZAC delayed sailing until an expected mail arrived on board at 1416. The ship rendezvoused with Comdesron 9 in U.S.S. MANSFIELD at 1730 and proceeded to Tosa Wan via Bungo Suido. PRINCETON proceeded independently to a gunnery firing area.

21. On the morning of Tuesday 15th, ships left formation to carry out independent exercises. ANZAC remained in company with U.S.S.SWENSON. An air tracking exercise was carried out at 0830 with four S2 F Aircraft from PRINCETON. SWENSON and ANZAC commenced an A/S exercise (CASEX 6) with U.S. Submarine BLUEGILL at 1252, completing at 1400. A steering breakdown exercise followed and SWENSON and ANZAC then rejoined MANSFIELD for night steaming.

22. The ship was detached with U.S.S.COLLETT at 0700 Wednesday 16th and rendezvoused with BLUEGILL at 0730. The Submarine dived at 0755 and COLLETT and ANZAC carried out a CASEX 6 and 7. The submarine was surfaced at 1305 and redived at 1318. A further CASEX 7 was carried out in which ANZAC, SWENSON, and U.S.S. DE HAVEN participated. On completion at 1645 the destroyers rendezvoused with C.T.U. 70.4.1 in

(Page 5 of H.M.A.S. ANZAC's Report of Proceedings for the month of May, 1956.)

MANSFIELD at 1900. Night steaming followed until 2345 when ANZAC was detached to rendezvous with PRINCETON for rescue destroyer duties. The ship was in company with the aircraft carrier by 0625 Thursday 17th. A helicopter transfer of my Yeoman of Signals to PRINCETON was effected at 0653. This rating was flown by PRINCETON to Iwakuni during the forenoon for urgent compassionate draft to Austtalia. In addition to rescue destroyer duties ANZAC was employed in recovering A/A sleeve targets not shot down by PRINCETON. These were later transferred to PRINCETON by helicopter. In accordance with instructions from Captain (D), 10th Destroyer Squadron, a demonstration firing of squid was given by ANZAC+ at 1625. Two patterns were fired set at depths of 50 and 80 feet. This demonstration, carried out when stationed one mile on PRINCETON's port beam, used up the allowance of live Squid projectiles allowed to be fired in the first two quarters of 1956. A signal received from C.T.G. 70.4 on completion of the Squid firing is attached.

23. ANZAC was detached at 1806 and rendezvoused with SWENSON, TOBRUK, COLLETT, and DE HAVEN at 0348 on Friday 18th. The U.S.S. Fleet Tanker KAWASHIWA was met at 0515. Units of the 11th United States Escort Destroyer Division (U.S.S. Ships CARPENTER, FLETCHER, RADFORD and O'BANNON) joined shortly afterwards and a screen was formed on the Tanker and PRINCETON while fuelling operations were carried out. ANZAC commenced fuelling at 1205 completing at 1349. 312 tons of fuel oil were received. Fuelling was carried out to the accompaniment of heavy rain squalls and in a moderate swell. The tanker was detached at 1355 and T.G. 70.4 proceeded for Exercise STOPWATCH. The aim of the exercise was to assess the ability and efficiency of the H.U.K. group in preventing a submarine reaching North Taiwan from the Kure Area on 18th May, and attacking surface units leaving Keelung Harbour on 21st May.

24. During the remainder of Friday and the next two days, ANZAC was employed in the duties of carrier screening and acting as a rescue destroyer.

25. ANZAC closed PRINCETON at 0630 on Saturday 19th to transfer an appendicitis case to the carrier. The operation was a success, proof in a bottle was received by helicopter transfer at a later date.

26. A/S aircraft were launched regularly to patrol the area through which the submarine was passing. During the patrols one contact was made that was attacked by aircraft, this was assessed as a probable submarine and possibly damaged.

27. A rendezvous was effected with the U.S. Fleet Tanker PLATTE at 0715 on Sunday 20th to enable destroyers to top up with fuel. ANZAC fuelled at 0915 receiving 159 tons offuel oil.

28. The approaches to Keelung Harbour were reached during the afternoon of Sunday 20th. At 2200 a cross over barrier patrol was commenced protecting Keelung Harbour. Nine destroyers were employed, augmented during daylight hours by helicopters and fixed wing aircraft, and fixed wing aircraft by night.

(Page six of H.M.A.S. ANZAC's Report of Proceedings for the month of May, 1956.)

Aircraft carried out patrols to a radius of 30 miles from Keelung. After ten hours of patrolling ANZAC was detached as a part of a S.A.U. with MANSFIELD at 0800 Monday 21st, to join COLLETT who was investigating a possible contact that had been reported by aircraft 37 miles from Keelung. On reaching the area ANZAC was soon in contact and attacks were carried out until 1300. Throughout the action our consorts were never in contact for long. Recognition signals were transmitted but no reply was received. The contact or contacts had all the marks of a submarine. At 1300 contact was lost and the search was extended to the west towards Keelung. At 1345 news was received that BLUEGILL had surfaced as directed 2000 yards off Keelung Harbour. In light of this evidence it appears that non submarine echoes were the objects of the attacks though a very satisfactory plot of submarine movement was obtained.

29. ANZAC and MANSFIELD rejoined PRINCETON and the screen at 1430. A helicopter transfer was effected at 1530 in which A/S action track charts were forwarded and orders were returned to PRINCETON. TOBRUK and ANZAC were detached at 1700 to proceed to Hong Kong.

30. En route fuel consumption trials and a quarterly full power trial were carried out. Lei Mun was passed at 1230 Tuesday 22nd. ANZAC berthed port side to on WAR AFRIDI at 1309. 367 tons of fuel oil were received. TOBRUK had oiled from the other side of WAR AFRIDI and berthed starboard side to on North Arm East on completion. ANZAC slipped from WAR AFRIDI at 1703 and berthed starboard side to on TOBRUK at 1746.

<u>At Hong Kong and Junk Bay. 22nd - 31st May.</u>

31. The period 22nd - 27th was spent alongside in Hong Kong where preparations were made for the ships annual inspection to be held the following week.

32. ANZAC proceeded to Junk Bay at 0845 anchoring there at 0930 on Monday 28th. All hands were employed painting ship in between heavy showers of rain which were experienced at irregular and frequent intervals during the next three days.

33. The ship was dressed overall in honour of the Queen's Official Birthday on Thursday 31st.

34. At 0935 Captain (D), 10th Destroyer Squadron came on board to carry out the Ship's Annual Inspection. Due to inclement weather the inspection programme had to be altered at the last moment to meet conditions. During the forenoon Captain (D), 10th Destroyer Squadron, inspected messdecks, magazines and store rooms. After dinner lower deck was cleared and hands were inspected at Divisions. This was followed by rounds of the upper deck and on completion

(Page seven of H.M.A.S. ANZAC's Report of Proceedings for the month of May, 1956.)

Captain Rhoades and his staff returned to Hong Kong at 1540.

SPORT.

35. During May much time was spent at sea and no opportunities were available for sporting events.

HEALTH.

36. The health of the Ship's Company has been satisfactory. It was a matter of dissappointment that the ship did not escape what seems to be the inevitable rise in the Venereal Disease rate whilst in Japanese waters.

CONDUCT AND MORALE.

37. The conduct and morale of the Ship's Company is satisfactory.

CONDITION OF THE SHIP.

38. Maintenance has been made difficult during the past two months by bad weather both at sea and in harbour but is progressing.

I have the honour to be,
Sir,

Your obedient Servant,

Sgd. E. J. Peel.

COMMANDER, R.A.N.
CAPTAIN.

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Enclosure to H.M.A.S. ANZAC's Report of Proceedings for the Month of May, 1956.

FROM C.T.G. 70.4 ROUTINE

TO ANZAC UNCLASSIFIED.

THANK YOU FOR THE MOST INTERESTING EVOLUTION. I SEE NOW THAT ONE CAN NEVER TELL JUST WHAT AN AUSSIE MAY BE CARRYING IN HIS HIP POCKET.

MAY 1956.

LIGHT P/L TOR - 1633 - 0735Z GMA 17/5/56

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H.M.A.S. ANZAC's Report of Proceedings for the month of May, 1956.

APPENDIX "A"

(a)	Distance steamed during month	4626.6 miles.
(b)	Hours under way during month	332 8/60 hours.
(c)	Average miles per ton of oil fuel.	3.4 miles
(d)	Total distance steamed since commissioning.	199,232.94 miles
(e)	Total hours under way since commissioning.	14250 34/60 hours.
(f)	Date of commissioning.	14th March, 1951.

ECONOMICAL SPEED EXCEEDED FOR MONTH.

4th May.
(a) 2 hours.
(b) 16.2 knots.
(c) 3.4 tons
(d) 4.7 miles.
(e) To join H.M.A.S. TOBRUK

14th May.
(a) 4 hours.
(b) 17.4 knots.
(c) 3.8 tons.
(d) 4.5 miles.
(e) To transfer mail to H.M.A.S. TOBRUK.

17th May.
(a) 8 hours.
(b) 20.7 knots.
(c) 5.5 tons.
(d) 3.7 miles.
(e) Exercise Stopwatch.

18th May.
(a) 17 hours.
(b) 19 knots.
(c) 4.6 tons.
(d) 4.2 miles.
(e) Exercise Stopwatch.

19th May.
(a) 24 hours.
(b) 17.4 knots.
(c) 3.9 tons.
(d) 4.4 miles.
(e) Exercise Stopwatch.

20th May.
(a) 21 hours.
(b) 16.6 knots.
(c) 3.6 tons.
(d) 4.6 miles.
(e) Exercise Stopwatch.

21st May.
(a) 24 hours.
(b) 19.9 knots.
(c) 5.0 tons.
(d) 4.0 miles.
(e) Exercise Stopwatch and Quarterly Full Power Trials.

22nd May.
(a) 12 hours.
(b) 25.6 knots.
(c) 9.6 tons.
(d) 2.6 miles.
(e) Quarterly Full Power Trials.

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H.M.A.S. ANZAC's Report of Proceedings for the month of May, 1916.

APPENDIX "B"

WHALE SIGNALS REPORT.

NIL.

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H336-112-138

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings - April 1918

4th N.M.

D.A.W.O.T. 21/6

22/6/56 D. of P. 23/VI

D. of P. (Q).

28/6/56 H.P.B.

D.C.S. 4/7

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

D. of M. 5/VII

D.D.M. 6/7

D.N.L. 4/7

D.E. (N) 12/7

P.M.E. — The fuel consumption figures are worthy of record 12/7

D. of C. (N). 24/7

D.O.U.W.

D.N.A.S. 8/8

H.N.B. (N.5). 10/8

D.A.O.

13/6

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H336 ~ 112 ~ 128

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings - April 1956

~~C.N.P.R.~~

D.O.D. 28/5

D.C.N.S. 28/5

1st N.M. 30/5

D.C.N.P. RP 30/5

2nd N.M. 5/6.

~~D.N.I.~~ INRAC

D/D.P.S. 6/6

D.T.S.R. 14/6.

D.N.C. 13/6

Deputy Secretary. 14/6

3rd N.M. 15/6

H.N.B. (N.S.) 18/6/56

Note/. Duplicate copy circulated for CNPR DNI and DAO for retention

8/6.

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ACK'D A.S. 1330Y
22 MAY P.M
INIT

DEPT. OF THE NAVY

4336	112	128

(ANZAC's letter No.20/1/4 dated 1st May, 1956)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - APRIL 1956

II.

0232/504

The Flag Officer Second in Command,
FAR EAST STATION

Copies to:- The Secretary, Department of the Navy, Melbourne
Commander United Nations Operating Group,
C/- B.F.M.O. Tokyo
The Flag Officer Commanding, H.M.A. Fleet.

Submitted.

CAPTAIN

Office of Captain (D)
10th Destroyer Squadron,
On passage Paenyongdo - Chinhae,
6th May, 1956.

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Onboard H.M.S. NEWCASTLE,
at KOBE.

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

July 16, 1956.

DA010/8

No. F02. 1513

THE COMMANDER-IN-CHIEF,
FAR EAST STATION.

(Copies to:-
The Secretary, Department of the Navy,
Melbourne.
The Commander United Nations Naval
Operating Group.
The Flag Officer Commanding,
H.M. Australian Fleet.
The Captain (D),
10th. Destroyer Squadron.)

REPORT OF PROCEEDINGS -
H.M.A.S. ANZAC - APRIL, 1956

Enclosure: The Captain (D), 10th Destroyer
Squadron's No. 0232/504 dated
May 6, 1956.

Forwarded in accordance with J.U.D.O. 44.

HN 5/7

K. Eden

(K. EDEN)
REAR ADMIRAL

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20/1/4

H.M.A.S. ANZAC
at Nagoya.

1st May, 1956.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF APRIL, 1956.

Sir,

I have the honour to submit the report of proceedings of H.M.A. Ship under my command for the month of April, 1956.

At Sea - Exercise MONSOON.

2. At 0001 GH Sunday 1st. ANZAC was screening a convoy as ordered for Serial 20 of Exercise MONSOON. Details of the exercise were given in ANZAC's Report of Proceedings for March, 1956. Serial 20 was designed to exercise Maritime Forces in the defence of a convoy against attacks by Air, Submarine and Surface Raider.

3. The convoy was attacked by Seahawks at 1210 and again at 1255. The aircraft were engaged by screening ships, brown smoke puffs being fired. ANZAC was detached as a S.A.U. at 1812 with H.M.N.Z.S. KANIERE (Lieutenant Commander V.W. Were, Royal New Zealand Navy) in company. ANZAC did not classify any sonar contact as submarine and was relieved at 1900 by H.M.A.S. QUADRANT (Captain V.A. Smith, D.S.C., Royal Australian Navy) to rejoin the convoy. The ship carried out screening duties from 1950 until detached with H.M.A.S. TOBRUK (Captain R. Rhoades, D.S.C., Royal Australian Navy) at 2140 to investigate a sonar contact. An A/S action was commenced at 2146. Contact was lost at 2235. Contact had not been regained when H.M.A.S. QUADRANT and H.M.A.S. QUICKMATCH (Lieutenant Commander D.H. Stevens, Royal Australian Navy) relieved TOBRUK and ANZAC at 2240. The Nineteenth Destroyer Division then rejoined the convoy screen. They were however detached at 2330 to investigate an unknown submarine reported by H.M. Submarine TELEMACHUS (Lieutenant Commander J.E. Moore, Royal Navy). A rendezvous was effected with TELEMACHUS at 0037 Monday, 2nd., and information was received that she had obtained H.E. contact with an unknown submarine and held it for 5 hours. TELEMACHUS however was no longer in contact. H.E. was heard by ANZAC at 0116 but was considered to originate from TOBRUK. A search was commenced at 0130 starting at a datum established by TELEMACHUS. Several non-sub echoes were obtained and later classified as fish. H.M.A.S. QUADRANT joined the search at 0830 and was followed by H.M.A.S. QUEENBOROUGH (Commander D.C. Wells, Royal Australian Navy) and H.M.A.S. QUICKMATCH. Units of the 8th Destroyer Squadron joined the search during the forenoon but no sonar contact of a submarine was gained. TOBRUK and ANZAC were detached from the search at 1210 and proceeded to Hong Kong. En route fuel consumption trials were carried out.

At Hong Kong April 4th - 9th.

4. ANZAC secured starboard side to on TOBRUK at 1400 Wednesday 4th.. TOBRUK had previously berthed starboard side to on the R.F.A. WAR AFRIDI at No. 17 buoy. After embarking 495 tons of furnace fuel oil ANZAC proceeded and secured to No. 8 buoy at 1801. During the ship's period in harbour maintenance was carried out.

Hong Kong to Yokosuka April 9th - 13th.

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Hong Kong to Yokosuka April 9th - 13th.

5. ANZAC slipped and proceeded in company with TOBRUK at 0800 Monday 9th. On clearing the harbour course was set as required to carry out a sonar search for non sub echoes in inshore waters.

6. At 1915 the ship closed up at Action Stations to test the armament, Defence Stations were then assumed and maintained for the passage through the Straits of Formosa. Action Stations were exercised at dawn and dusk, on Tuesday 9th and at dawn on Wednesday 10th. On the latter day ANZAC closed TOBRUK at 0701 and transferred one rating for surgical treatment. During the passage to Japan fuel consumption trials were carried out.

7. Sub calibre firings were carried out using a splash target towed by TOBRUK at 0850 on Thursday 12th. On completion ANZAC streamed a splash target for TOBRUK. Hands closed up at Action Stations at 1025 and a Major Damage Control Exercise was carried out. Precautions and action taken were guided by policy considered most likely to minimise damage to a ship after an atomic bomb burst. A report of the exercise is being submitted

8. At 1630 I spoke to the Ship's Company concerning ANZAC's visit to Japan and read the Articles of War.

9. At 0926 Friday 13th ANZAC lay off Yokosuka until gaining Free Pratique. The ship then entered harbour at 1000 berthing port side to on TOBRUK at Piedmont Pier, Yokosuka, at 1025.

At Yokosuka April 13th - 18th.

10. On arrival Commander P.J. Hoare, Royal Navy, Staff of United States Naval Commander, Far East, boarded both ships with a detailed programme for the visit. Subsequently, in company with Captain (D), 10th Destroyer Squadron, and Commander Hoare, I called on the Commander Fleet Activities, Yokosuka, Captain F.L. Tedder, United States Navy, and his Chief of Staff, Captain M.N. Halstead, United States Navy. At 1800, in company with Captain (D), 10th Destroyer Squadron, I received the call of Commander S. Sanders, United States Navy, the captain of U.S.S. COBB (APD 106).

11. At 1000on Saturday 14th Captain M.N. Halstead, United States Navy, returned my call on behalf of the Commander, Fleet Activities, Yokosuka. Because of a United States Board of Enquirmy it was not possible to arrange to return the call of the Commanding Officer, U.S.S.COBB.

12. At 1150, in company with Captain (D), 10th Destroyer Squadron, and Commander and Mrs. P.J. Hoare, I left the Naval Base and attended a luncheon given by the Commander, United States Naval Forces, Far East, Vice Admiral W.M. Callaghan, United States Navy. Other guests included the British and Netherlands Ambassadors and several Japanese dignitaries. At 1400 cars left the Admiral's residence and proceeded to the vicinity of Tsukayama Hill which was climbed on foot. A simple ceremony in remembrance of William Adams, arranged by the Japanese, was held at the summit of the hill where is situated a shrine and William Adams' grave. A smart Guard was provided by TOBRUK and wreaths were laid on the Shrine. On completion of the ceremony a reception was held in the Hemi School by the Mayor of Yokosuka. I was presented with a memorial plaque, an ash tray, and six paintings done by children of the Hemi School. In the evening officers of the 19th Division were entertained by Commander and Mrs. Hoare at a Cocktail Party held in the Officers' Club, Yokosuka.

13. At 1000 on Monday 16th. I attended a meeting in TOBRUK to finalise the programme of the 19th Division whilst in Japanese Waters. At 1145, together with Captain (D), 10th Destroyer Squadron, I called on Rear Admiral W.J. Marshall, United States Navy, Commander Destroyer Flotilla, Western Pacific, in U.S.S. HAMUL, and was invited to luncheon.

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At 1400 Admiral Marshall returned both calls and was received in TOBRUK

14. As a result of a request I called on the Mayor of Yokosuka in company with Captain (D), 10th Destroyer Squadron, at 1000 on Tuesday 17th and received a souvenir ash tray in memory of William Adams for each officer and literature regarding Yokosuka for each member of the Ship's Company. In return I presented a framed photograph of the ship to the Mayor. At 1230 I had the pleasure of entertaining to luncheon Commander and Mrs. Moore, the Captain (D), 10th. Destroyer Squadron, and Mrs. Ready, wife of Commander Ready, Admiral Callaghan's Aide.

15. It was not possible to organise games for the Ship's Company during the stay in Yokosuka but the visit was much enjoyed by the lower deck and an excellent liaison was effected with the United States Navy who made all facilities available. A bus tour of the countryside was arranged and ample opportunity was available for visiting Tokyo.

Yokosuka to Kure April 18th - 20th.

16. At 0646 Wednesday 18th ANZAC slipped and followed TOBRUK when clear of her berth out of harbour. The two ships proceeded to Exercise Area Charlie for A.A. and Surface Firings. ANZAC commenced firing at a Battle Practice Target towed by U.S.S. GREN at 1240. The full calibre shoot was completed at 1320. ANZAC then rejoined TOBRUK. Two United States Air Force aircraft arrived overhead at 1350 and after streaming sleeve targets ANZAC and TOBRUK carried out close range firings. These were followed by 4.5" firings at a sleeve target at 1515. Due to a low cloud base and the inability of the aircraft to see the ship clearly only one brief 4.5" firing run was completed. The aircraft returned to base at 1545 and ANZAC then proceeded independently to Kure. A fuel consumption trial was carried out at 22 knots (200 revolutions) commencing at 1600.

17. The Inland Sea was entered at 0740 Thursday 19th in poor visibility which varied between ½ a mile and 2 miles and continued so for the rest of the day. ANZAC anchored in Obe Wan, 55 miles from Kure for the night at 1815.

18. A gale warning for the area was received shortly after anchoring and it was observed that the barometer had dropped nine millibars in two hours commencing at 1800 I. I remained at immediate notice for steam and veered the starboard cable to six shackles at 2030. The second anchor was let go at 0030 Friday 20th as the ship was yawing badly. Holding ground was good and no dragging was observed. The gale abated enough to permit the port anchor to be weighed at 0340. ANZAC proceeded at 0623 for Kure. The ship was met by the Officer of the Guard, Lieutenant R.N.C. Turville, Royal Australian Naval Volunteer Reserve, at 1045, and then proceeded into Yoshiura Wan securing to buoys fore and aft abreast the end of a fuelling pontoon. Fuelling was commenced at 1220, 197 tons of furnace fuel oil were embarked.

19. I received the call of the Naval Officer in Charge, Kure, Acting Commander C.T. Thompson, Royal Australian Navy) at 1200. ANZAC proceeded to No. 4 berth Kure at 1339. The ship was secured starboard side to at 1428.

At Kure April 20th - 26th.

20. I landed at 0950 on Saturday 21st and called on the Chief of Staff, British Commonwealth Forces Kure, Brigadier J.F. Sorel-Cameron, D.S.O., and the New Zealand Component Commander, Lieutenant Colonel Hardy Maxwell, M.C.. On leaving British Commonwealth Headquarters I visited the Japanese section of Kure Naval Base and called on Rear Admiral Katsusuke Hara, Commandant of the Kure Regional District of the Maritime Self Defence Force. Admiral Hara sent his Operations Officer, Commander K. Sakamoto, to return my call and I received this officer at 1200. The Admiral could only speak an odd word of English but I had no difficulty in conversing with his Staff Officer. Commander Sakamoto had been a submarine captain during the war and stated that

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he had been the target of two attacks by a destroyer off Port Moresby June, 1943. On this occasion he had received damage to his H.P. air lines and considered himself lucky not to have been sunk. I was entertained in the evening by "C" Mess, Head Quarters, British Commonwealth Forces, Kure. During the forenoon H.M. Transport ASTURIAS berthed at 5 Berth on the opposite side of the pontoon and I later had the pleasure of entertaining Commodore John Smith of the Royal Mail Line and Lieutenant Colonel J.R.C. Blunt the Ship's Commandant.

21. At 1000on Monday 23rd I called on the Commander in Chief, British Commonwealth Forces Kure, Lieutenant General R. Bierwirth, C.B.E. At 1115 I received on board Lieutenant Colonel Hardy Maxwell. As he was departing for Kure that afternoon the Chief of Staff returned my call at 1215 and remained to luncheon, together with Mrs. Sorel Cameron, Brigadier L.J. Bruton, O.B.E., Australian Component Commander, and Commodore Smith.

22. At 1200 on Tuesday 24th. the Commander in Chief returned my call in person, inspecting the guard on the pontoon before coming inboard and meeting officers in the wardroom. At 1230 I had the pleasure of entertaining at luncheon the Commander in Chief and Mrs. Bierwirth, Matron J. Veitch, Australian Army Nursing Service, and the A.D.C. Captain I. McKeown.

23. After attending a rugger match in which the ship's team put up a spirited but none the less fruitless defence against the British Commonwealth Forces Kure Team on the eve of it's departure for a tour of Japan, I returned on board to receive Admiral Hara and 24 of his officers. The Naval Officer in Charge had arranged that a party of Japanese Naval personnel should be shown over the ship, it was understood that they were ratings and guides were arranged accordingly. Little notice of the eventual composition of the sightseeing party was given but it was possible to provide officer guides for a walk around the upper deck. Admiral Hara expressed his appreciation to me before leaving.

24. Anzac Day was heralded by heavy rain which continued throughout the day. A slight break in the weather at 0800, however, caused the Australian Army Authorities to put their trust in God and persevere with their fine weather plan. A Church Parade was held in front of the mess at Hiro in the open and a contingent consisting of the Captain, four officers and 66 ratings from ANZAC were present. All hands were drenched by the rain. A Roman Catholic church party of one officer and 22 ratings from ANZAC attended a service but this was held under cover. At 1130 I was present at the launching by Mrs. Bierwirth of the 44,000 ton tanker ORE REGENT which was built in Kure dockyard as a joint enterprise by the Japanese dockyard and National Bulk Carriers, a United States firm. It will be registered in Liberia. An even bigger vessel said to be 80,000 tons is under construction.

25. At 1230 I entertained Commander and Mrs. Thompson and Group Captain I Podger, D.F.C., the Officer Commanding Royal Australian Air Force, Iwakuni, and Mrs. Podger , to luncheon.

26. In the evening I presided over the last Anzac Day Dinner which will be held in Kure. This was attended by 103 officers, the Commander in Chief was the only guest.

<u>Kure to Nagoya April 26th - 28th.</u>

27. Lieutenant J.D. Gowdy, Royal Navy, was admitted to British Commonwealth Forces Hospital during the forenoon of Thursday 26th suffering from a stomach disorder.

28. ANZAC proceeded at 1255 for Nagoya via Bungo Suido. On leaving the Inland Sea a fuel consumption trial for a speed of 10 knots (90 revolutions) was commenced at 2000 for a period of 8 hours. Speed was increased to 12 knots (110 revolutions) Friday 27th. and a consumption trial carried out for a further 8 hours. My intention to

exercise Officers of the Watch in shiphandling during the afternoon was altered because of inclement weather and I proceeded through Irako Suido at 1930 and anchored off the approaches to Nagoya at 2238 for the night.

29. ANZAC proceeded at 0750 Saturday 28th berthing starboard side to on No. 5 Wharf Nagoya Harbour at 0915.

At Nagoya. April 28th - 30th.

30. Captain W.R. Staggs, United States Navy, Naval Liaison Officer in the Head Quarters Staff of the 5th United States Air Force arrived on board to acquaint me with local arrangements at 1030. Throughout the visit Captain Staggs was most helpful in connection with all arrangements. It was not possible to arrange calls on Japanese Officials on the day of arrival as both the Governor of Aichi Prefecture and the Mayor of Nagoya were away and their offices shut at 1200. In addition both Lieutenant General Ramey, Commander 5th Air Force and his deputy Major General Todd were absent from Nagoya. At 1130 a Japanese Mine Sweeping Flotilla of 9 ex United States YMS berthed in Nagoya Harbour. A large number of ratings and some officers from this flotilla were shown round the upperdeck whilst the ship was alongside. Chaplain J. Trainer, Royal Australian Navy, rejoined the ship from Ebisu Camp. Tokyo, where he had been left to conduct Anzac Day Services. ANZAC in company with the Japanese minesweepers dressed overall on Sunday 29th in honour of the birthday of Emperor Hirohito, and I received a message from a Lieutenant Commander, the Senior Japanese Minesweeping Officer, of his Flotilla's appreciation. I had the pleasure of entertaining Captain and Mrs. Staggs and their three daughters to luncheon and afterwards showed them round the ship. During the afternoon an appreciable number of U.S. Service families from Kamiko Air Base, situated about 20 miles away, were also shown round by volunteer guides from the Ship's Company.

31. At 1000 on Monday 30th I called on the Governor of Aichi Prefecture, Mr. Mikine Kuwahara, and the Vice-Governor Mr. Mori, and spent half an hour in conversation. On completion of this visit, and in the absence of the Mayor, I called on the Vice Mayor, Mr. Juro Tabuchi, at the City Hall and was shown the plans for rebuilding Nagoya and extending the port. I took the opportunity on this occasion of driving out to Kamiko Air Base and personally thanking Major Covani, the United States Air Force Officer in charge of the 5th Air Force Motor Transport. This officer had provided me with a staff car on request and in addition a bus was lent as required to take libertymen the six miles from the port to the city of Nagoya. A Japanese driver was paid 1000 Yen for eight hours work from the Ship's Fund and obviated a libertyman paying 100 Yen by tram or at least 1000 Yen by taxi.

32. In the evening together with two of my officers I was entertained at dinner by Captain and Mrs. Staggs.

33. Acting Sub Lieutenant K.R. Langford, Royal Australian Navy, joined the ship from H.M.A.S. SYDNEY at 1800 Monday 30th.

SPORT.

34. During the month only three organised games of sport were played. The results are as follows:-
At Kure.

Hockey.	ANZAC v B.C.F. Recreation Centre	Lost 8 - 0
Rugby.	ANZAC v "K" Force.	Lost 34 - 0
Cricket.	ANZAC v COMMONWEALTH.	Won 87 - 39.

CONDUCT AND MORALE.

35. The conduct and morale of the Ship's Company is satisfactory. There was a disappointing spate of petty leave breaking whilst in Kure.

HEALTH.

CONFIDENTIAL

HEALTH.

36. The health of the Ship's Company is satisfactory but there has been one case of ~~pn~~ pneumonia and 25 cases of Venereal Disease during the month.

CONDITION OF THE SHIP.

37. Maintenance of the ship has been impeded by bad weather at sea and much rain in harbour but is reaching a satisfactory state.

I have the honour to be,

Sir,

Your obedient servant,

Sgd. E. J. Peel.

COMMANDER, R.A.N.
CAPTAIN.

CONFIDENTIAL

4336-112-128

REPORT OF ACTIVITIES FOR THE MONTH OF APRIL, 1956 - H.M.A.S. ANZAC

APPENDIX "A"

(a) Distance steamed during month.	4162.1 miles.
(b) Hours under way during month.	261 22/60 hours.
(c) Average miles per ton of oil fuel.	3.5 miles.
(d) Total distance steamed since commissioning.	194,606.34 miles.
(e) Total hours under way since commissioning.	13918 23/60 hours.
(f) Date of commissioning.	14th March, 1951.

HOURLY SPEED RECORD FOR THE MONTH.

1st April.

(a) 3 hours.
(b) 16.8 knots.
(c) 3.5 tons.
X (d) 4.51 miles. X
(e) Exercise monsoon.

2nd April.

(a) 16 hours.
(b) 21.3 knots.
(c) 5.8 tons.
(d) 3.67 miles.
(e) Exercise monsoon.

3rd April.

(a) 24 hours.
(b) 23 knots.
(c) 7.1 tons.
(d) 3.24 miles.
(e) Exercise monsoon.

4th April.

(a) 13 hours.
(b) 21.1 knots.
(c) 5.7 tons.
(d) 3.7 miles.
(e) Exercise monsoon.

10th April.

(a) 16 hours.
(b) 18.2 knots.
(c) 4.1 tons.
(d) 4.44 miles.
(e) Fuel consumption trials and exercises with United States Forces.

11th April.

(a) 24 hours.
(b) 18.5 knots.
(c) 4.3 tons.
(d) 4.3 miles.
(e) Fuel consumption trials and exercises with United States Forces.

12th April.

(a) 24 hours.
(b) 17.2 knots.
(c) 3.7 tons.
(d) 4.65 miles.
(e) Fuel consumption trials and exercise with United States Forces.

13th April.

(a) 6 hours.
(b) 17.1 knots.
(c) 3.6 tons.
(d) 4.75 miles.
(e) Fuel consumption trials and exercises with United States Forces.

18th April.

(a) 11 hours.
(b) 20.1 knots.
(c) 5.1 tons.
(d) 3.94 miles.
(e) Fuel consumption trials and exercise with United States Forces.

19th April.

(a) 8 hours.
(b) 21.2 knots.
(c) 5.7 tons.
(d) 3.72 miles.
(e) Fuel consumption trials and exercise with United States Forces.

REPORT OF PROCEEDINGS FOR THE MONTH OF APRIL, 1956 - H.M.A.S. ANZAC

APPENDIX "D"

WHALE SIGHTING REPORT.

NIL.

CONFIDENTIAL

H336 — 112 — 125

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. anzac Report of Proceedings - March 1956

4th N.M.

D.A.W.O.T. 28/5

D. of P.

D. of P. (Q).

11/6 H.P.B. 13/6

D.G.S. 14/6

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

D. of M.

D.D.M.

20/6/56 D.N.L.

D.E. (N)

D. of C. (N).

25/6/56 D.O.U.W.

D.N.M.S.

H.N.B. (N.5).

D.A.O.

CONFIDENTIAL

3/310

20/4

4336-112-125

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings - March 1946

20/4

~~C.N.P.R.~~

D.O.D. 20/4

D.C.N.S.

1st N.M. 30/4

D.C.N.P. 3/5/56

2nd N.M. 3/5

~~D.N.I.~~ 1.N. 2/5

D/D.P.S. 7/5

D.T.S.R. 9/5

D.N.C. 10/5

Deputy Secretary. 11/5

3rd N.M. 16/5 4219.

H.N.B. (N.5) → 17-5-56

Duplicate copy circulated to C.N.P.R
D.N.I
D.A.O.

9/5.

CONFIDENTIAL

(ANZAC's letter No.20/1/4 dated 3rd April, 1956)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - MARCH 1956

II.

0212/504

The Commodore-in-Charge,
HONG KONG.

Copies to: The Secretary, Department of the Navy, Melbourne.
The Flag Officer Second-in-Command, Far East Station.
The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.

Submitted.

2. With reference to paragraph 4, Form S.228, Fire Report, has been received from H.M.A.S. ANZAC.

HN 18/4/56

3. Similar circumstances to those reported in paragraph 24 were experienced in H.M.A.S. TOBRUK vide H.M.A.S. TOBRUK letter No.0118/0 dated 6th April, 1956, paragraph 16.

CAPTAIN

Office of Captain (D)
10th Destroyer Squadron,
H.M.A.S. TOBRUK,
At Hong Kong,
8th April, 1956.

CONFIDENTIAL

20/1/4

H.M.A.S. ANZAC
at Sea.

3rd April, 1956.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF MARCH, 1956.

Sir,

I have the honour to submit the report of proceedings of H.M.A. Ship under my command for the month of March, 1956.

At Singapore.

2. On Thursday the 1st, ANZAC was anchored off Johore Shoal buoy where HF/DF calibrations were carried out with the assistance of T.I.D. WEASEL. On completion at 1215 GH the ship proceeded and berthed starboard side to on H.M.A.S. TOBRUK (Captain R. Rhoades, D.S.C., Royal Australian Navy) at Naval Stores Basin, H.M. Dockyard, Singapore, at 1428.

3. During the forenoon of Friday, 2nd March, ANZAC was moved to A buoy in the Dockyard Reach to embark ammunition, securing alongside TOBRUK on completion.

4. A small electrical fire in the F.X. locker was quickly extinguished in the early hours of the 4th March. It was caused when a ventilation fan overheated. The only damage caused was to the fan armature which has been re-newed.

5. ANZAC slipped at 1052 on Monday 5th. and proceeded to the Singapore De-Gaussing Range where the ship's D.G. settings were checked and adjusted. The ship then anchored in Singapore Roads at 1558. During the First Watch ANZAC was joined by H.M.S. COSSACK (Captain E.T. Larken, O.B.E., Royal Navy); H.M.S. CONCORD (Commander A.G. McCrum, Royal Navy); and H.M.S. CONSORT (Commander R.B. McKenzie, M.V.O., M.B.E. Royal Navy).

Exercise "Welcome".

6. In company with the Captain (D), 8th Destroyer Squadron, in COSSACK, CONCORD and CONSORT, ANZAC proceeded to the Eastern approaches to Singapore at 0803 on Thursday 6th. TOBRUK joined at 0900 and was screened by the remaining destroyers and a CASEX 72 was then carried out with H.M. Submarine THOROUGH (Lieutenant Commander R.C.H. Mason, Royal Navy).

7. On completion of the A/S exercise the destroyers rendezvoused with H.M.S. NEWFOUNDLAND (Captain R.E. Portlock, O.B.E., Royal Navy) flying the flag of the Flag Officer, Second in Command, Far East Station, (Vice Admiral R.F. Elkins, C.B., C.V.O., O.B.E.). A further CASEX 72 followed; the destroyers screening NEWFOUNDLAND through an area patrolled by THOROUGH. The fleet passed Raffles Light-house at 1500 proceeding westwards into Malacca Strait. While exercising a Russian tanker was observed in the vicinity. Details and photographs of the ship were forwarded from ANZAC to the Flag Officer, Second in Command, Far East Station, in accordance with C.A.F.O.132/54. Officer of the Watch man-

oeuvres and seaboats were exercised during the dog watches.

8. A Balloon Tracking exercise completed by 0851 on Wednesday 7th. was followed by Screen manoeuvres for the remainder of the forenoon. The destroyers then opened to a range of ten miles from NEWFOUNDLAND for a RADEX. Seaboats were exercised at Evening Quarters and this was followed by Officer of the Watch manoeuvres until 1800.

9. In accordance with previous orders the fleet deployed at 0001 Thursday, 8th, to sweep to the west in a search for the air-craft carrier H.M.S. ALBION (Captain W.A.F. Hawkins, D.S.O., O.B.E., D.S.C. and Bar, Royal Navy) flying the flag of Flag Officer Aircraft Carriers(Rear Admiral A.R. Pedder, C.B.) and H.M.S. CENTAUR (Captain H.C.N. Rolfe, Royal Navy). Hands closed up at Action Stations at 0530. During the Night Encounter Exercise that followed no indication of the carriers presence was detected until radar showed the proximity of a shadowing aircraft. Shortly afterwards ANZAC was attacked by four Seahawks just before dawn and further attacks by aircraft of this type followed.

10. The carriers were sighted at 0750 Thursday 8th. and the destroyers then formed a circular screen on ALBION, CENTAUR and NEWFOUNDLAND. Subsequently NEWFOUNDLAND was detached to actas a radar picket 70' to the South Eastward. Flying operations were carried out by the carriers for the remainder of the day and sorties were flown against selected targets in Malaya. ANZAC was employed in screening duties and as part of a S.A.U. when ordered. For the purpose of the exercises the presence of an imaginary submarine was indicated by Gannets from ALBION and CENTAUR laying a marker and homing S.A.U.'s on to it.

11. ANZAC commenced fuelling from ALBION at 1930 embarking 43 tons of oil fuel.

Strikes

12. During Friday 9th. the fleet proceeded towards Singapore, the carriers continuing to launch air assaults against Malayan targets. Destroyers were detached in rotation to carry out a CASEX 72 with AUROCHS. At 1600 a helicopter from CENTAUR closed the ship and transferred mail. ANZAC acted as attendant destroyer to CENTAUR during Friday afternoon. On completion of flying operations the destroyers were detached and proceeded independently to Singapore.

13. Screen manoeuvres as ordered by the Captain (D), 8th Destroyer Squadron, were carried out during the forenoon of Saturday 10th. Single line was formed for the passage through the Western approaches to Singapore, the destroyers proceeding in two groups to facilitate berthing. Johore Shoal buoy was passed at 1435 and after lowering the whaler ANZAC secured starboard side to at No. 6 wharf, Naval Stores Basin, H.M. Dockyard, Singapore. TOBRUK berthed starboard to on ANZAC at 1645.

<u>At Singapore.</u>

14. H.M.A.S. QUEENBOROUGH (Commander D.C. Wells, Royal Australian Navy) entered harbour at 1725 Sunday 11th. securing starboard side to on COSSACK in No. 6 South Berth, Naval Stores Basin.

15. During Monday 12th. 440 tons of oil fuel were embarked.

16. H.M.A.S. QUADRANT (Captain V.A.Smith, D.S.C., Royal Australian Navy) Captain, First Frigate Squadron; and H.M.A.S. QUICKMATCH (Lieutenant Commander D.H. Stevens, Royal Australian Navy) entered harbour at 1540 on Wednesday 14th., securing in Naval Stores Basin in berths vacated by ships of the 8th Destroyer Squadron who had proceeded to Palau Tioman for A/S exercises with THOROUGH.

17. For the entertainment of the visitors to the Far East Fleet a detailed social and sports programme had been planned. ANZAC had the pleasure of being host ship to QUEENBOROUGH during her stay in singapore. A combined Rugby team from TOBRUK and ANZAC were beaten 8 - Nil in the finals by H.M.N.Z.S. PUKAKI.

<u>EXERCISE WELCOME.</u>

Exercise Welcome.

18. At 0804 Thursday 15th. ANZAC proceeded in company with the Far East Fleet and ALBION and CENTAUR for the second part of Exercise Welcome carried out on route to Hong Kong. On clearing Singapore Roads an exercise in the defence of Malaya and Singapore was carried out. The carrier based aircraft co-operated with shore based air defences in preventing attack by air from the East. The air threat was provided by bomber aircraft of the Far East Air Force and the United States Air Force operating from Okinawa. ANZAC was employed in screening duties during the day. At 1600 the ship was detached with TOBRUK, COCKADE (Commander W.F. Hayden, D.S.C., Royal Navy), and H.M.S. CONCORD (Commander A.G.McCrum, Royal Navy) as part of a Surface Attack Unit. Sonar contact of THOROUGH was gained by ANZAC at 1707 and A/S action out for thirty minutes after which the submarine surfaced. Contact was held throughout the action. The S.A.U. returned to the Main Body by 1800.

19. The French aircraft carrier LA FAYETTE was sighted at 0518 Friday 16th. and then joined the Main Body. ANZAC took part in Hunter Killer exercises and acted as attendant destroyer to CENTAUR during flying operations. At 1401 and 1840 main engines had to be stopped because of forced lubricating oil pump breakdowns. No further trouble has been experienced.

20. Flying operations were carried out continuously through Saturday 17th. Interceptions were made by the carriers while the destroyers screened and exercised air defence stations. The fleet was subjected to a high level bombing attack by aircraft of the United States Air Force returning to Okinawa from Malaya.

21. The fleet was joined by the R.F.A. WAVE MASTER at 0700H Sunday 18th and Units commenced fuelling, ANZAC closing the port side of the tanker at 1205. Fuelling was completed at 1400 after embarking 441 tons of fuel oil.

22. Speed was reduced at 0340 I Monday 19th when fog reduced visibility to less than one mile. The approaches to Hong Kong were reached at 0630 and as the fog showed no indication of lifting at 1000 ships proceeded in small groups into harbour. ANZAC berthed port side to on R.F.A. WAR AFRIDI at 1312. TOBRUK berthed outboard at 1355, and after fuelling slipped at 1701. Having embarked 101 tons of fuel oil ANZAC proceeded to No. 5 buoy securing starboard side to on TOBRUK at 1755.

23. During the passage to Hong Kong vibration in the ships hull had been noticed. Divers inspected the ship's propeller shafts and found both rope guards were missing.

24. ANZAC slipped from No. 5 buoy at 1612 on Wednesday 27th. and after hoisting the 1st motor cutter proceeded in company with TOBRUK. The Nineteenth Division anchored in the lee ~~XX~~ to the west of the Nine Pin islands at 1739.

Exercise Sea Dragon. 22nd - 24th.

25. In an exercise planned to improve co-operation between Naval and Air Forces with Army units in the defence of Hong Kong, ANZAC and TOBRUK were allocated the task of patrolling the Eastern Approaches to the Colony. In accordance with previous instructions ANZAC proceeded at 0600, 22nd., to search an area bounded by coast from Bate Head to Tolo Harbour. The aim was to prevent sea borne infiltration of enemy forces behind our own friendly land forces. To assist in the search M.L.3513 from the Hong Kong Flotilla co-operated with ANZAC for close inshore patrols. Visibility which had been 50 yards due to dense fog improved slightly after sunrise but was never better than six miles during the day. ANZAC was sighted by two "enemy" Gannet aircraft at 1036. Both aircraft departed to the west two minutes later having closed the ship to well within gun range. Enemy surface craft were reported by M.L.3513 at 1920 in Long Harbour. ANZAC entered and "sank" H.M.S. BARTIZAN at 2038 returning to patrol on completion. H.M.T. ENCORE and two T.I.D's previously reported as sunk by TOBRUK were detected, engaged and sunk by ANZAC at 2258, while attempting to

enter Tolo Harbour. During the night several junks were challenged but proved to be neutral. Visibility was extremely poor due to fog and patrols had to be restricted. The exercise was cancelled at 0914 I, Friday 23rd., and after rendezvousing with ENCORE and the two T.I.D's ANZAC returned to harbour in company. The ship secured starboard side to on R.F.A. WAR AFRIDI at 1521 where 100 tons of oil fuel were embarked. ANZAC then secured starboard to on TOBRUK at No. 5 buoy at 1655.

EXERCISE MONSOON 26th - 31st March.

26. At 0600 Monday 26th, Mr. D. Wong, a news reporter of the New Life Evening Post, Hong Kong, jpined the ship to cover the forthcoming Exercise Monsoon.

27. ANZAC left harbour at 0702 in company with NEWFOUNDLAND, ALBION, CENTAUR, TOBRUK, and the 8th Destroyer Squadron for Exercise Monsoon. The aim of Monsoon was to exercise ANZAM forces in the conduct of joint Air/Sea operations. The departure was hindered by dense fog. Once the visibility had improved NEWFOUNDLAND, TOBRUK, CONSORT and ANZAC proceeded at 25 knots to rendezvous at 2000 with H.M.S. CRANE (Captain B.S. Pemberton, Royal Navy) Captain (F), 3rd Frigate Squadron, and a Hong Kong - Singapore bound convoy represented by FORT CHARLOTTE and WAVE MASTER. ALBION and CENTAUR with the remainder of the destroyers proceeded as requisite to launch aircraft taking part in a fly past over Hong Kong. It was with the deepest regret that the news was heard of the crashes of two Seahawk aircraft from CENTAUR and the death of the pilots.

28. The rendezvous with the convoy was made at 1950 GH, and the destroyers and CRANE then screened the convoy and NEWFOUNDLAND during the night. Commencing at dawn Tuesday 27th, search plans were flown by Gannets ahead of the path of the convoy. A submarine detection was made at 1520 and ANZAC and CRANE left the screen to investigate. A firm sonar contact was gained by ANZAC and an A/S action was commenced. ANZAC carried out the first attack at 1533. The action was called off at 1555 and the two ships then rejoined the screen.

29. ANZAC and TOBRUK left the screen at 1947 to rendezvous with the 8th Destroyer Squadron and to proceed to the initial position for the next serial.

30. ANZAC acted as a target and provided a Rake Party while TOBRUK carried out a throw off shoot at 0900, Wednesday 28th. On completion ANZAC and TOBRUK were targets for a torpedo attack carried out by the 8th Destroyer Squadron. Both targets turned away and it is believed that all torpedoes passed astern. Only one torpedo track was sighted. A search failed to find the second torpedo fired by CONSORT.

31. At 1235 when in the vicinity of the carriers TOBRUK and ANZAC were detached as a S.A.U.. Contact was gained at 1410 and attacks were carried out. The submarine surfaced at 1453 and the two destroyers then rejoined the fleet. ANZAC remained on the screen during flying operations until detached to fuel at 2132. The ship proceeded port side to alongside WAVE KNIGHT at 2329and commenced embarking fuel at 2345. Fuelling was completed when 370 tons had been received, the ship then rejoined the fleet at 0312 on Thursday 29th..

32. Further A/S exercises were carried out during the day. TOBRUK and COCKADE with ANZAC as S.A.U.commander were detached at 1137. On reaching the submarine datum a search was carried out but no contact was gained and at 1330 the submarine surfaced in a position that had been swept within the previous ten minutes. The S.A.U. then returned to the carriers resuming screening duties. Aircraft were launched and recovered during the night of 29/30 March in exercises planned to improve co-operation between carrier based aircraft and patrol groups in searching for and attacking submarines in transit. ANZAC carried out the duties of rescue destroyer for H.M.S. ALBION during this period.

33. Exercises temporarily ceased at noon on Good Friday and a "quiet"

period remained in force for four hours for the purpose of religious observance. During the forenoon the Squadron Chaplain, the Reverend J. Trainer, Royal Australian Navy, visited TOBRUK by helicopter and held a service.

34. At 1600 Friday 30th. Exercise Monsoon recommenced. ANZAC was detached at 1817 to join QUADRANT and KANIERE in a S.A.U.. Twenty minutes after arrival ANZAC was detached rejoining the Main Body at 2200.

35. During the night the ship screened the carriers against submarines in transit endeavouring to attack the Main Body.

36. During the forenoon of Saturday 31st. the fleet took up stations as required for replenishment from the convoy consisting of R.F.A's FORT CHARLOTTE, FORT SANDUSKY, WAVE MASTER and WAVE KNIGHT. The destroyers and frigates screened the convoy and Main Body and were called in turn to replenish and refuel. ANZAC came starboard side to WAVE MASTER at 1520, slipping at 1651 having embarked 283 tons of fuel oil. The ship closed FORT CHARLOTTE at 1830 and embarked fresh provisions and stores. On completion at 1910 ANZAC rejoined the screen.

37. At 2110 TOBRUK, ANZAC, CRANE, PUKAKI and KANIERE were detached to rendezvous with and escort Convoy UPS 1 for the next Serial.

38. CONDUCT.

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

HEALTH.

39. The health of the Ship's Company has been good. There have been 19 cases of venereal disease during the month.

CONDITION OF THE SHIP.

40. This is generally satisfactory. Corrosion is being checked as necessary.

SPORT.

41. During the month little time was available for sport. Opportunity was taken where possible. The results of matches played are as follows:-

2nd. March.	ANZAC versus NEWFOUNDLAND.	Won	2 - 1	Hockey.
4th March.	ANZAC versus TOBRUK	Won	6 - 1	Hockey.
11th March.	ANZAC versus R.A.F.Tengah.	Won	6.3.- 5.6	Aust.Rules.
11th March.	ANZAC versus NEWCASTLE.	Lost	16 - 0	Soccer
11th March.	ANZAC versus Royal Malay Navy	Lost	8 - 0	Hockey
11th March.	ANZAC versus TERROR	Lost	8 - 1	Water Polo.
13th March.	ANZAC + TOBRUK versus 8th Dest.Squad.	~~Lost~~ Won	14 - 8	Rugby.
14th March.	ANZAC versus QUEENBOROUGH	won	10.9. - 1.0	Aust.Rules.
14th March.	ANZAC + TOBRUK versus PUKAKI	Lost	8 - 0	Rugby.

I have the honour to be

Sir,

Your obedient servant

Sgd. E. J. Peel.

COMMANDER, R.A.N.

CAPTAIN.

REPORT OF PROCEEDINGS FOR THE MONTH OF MARCH, 1956 - H.M.A.S. ANZAC

APPENDIX "A"

(a) Distance steamed during month.	5957.0 miles.
(b) Hours under way during month.	386 20/60 hours.
(c) Average miles per ton of oil fuel.	3.2 miles.
(d) Total distance steamed since commissioning.	190444.24 miles.
(e) Total hours under way since commissioning.	13657 4/60 hours.
(f) Date of commissioning.	14th March, 1951.

ECONOMICAL SPEED EXCEEDED FOR THE MONTH.

6th March.

(a) 11 hours.

(b) 15 knots.

(c) 3.0 tons.

(d) 5.0 miles.

(e) Exercise Welcome.

7th March.

(a) 8 hours.

(b) 15.5 knots.

(c) 3.15 tons.

(d) 4.7 miles.

(e) Exercise Welcome.

8th March.

(a) 19 hours.

(b) 19.1 knots.

(c) 4.6 tons.

(d) 3.9 miles.

(e) Exercise Welcome.

9th March.

(a) 17 hours.

(b) 18.3 knots.

(c) 4.2 tons.

(d) 4.3 miles.

(e) Exercise Welcome.

10th March.

(a) 12 hours.

(b) 15.4 knots.

(c) 3.12 tons.

(d) 4.7 miles.

(e) Exercise Welcome.

15th March.

(a) 15 hours.

(b) 19.3 knots.

(c) 4.7 tons.

(d) 4.3 miles.

(e) Exercise Welcome.

16th March.

(a) 23 hours.

(b) 19.9. knots.

(c) 5.0 tons.

(d) 3.9 miles.

(e) Exercise Welcome.

17th March.

(a) 24 hours.

(b) 21.8 knots.

(c) 6.3 tons.

(d) 3.4 miles.

(e) Exercise Welcome.

APPENDIX "A" contd.

18th March.

(a) 17 hours.

(b) 19.2 knots.

(c) 4.7 tons.

(d) 4.3 miles.

(e) Exercise Welcome.

19th March.

(a) 6 hours.

(b) 17.8 knots.

(c) 3.9 tons.

(d) 4.5 miles.

(e) Exercise Welcome.

22nd March.

(a) 1 hour.

(b) 16.5 knots.

(c) 3.5 tons.

(d) 4.7 miles.

(e) Exercise Sea Dragon.

26th March.

(a) 10 hours.

(b) 25.7 knots.

(c) 9.7 tons.

(d) 2.5 miles.

(e) Exercise Monsoon.

27th March.

(a) 7 hours.

(b) 20.2 knots.

(c) 5.3 tons.

(d) 3.8 miles.

(e) Exercise Monsoon

28th March.

(a) 22 hours.

(b) 19.5 knots.

(c) 4.8 tons

(d) 4.2 miles.

(e) Exercise Monsoon.

29th March.

(a) 17 hours.

(b) 17 knots.

(c) 3.6 tons.

(d) 4.0 miles.

(e) Exercise Monsoon.

30th March.

(a) 18 hours.

(b) 18.9 knots.

(c) 4.6 tons.

(d) 4.1 miles.

(e) Exercise Monsoon.

31st March.

(a) 8 hours.

(b) 19.1 knots.

(c) 4.6 tons.

(d) 3.9 tons.

(e) Exercise Monsoon.

REPORT OF PROCEEDINGS FOR MONTH OF MARCH, 1956 - H.M.A.S. ANZAC

APPENDIX "B"

WHALE SIGHTING REPORT.

NIL

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4336-112-122

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings February 1956

4th N.M. has seen 23/4

D.A.W.O.T. 24/4

D. of P. 30/4

D. of P. (Q). 1.5

H.P.B. 3/5/56

D.G.S. 7/5

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

D. of M. 8/5

D.D.M. 9/5

D.N.L. 16/5

D.E. (N) 16/5

D. of C. (N). 31/5

D.O.U.W. 5/6

D.N.M.B. 18/6

H.N.B. (N.5). 19/6

D.A.O. 27/6/56

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17/270

CONFIDENTIAL

23/3

4336-112-122

DEPARTMENT OF THE NAVY.

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H.M.A.S. Anzac Report of Proceedings - February 1956

~~C.N.P.R.~~

~~D.O.D.~~ 27/3

~~D.C.N.S.~~ Para 36. It appears possible that the dockyard work at Williamstown during and after the strike may not have been as thorough as it should have been. 23/3/57.

~~1st N.M.~~ 27/3

~~D.C.N.P.~~

2nd N.M. 27/3

~~D.N.I.~~

~~I.N.A.~~ 28/3

~~D.D.P.S.~~ 29/3

~~D.T.S.R.~~ 9/4/56

~~D.N.C.~~ 10/4

Deputy Secretary. 13/4

~~3rd N.M.~~ Para 36 and DCNS's remarks above 18/4

~~H.N.B. (N.E.)~~ → 20/4/56

Outward copy circulated to C.N.P.R.
D.N.I
D.A.O.

10/4.

5/4

CONFIDENTIAL

CONFIDENTIAL

4336 | 112 | 122

(ANZAC's letter No.20/1/4 dated 1st March, 1956)

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

M.

0169/504

15 6 56

The Flag Officer,
Malayan Area,
SINGAPORE

Copies to: The Secretary, Department of the Navy, Melbourne
The Flag Officer Second-in-Command, Far East Station
The Flag Officer Commanding, H.M. Australian Fleet.

Submitted.

CAPTAIN

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK,
At Singapore,
13th March, 1956.

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4336-112-122

20/1/4

H.M.A.S. ANZAC
at Singapore.

1st March, 1956.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF FEBRUARY, 1956.

Sir,

I have the honour to submit the report of proceedings of H.M.A.Ship under my command for the month of February, 1956.

At Hong Kong. February 1st - 9th.

2. ANZAC was moored in Tolo Harbour with H.M.A.S. TOBRUK (Captain R. Rhoades, D.S.C., Royal Australian Navy) on the morning of Wednesday, February 1st. The ship proceeded at 1130 and rendezvoused with H.M.S. ENCORE towing a Battle Practice Target at 1300. The intended Full Calibre Surface Shoot unfortunately had to be cancelled when a fault developed in the Gunnery Radar Type 275 at 1330. ANZAC joined TOBRUK and COMUS at 1600 for Officer of the Watch manoeuvres, anchoring on completion in Junk Bay at 1817.

3. The ship proceeded at 0809 on February 2nd, anchoring in the lee of and to the west of South Ninepin Island. A Naval Gunfire Support Liaison Officer, Captain I. Hyde-Smith, Royal Artillery, embarked from TOBRUK at 1210. Two bombardment runs at anchor and one whilst under way were commenced at 1330 at tragets indicated on the Port Shelter Bombardment Range. On completion the Naval Gunfire Support Liaison Officer was transferred to H.M.S. COMUS (Commander J.C. Bartosik, D.S.C., Royal Navy). ANZAC then joined TOBRUK A/S search and attack exercises. On completion the two ships parted company to take up initial stations for a Night Encounter Exercise. At 1900 H.M.S.CONCORD (Commander A.G. McCrum, Royal Navy) COMUS and ANZAC commenced a search for TOBRUK representing a fast minelayer endeavouring to mine channels in the approaches to Hong Kong. On gaining contact and closing ANZAC fired starshell, and together with CONCORD and COMUS carried out a dummy formation torpedo attack. On completion ANZAC and TOBRUK anchored in Junk Bay at 2202.

4. The 19th Destroyer Division proceeded from Junk Bay at 0745 on Friday, February 3rd. After embarking ammunition in the Western Dangerous Goods Area ANZAC berthed on TOBRUK starboard side to at West Arm West, H.M. Dockyard, Hong Kong, at 1130. The R.F.A. EDDYCREEK secured alongside at 1158 and supplied 262 tons of oil fuel.

5. The ship was dressed overall on Monday, 6th February, in honour of the Accession to the throne of Her Majesty, the Queen. At 1240 I had the pleasure of taking luncheon with the Flag Officer, Second in Command, Far East Station, Vice Admiral R.P. Elkins, C.B., C.V.O., O.B.E..

6. Full opportunity was taken of the period in harbour to improve the appearance of the ship and to carry out maintenance. The previous three weeks at sea had provided little opportunity for doing this.

7. At 1030 on Thursday, 9th February, I informed the Ship's Company of our immediate programme with regard to operation "Firm Link".

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8. TOBRUK and ANZAC were shifted to No.3 buoy by tugs at 0900 Friday 10th February and reberthed at West Arm West at 1138 by tugs in order that R.N.A. WAR AFRIDI could be moved from dock.

Hong Kong to Bangkok. February 10th - 15th.

9. In company with H.M.X.S. NEWFOUNDLAND (Captain R.E. Portlock, O.B.E., Royal Navy) flying the flag of the Flag Officer, Second in Command, Far East Station, Vice Admiral R.P. Elkins, C.B., C.V.O., O.B.E., TOBRUK, COMUS and ANZAC proceeded at 1643, 10th February, to rendezvous with units of the U.S. Navy. This departure being fifteen hours earlier than expected.

10. The Commonwealth Task Group joined Task Force 19, consisting of the United States Ships PRINCETON, SALISBURY SOUND, TINGEY and McDERMUTT, at 1418H on Sunday 12th. For manoeuvering purposes the Commonwealth Task Group came under the Tactical Command of Commander Task Force 19, Rear Admiral L.K. Rice, United States Navy.

11. H.M.S. CONSORT (Commander R.R.B.Mackenzie, M.V.O., M.B.E., Royal Navy) joined the force at 1600H. ANZAC carried out a jackstay transfer with CONSORT at 1645 enabling an absentee from Hong Kong to rejoin the ship.

12. At 0800G 13th February, PRINCETON and NEWFOUNDLAND exchanged salutes. During the forenoon manoeuvres were carried out and on completion PRINCETON carried out deck landing practices with helicopters.

13. A sonar contact at first classified as a possible submarine was gained by ANZAC in position 8°14'N. 106°13'E at 1210G 13th February. TOBRUK and ANZAC investigated but contact was lost soon after. Several contacts were also gained temporarily by other screening ships. ANZAC and TOBRUK rejoined the Force at 1415G. It is considered that the area searched contained an unusual number of non sub echoes which could be classified as possible submarine before detailed investigation. The depth of water was fifteen fathoms.

14. The Joint Task Force entered the Gulf of Thailand at 1800G, 13th February.

15. During the forenoon of Tuesday, 14th February, the Joint Task Force carried out tactical manoeuvres. At 1158 TOBRUK, ANZAC, CONSORT and COMUS were detached from the main body and proceeded independently towards Bangkok.

16. The destroyers rejoined the main body at anchor off Bangkok Bar Lighthouse at 0632G on Wednesday, 15th February. PRINCETON commenced landing troops by helicopter at 0800. At 0818 a helicopter ditched close by TOBRUK and COMUS. A motor cutter was sent without delay from ANZAC but it did not arrive in time to effect a rescue. fortunately the six occupents of the crash were picked up by CONSORT's motor cutter and were none the worse for their experience. A marker buoy was streamed in seven fathoms of water over the sunken helicopter, but no subsequent salvaging was carried out that day. Throughout the day troop landing operations continued whilst the destroyers at anchor stood by with rescue boats.

At Bangkok. February 16th and 17th.

17. Lieutenant Commander T. Tripitch, Royal Thai Navy, came on board for the passage up the river to Bangkok, acting as Liaison Officer. He stressed that he was not a pilot but was quite useful indicating Royal Thai Naval vessels of importance. ANZAC followed TOBRUK up river at 0853 Thursday, 16th February, berthing starboard to on TOBRUK at Khlong Toei Wharf at 1228. At 1230 I proceeded ashore with Captain (D), 10th Destroyer Squadron, and the Australian Services Attache, Bangkok, Wing Commander J.R. Kinnimont, D.S.O., D.F.C., Royal Air Force, to have luncheon with the Australian Charge d'Affairs, Mr. D.O. Hay, D.S.O., M.B.E., at the Australian Embassy.

18. At 1300 armed and unarmed platoons of the Joint Forces drilled in preparation for the march through Bangkok scheduled for the following day. During the afternoon the ship was open to local visitors. Much interest was shown by those Thais who visited units of the S.E.A.T.O. Navies.

CONFIDENTIAL

19. While secured alongside 176 tons of oil fuel were embarked.

20. Major C.H. Mercer, Special Air Service, Lieutenant I.H. Burrows, Special Air Service, and twenty two members of the New Zealand Special Air Service joined the ship for the period in Bangkok and for passage to Singapore.

21. A reception was held at the British Embassy, Bangkok, for officers of the Commonwealth Navies at 1800 on 16th February. The British Ambassador and the Australian Charge d'Affairs were joint hosts. On completion I had the pleasure of dining, together with the Captain (D), 10th Destroyer Squadron, and the Commanding Officer of H.M.N.Z.S. PUKAKI. (Commander R.G. Thorne, Royal New Zealand Navy) at the residence of the Australian Services Attache, (Wing Commander J.R. Kinnimont, D.S.O., D.F.C., Royal Australian Air Force).

22. Two platoons from ANZAC took part in the march through Bangkok by forces contributing to S.E.A.T.O.. It is felt that a favourable impression was left with the large crowds of Thai spectators. I was priveleged to watch the parade by direction of the Australian Charge d'Affairs from the saluting dais.

23. A reception was held on board NEWFOUNDLAND on Friday afternoon at which the Flag Officer, Second in Command, Far East Station, was host, supported by the Captains of Commonwealth ships. On completion I had the honour to be present in TOBRUK when Captain (D), 10th Destroyer Squadron, received on board the Prime Minister, His Excellency Admiral of the Fleet, Pibul Songgram, and the Commander in Chief, Royal Thai Navy, Admiral Yuthasastrakosol. Accompanying the Prime Minister and the Lady Sa-iad were His Excellency the British Ambassador, the Australian Charge d'Affairs, the United States Ambassador, the Phillipines Ambassador, the Flag Officer, Second in Command, Far East Station, and Rear Admiral L.K. Rice, United States Navy.

24. At 1800 I had the honout to be present at Government House for a reception given by the Prime Minister for the Officers of visiting forces, and after a delightful dinner to attend at the Thai Classical Theatre to witness a display Thai Classical Dancing.

<u>BANGKOK to Singapore. February 18th - 21st.</u>

25. ANZAC slipped and proceeded at 0620G 18th February, in company with units of the Commonwealth Navies. Lieutenant Commander T. Tripitch, Royal Thai Navy, embarked for the passage down river. On clearing the Bangkok Bar the 8th and 10th Destroyer Squadrons screened NEWFOUNDLAND and proceeded to Singapore exercising en route.

26. On Sunday, 19th February, Officers and men lost in H.M.S. PRINCE OF WALES and H.M.S. REPULSE in December, 1941, were remembered at prayers. Druing the afternoon I gave the Ship's Company a short account of the circumstances of the loss of these two fine ships.

27. At 1800G ships lay off Pulo Lesin for the purpose of accurately establishing astronomically the geographical position of the island. Previous reports of the island's position had not been in agreement. Positions were collated by NEWFOUNDLAND and it is expected a subsequent Admiralty Notice to Mariners will report the result of the observations.

28. The fleet anchored off Trengganu at 0656 on Monday, 20th February, for the purpose of showing the falg to the local inhabitants.. Ships proceeded at 1116G and continued to Singapore. Officer of the Watch manoeuvres were carried out during the remainder of the forenoon. Ships were detached at 1230G to carry out sub-calibre firings during the afternoon. ANZAC and TOBRUK worked together streaming splash targets as necessary. On completion the destroyers rejoined NEWFOUNDLAND at 1515G. During the dog watches ships in turn exercised fuelling from NEWFOUNDLAND using the abeam method. No oil fuel was passed. Ships not actually engaged with NEWFOUNDLAND practised grappling a line streamed from astern of the adjacent ship. The fleet was darkened at sunset and night fuelling was exercised during the first watch. On completion COMUS, CONSORT, and ANZAC were detached to rendezvous as required for exercises the following day.

29. At 0840GH ANZAC carried out tracking exercises with an R.A.F. Beaufighter from the R.A.F. Station, Seletar. Close range firings had to be cancelled as the aircraft was unable to stream a target. At 0945 the aircraft returned to base and the three destroyers rendezvoused with H.M.T. ENIGMA towing a Battle Practice Target. ANZAC completed her firing run at 1230 and proceeded to rendezvous with COMUS before proceeding to Singapore Naval Base. The ship secured starboard side to on TOBRUK at No.7 North Berth at 1630GH.

At Singapore. February 22nd - 29th.

30. During the forenoon of 22nd February 519 tons of oil fuel were embarked.

31. Full use was made of the next three days in harbour to prepare the ship for a "Walk Round" by the Captain (D), 10th Destroyer Squadron. Captain R. Rhoades, D.S.C., Royal Australian Navy, inspected ANZAC's messdecks, magazines, store rooms and flats during the forenoon of Saturday 25th February and the following day carried out Upper Deck rounds after inspecting the Ships Company at Sunday Divisions. On completion the Captain (D), 10th Destroyer Squadron, spoke to the Ship's Company detailing the 19th Destroyer Divisions programme during the next two months.

32. At 0820 on Monday, 27th February, ANZAC was held off by tugs and reberthed after TOBRUK had slipped and proceeded.

32A. Midshipman T.R.F. Bentley, Royal Navy, and Midshipman W.S.McL. Smith, Royal Navy, of H.M.S. NEWCASTLE, joined the ship for three days at sea P.M. on this day.

33. ANZAC slipped and proceeded at 0610 28th February for A/S exercises off Pulau Tioman with TOBRUK and H.M. Submarine THOROUGH (Lieutenant Commander R.C.H. Mason, Royal Navy). En route fuel consumption trials were carried out at a speed of 18 knots. At 0900 a tracking exercise was carried out with a R.A.F. Meteor based at Seletar. On completion ANZAC rendezvoused with a Beaufighter towing a sleeve target. A.A. firings followed at 0945 using 4.5" and close range weapons. The aircraft returned to Seletar at 1117.

34. A CASEX 6 was commenced with TOBRUK and THOROUGH at 1336. Stop time was at 1615 when mail was transferred from ANZAC to TOBRUK by heaving line. TOBRUK then returned with all speed to Singapore with a case of acute appendicitis on board. ANZAC and THOROUGH proceeded and anchored off Pulau Tioman at 1827.

35. The ship proceeded at 0740 February 29th, carrying out a CASEX 51 with H.M.S. THOROUGH en route to a submarine practice area north of Pulau Tioman. On completion a CASEX 7 followed. The submarine surfaced at 1120 after which ANZAC departed, anchoring off Johore Shoal Buoy at 2043. While on passage sea boats were exercised and life buoys recovered.

Condition of the Ship.

36. The condition of the ship is good. Whilst exercising divers in Singapore on 26th February, the opportunity was taken to examine propeller shafting and "A" brackets. It was discovered that three bolts had worked loose out of the starboard rope guard and all but four from the port rope guard, the lower half of which was held only by one bolt. The bolts were replaced on the starboard side but the port guard was removed altogether.

Health.

37. The health of the Ship's Company is satisfactory but there have been 26 cases of venereal disease during the month.

Conduct and Morale.

38. The conduct and morale of the Ship's Company has been of a satisfactory standard.

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Sports.

39. Opportunity was taken whenever possible to participate in organised sport. The results are as follows :-

6th February.	ANZAC defeated CORUS	Hockey	3 - 1
6th February.	ANZAC lost to NEWFOUNDLAND.	Soccer.	6 - 1
8th February.	ANZAC drew with CRANE.	Rugby	3 - 3
8th February.	ANZAC defeated COSSACK	Hockey	2 - 0
23rd February.	ANZAC defeated CONSORT	Rugby	12 - all
24th February.	ANZAC drew with CONSORT	Hockey	2 - 2
26th February.	ANZAC defeated NEWCASTLE.	Hockey	3 - 1

I have the honour to be

Sir,

Your obedient servant,

Sgd. E. J. Peel.

COMMANDER, R.A.N.
CAPTAIN.

CONFIDENTIAL

REPORT OF PROCEEDINGS FOR THE MONTH OF FEBRUARY, 1956 - H.M.A.S. ANZAC

APPENDIX "A"

(a) Distance steamed during month.	3358.3 miles.
(b) Hours under way during month.	235 47/60 hours.
(c) Average miles per ton of oil fuel.	3.7 miles per ton.
(d) Total distance steamed since commissioning.	184487.24 miles.
(e) Total hours under way since commissioning.	13270 44/60 hours.
(f) Date of commissioning.	14th March, 1951.

ECONOMICAL SPEED EXCEEDED FOR THE MONTH.

10th February.

(a) 6 hours.

(b) 16.4 knots.

(c) 3.5 tons.

(d) 4.7 miles.

(e) F.O.2., F.E.S. 100530Z.

11th February.

(a) 23 hours.

(b) 16.2 knots.

(c) 3.4 tons.

(d) 4.8 miles.

(e) As above.

12th February.

(a) 24 hours.

(b) 17.1 knots.

(c) 3.69 tons.

(d) 4.07 miles.

(e) As above.

13th February.

(a) 23 hours.

(b) 16.2 knots.

(c) 3.4 tons.

(d) 4.8 miles.

(e) As above.

14th February.

(a) 12 hours.

(b) 15.2 knots.

(c) 3.0 tons.

(d) 5.06 miles.

(e) F.O.2., F.E.S.. 100530Z

18th February.

(a) 1 hour.

(b) 15.3 knots.

(c) 3.0 tons.

(d) 5.06 miles.

(e) As required for exercises ordered by F.O.2., F.E.S.

19th February

(a) 1 hour.

(b) 15.4 knots.

(c) 3.1 tons.

(d) 4.9 miles.

(e) As above.

20th February.

(a) 6 hours.

(b) 15.9 knots.

(c) 3.3 tons.

(d) 4.8 miles.

(e) As above.

APPENDIX "A" (Contd.)

21st February.

(a) 3 hours.

(b) 20.6 knots.

(c) 5.9 tons.

(d) 3.5 miles.

(e) To rendezvous with H.M.S. CONUS.

28th Februry.

(a) 8 hours.

(b) 17.1 knots.

(c) 3.7 tons.

(d) 4.6 miles.

(e) To carry out fuel consumption trials. F.O.M.A.'s 241217Z.

APPENDIX 'B"

WHALE SIGHTING REPORT.

Nil.

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4336-117-119

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Penzance Report of Proceedings - January 1956

4th N.M. 21/3

D.A.W.O.T. 23/3

D. of P. 26/3/56

D. of P. (Q). 3.4

H.P.B. 5/4/56

D.G.S. 9/4

N.A. 2nd N.M. (X). 9/4

D. of M. 11/4

D.D.M. 16/4

D.N.L. → 18/4/56

D.E. (N) 24/4

D. of C. (N). 27/4

D.O.U.W. 30/4/56

M.D.G. → 10/5/56

D.N.M.S. 18/6

H.N.B. (N.5) 26/6/56

D.A.O. 28/6/56

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DEPT. OF NAVY
4336-112-119

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings - January 1956

~~C.N.P.R.~~

~~D.O.D.~~ 24/2

~~D.C.N.S.~~ 24/II.

~~1st N.M.~~ 2/3

5/3 ~~D.C.N.P.~~

~~2nd N.M.~~ 6/3

~~D.N.I.~~ 6/3

~~D/D.P.S.~~ 7/3.

9/3 ~~D.T.S.R.~~ 14/3.

~~D.N.C.~~ 15/3.

Deputy Secretary. 15/3

~~3rd N.M.~~ 19/3 - para's 9, 25, 28 & 33.

~~H.N.B. (N.5)~~ → 20-5-56

D/ cgc. for mgt.

Duplicate Copy circulated to: C.N.P.R.
D.N.I
D.A.O.

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14/3.

13/3

CONFIDENTIAL

(ANZAC's letter No.20/1/4 of 4th February, 1956)

H.M.A.S. ANZAC REPORT OF PROCEEDINGS - JANUARY, 1956

II.

0101/504

The Commodore-in-Charge,
HONG KONG

Copies to: ~~The Secretary, Department of the Navy, Melbourne.~~
The Flag Officer Second-in-Command, Far East Station.
The Flag Officer Commanding, H.M. Australian Fleet.

Submitted.

2. Commanding Officer, H.M.A.S. ANZAC, is being instructed that in future full information as required by C.N.O.946/55 is to be included in Appendix "A".

CAPTAIN

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK,
At Hong Kong,
10th February, 1956.

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20/1/4

H.M.A.S. ANZAC
at Hong Kong.

4th February, 1956.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF JANUARY, 1956.

Sir,

I have the honour to submit the report of proceedings of H.M.A. Ship under my command for the month of January, 1956.

At HONG KONG.

2. The first day of the New Year found H.M.A.S. ANZAC berthed alongside R.F.A. GOLD RANGER in Dockyard Basin, Hong Kong. On completion of Matins a group photograph was taken of the Ship's Company on the forecastle.

3. A party of five Officers and fifteen other ranks of the 27th A.A.Regiment, Royal Artillery, was embarked at 0730 on Monday 2nd, and at 0800 ANZAC slipped and preceded H.M.S. NEWCASTLE to sea for exercises which included a range and inclination exercise, a torpedo attack by ANZAC, and fuelling astern from NEWCASTLE.

4. The weather was inclement, with fog in Hong Kong, and rain and the North East Monsoon blowing in the exercise area. Torpedoes were therefore not fired, this was the fouth unsuccessful attempt to fire torpedoes since leaving Williamstown Dockyard in October last year.

5. When casting off from NEWCASTLE following the fuelling astern exercise it became necessary to cut the grass line with an axe. The pimple buoys were recovered by ANZAC and were later forwarded to NEWCASTLE through Naval Stores Officer, Hong Kong.

ELEPHANT! 1966

6. ANZAC parted company with NEWCASTLE at 1158 and returned to Hong Kong, securing at No.7 buoy at 1410H.

7. At 1045 on Wednesday, 4th January, the Captain (D), 8th Destroyer Squadron, (Captain T. Larken, O.B.E., Royal Navy) returned my call and took the opportunity of informally walking round the ship.

8. At 1410 on Wednesday, 4th January, the ship was moved by tugs to alongside R.F.A. GOLD RANGER in the Naval Dockyard Basin, and the forward torpedo tubes removed by floating crane during the forenoon of January 5th. On completion of this operation ANZAC was moved by tugs and secured at No.7 buoy at 1154H. On this day I signed the Visitor's Books of theCommander British Forces, Hong Kong, Lieutenant General W.H. Stratton, C.B., C.V.O., C.B.E., D.S.O., and the Air Officer Commanding, Air Commodore A.D. Mes enger, C.B.E., Royal Air Force.

9. At 0900 on Monday, 9th January, Captain (D), 10th Destroyer Squadron, (Captain R. Rhoades, D.S.C., Royal Australian Navy) arrived in TOBRUK, and after fuelling secured at West Arm West. ANZAC was shifted by tugs alongside TOBRUK at 1430. At 0800 ANZAC reverted to 72 hoursnotice for steam on one boiler to enable repairs

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to be made to the main stop valve of No. 2 boiler.

10. Sub Lieutenant Baird, Royal Australian Navy, joined the ship at 1500.

11. In company with Captain (D), 10th Destroyer Squadron, I called on the Australian Trade Commissioner, Mr. H.C. Menzies, at 1515 on Monday 9th. In the evening I had the pleasure of entertaining to dinner the Captain (D), 10th Destroyer Squadron, and the Captains of H.M. Ships COCKADE, CONSORT and ST. BRIDES BAY. It was unfortunate that Captain (D), 8th Destroyer Squadron could not be present because of a previous engagement.

12. On Friday 13th I attended a tactical demonstration arranged by the Flag Officer, Second in Command, Far East Station, to refresh the minds of officers taking part in the exercisesto be carried out during the period 24th - 28th January.

13. The ship was visited by nurses from the British Red Cross Society, Hong Kong Branch, on January 13th. They obtained blood from 42 donors of theShip's Company. The contribution to the Hong Kong blood bank was greatly appreciated. More donors were waiting had facilities been available.

14. During the ship's period in harbour synthetic exercises were carried out by the A.I.O. and Torpedo Control Teams. Bofors loaders were used as opportunities permitted.

15. In the Fleet Rifle Meeting held at Stonecutters Range on 11th - 13th January, ANZAC's "A" team did well by winning the 600 yards Run Down Team event and in producing the highest aggregate score of all the small ships.

16. ANZAC slipped and proceeded at 0825 Monday, 16th January, with TOBRUK for the first period of weapon training and working up programme. The 19th Division anchored in Junk Bay at the completion of each days programme. The exercises included sub calibre firings at a cross plank target, A/S exercises, Radar calibrations, transfer by jackstay by day and night as supplying and receiving ship, range and inclination exercises, dummy torpedo attacks and Officer of the Watch manoeuvres.

17. A night encounter exercise was carried out on Tuesday 17th January. ANZAC acting as a 6" Cruiser requiring to make a R/V at a certain time. Forces opposing were TOBRUK, COSSACK and COCKADE. Starshell were fired.

18. On Wednesday, 18th January, the 19th Destroyer Division did not proceed to sea as thesleeve target firings arranged had to be cancelled due to poor visibility. I therefore took the opportunity of the spare forenoon and practised mooring ship. After mooring, the ship was brought to a single anchor in Junk Bay.

19. General drills were carried out as ordered by Captain (D), 10th Destroyer Squadron, during the afternoon and were much enjoyed by all hands.

Liaison

20. A Naval Gunfire Support Officer, Captain I. Hyde-Smith, Royal Artillery, embarked in ANZAC at 0855 on Thursday, 19th January, and the ship then proceeded to anchor close to the Northwestward of South Ninepin Island. Three bombardments were carried out successfully.

21. The Naval Gunfire Support Liaison Officer was transferred to TOBRUK by whaler at 1225, ANZAC then proceeded so as to carry out a 4.5" Full Calibre surface firing at a battle practice target towed by ENCORE. Two runs were carried out and on completion the ship anchored in Junk Bay at 1617. During the dog watches divers were exercised.

22. In company with TOBRUK, ANZAC weighed and proceeded at

0846 on Friday, 20th January, securing starboard side to R.F.A. WAR AFRIDI where 268 tons of oil were embarked. ANZAC slipped and proceeded from WAR AFRIDI at 1348 and anchored in the Western Dangerous Goods Anchorage where ammunition was embarked from a lighter. On completion the ship secured starboard side to on H.M.A.S. TOBRUK at the Small Ships Maintenance Base, Kowloon.

23. Lieutenant J.P. Greenwood, Royal Navy, joined the ship at 1400 on Sunday, 22nd January, to relieve Lieutenant Commander W.J. Graham, Royal Navy, as the Ship's Gunnery Officer. Lieutenant Commander Graham was landed by boat from Junk Bay at 1800 on Monday 23rd.

24. ANZAC and TOBRUK proceeded to sea at 0800 on Monday 23rd January. During the Forenoon a damage control exercise was carried out, close range Guncrews were drilled and break up shot was fired during simulated attacks by an R.A.F. Harvard aircraft. This was followed by gunnery radar callibrations with TOBRUK and H.M.S. COMUS (Commander J.C. Bartosik, D.S.C., Royal Navy). A jackstay transfer was carried out with COMUS during the afternoon. After recovering gear from COMUS, ANZAC rendezvoused with H.M.S. ENCORE. A full calibre Surface shoot at a battle practice target was carried out at 1430. On completion ANZAC joined TOBRUK and COMUS for A/S search exercises at 1500. the three ships then returned to Junk Bay anchoring at 1647. Other ships present were H.M.S. NEWFOUNDLAND flying the flag of Vice Admiral R.F. Elkins, C.B., C.V.O., O.B.E., and units of the 8th Destroyer Squadron.

Exercise "Eightsome Reel". January 23rd - 27th.

25. Pre-wetting trials were carried out in ANZAC at 0910 on 29th January. Extemporary arrangements were not altogether satisfactory, mainly due to the poor state of hoses which were unable to withstand the pressure of water required for wetting in such places as top of the foremast. Such arrangements are to be the subject of a discussion with Captain (D), 10th Destroyer Squadron. The ship weighed and proceeded at 1000H with TOBRUK and the 8th Destroyer Squadron, forming a departure screen for NEWFOUNDLAND. After leaving harbour the fleet was attacked by Vampire Aircraft at 1135 for twenty minutes. Break up shot was fired by destroyers. The fleet was then split for the purpose of carrying out rapid open fire exercises at 1415. Two inch rocket targets were fired by ships of the 8th Destroyer Squadron. The fleet then reformed formanoeuvres at 1600. On completion the destroyers screened NEWFOUNDLAND following out various zig zag plans during the night.

26. Seamanship drills were scheduled for the forenoon of Wednesday 25th January, and ANZAC towed TOBRUK at 0940. On slipping thetow ANZAC practised securing a line streamed astern by NEWFOUNDLAND in preparation for ~~oil~~ fuelling astern. No oil fuel hoses were passed. TOBRUK, COCKADE (Commander F.W. Hayden, D.S.C., Royal Navy) and ANZAC carried out a radar calibration exercise at 1330. On completion the three ships rejoined the fleet and various A/S searches and fleet drills (Screen Fun) were carried out. At 1800 the 8th and 10 the Destroyer Squadrons proceeded as requisite for a night encounter exercise against NEWFOUNDLAND. A search was commenced at 2000 and after contact was gained by ANZAC at 2145 ships concentrated on us as far as was possible and closed the target carrying out a dummy torpedo attack in formation and illuminating the flagship at 2250. Ships reformed on NEWFOUNDLAND for the night on completion.

27. The 8th and 10th Destroyer Squadrons launched a sector attack against NEWFOUNDLAND at 0900 on Thursday, 26th January. Because of the poor sea state no torpedoes were fired. ANZAC and TOBRUK were detached at 1030 and rendezvoused with a Sunderland aircraft at 1100H to carry out exercise F.E.S.S.A.X.1. On completion the 10th Destroyr Squadron rejoined the fleet at 1400. Manoeuvres were carried out for the remainder of the day.

28. The fleet was subjected to a massed air attack by Vampire aircraft at 0905 On Friday 27th January. At 0948 NEWFOUNDLAND signalled the position of an imaginary under-water atomic explosion. Ships took necessary action to minimise damage, and although machinery spaces were not evacuated, boilers and engines were allowed to run unattended at a speed of 22 knots. Because of the early completion of this exercise this phase only lasted for about 10 minutes.

29. The 10th Destroyer Squadron ~~were~~ was then detached and returned to Hong Kong. ANZAC secured to Oiling Jetty, Kowloon, at 1200 where 216 tons of fuel oil were embarked. On completion ANZAC slipped and secured starboard side to TOBRUK at West Arm West, H.M. Naval Dockyard, Hong Kong, at 0807

30. Commissioned Gunner L.A. McNeill, Royal Australian Navy, joined the ship at 1400 on January 29th.

31. In recognition of Australia Day the 10th Destroyer Squadron piped down at 1030 on Monday, 30th January.

32. ANZAC slipped and proceeded at 0750 on January, 31st and anchored as requisite to embark ammunition from a lighter. The ship then weighed and proceeded to sea at 0910 for the second part of the weapon training programme. Sub calibre firings were carried out at a cross plank target at 1030. This was followed by a torpedo attack against COMUS at 1320. Two torpedoes were fired and recovered at 1410. TOBRUK and ANZAC then proceeded to Tolo Harbour where the ship was moored at 1631. The original ~~xxxx~~ time of 26 minutes from 1st anchor to finally securing and clearing the forecastle could not be bettered and the operation took 32½ minutes.

Condition of the Ship.

33. The ~~xxxxx~~ state of the hull is satisfactory except in places previously reported. Action is being taken to counter further corrosion.

Conduct and Morale.

34. Theconduct of the Ship's Company continues to be satisfactory and morale is good.

Health.

35. The general health of the Ship's Company has been good, but there have been 24 cases of venereal disease during the month. Key personnel however have been affected by sickness and throughout the weapon training and exercise period the Executive Officer, the Coxswain, and the Leading Signalman have been in the Royal Naval Hospital, Hong Kong, and it is not expected that any of the above will return within the month of February.

Sport.

36. Full opportunity has been taken of periods in harbour to play units of the Far East Fleet and shore establishments at cricket, hockey, soccer and rugby. Activities in this field are illustrated in the following table :-

Date.	ANZAC versus	Game.	Result.
5/1/56.	CONSORT.	Hockey.	Lost.
7/1/56	CARDIGAN BAY.	Rugby.	Won.
9/1/56	TOBRUK.	Rugby.	Lost.
9/1/56	NEWFOUNDLAND.	Soccer.	Drawn.
10/1/56	Small Ships. Flotilla.	Cricket.	Drawn.

CONFIDENTIAL

10/1/56.	TOBRUK.	Hockey.	Won.
12/1/56.	COMUS.	Hockey.	Won.
12/1/56.	TOBRUK.	Soccer.	Won.
12/1/56.	TOBRUK.	Rugby.	Lost.
13/1/56.	TOBRUK.	Basketball.	Won.
14/1/56	COCKADE.	Rugby.	Won.
21/1/56.	COCKADE.	Cricket.	Won.
21/1/56.	Concord.	Rugby.	Won.
28/1/56.	CONSORT.	Rugby.	Won.
30/1/56/	COCKADE.	Soccer.	Lost.
30/1/56.	TOBRUK.	Cricket.	Lost.
30/1/56/	COCKADE.	Hockey.	Lost.

I have the honour to be,

Sir,

Your obedient servant,

Sgd. E. J. Peel
COMMANDER, R.A.N.
CAPTAIN.

CONFIDENTIAL

REPORT OF PROCEEDINGS FOR THE MONTH OF JANUARY, 1956 - H.M.A.S. ANZAC

APPENDIX "A"

(a)	Distance steamed during month.	1628.1 miles.
(b)	Hours under way during month.	132 16/60 hours.
(c)	Average miles per ton of oil fuel.	2.48 miles.
(d)	Total distance steamed since commissioning.	181,128.94 miles
(e)	Total hours under way since commissioning.	13034 57/60 hours

Economical Speed Exceeded for Month.

(a)	Number of hours exceeded.	32 hours.
(b)	Average speed per hour.	16.3 knots.
(c)	Fuel expenditure for all purposes per hour	4.76 tons.
(d)	Distance run per ton of oil fuel	4.74 miles.
(e)	In accordance with Captain (D), 10th Destroyer Squadron's Weapon Training programme and in exercises with units of the Far East Fleet.	

REPORT OF PROCEEDINGS FOR THE MONTH OF JANUARY, 1956 - H.M.A.S. ANZAC

APPENDIX "B"

Whale Sighting Report.

Nil.

4336-12-464

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings - December 1955

4th N.M.

D.A.W.O.T. 23/2

D. of P. 23/11

D. of P. (Q).

H.P.E.

D.G.S.

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

D. of M.

D.D.M.

D.N.L.

D.E. (N) 7/3

D. of C. (N). ← PARA. 41. I presume para 41 refers to the corrosion of torpedo tube mountings. The matter will be investigated when the separate report referred to is received. 7/3

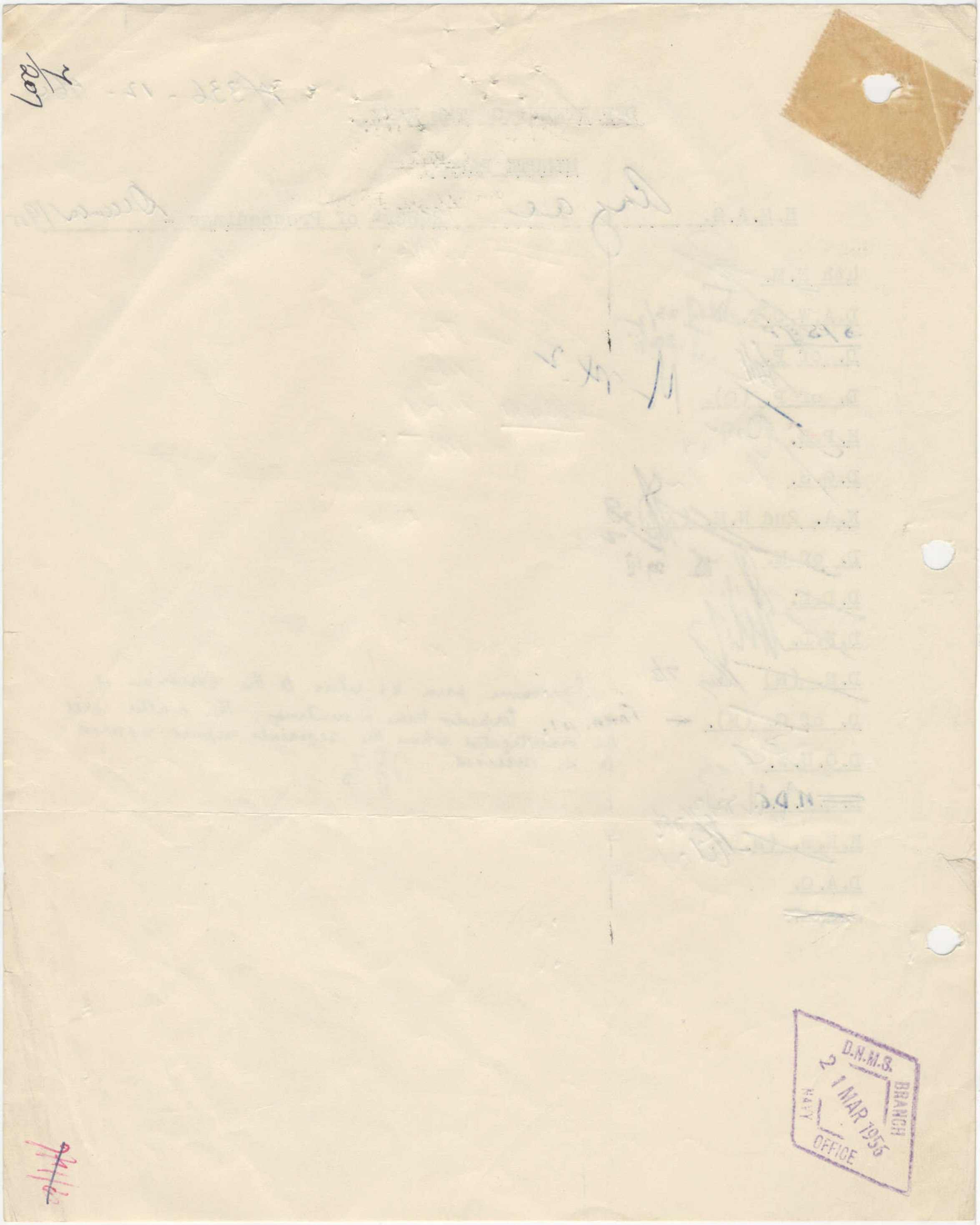
D.O.U.W. 1/3

~~D.N.~~ M.D.C.

H.N.B. (N.5).

D.A.O.

~~D.C.E.P.~~



4336-12-464

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings - December 1915

~~C.N.P.R.~~

~~D.O.D.~~ 1/9/1

~~D.C.N.S.~~ 24/I

1st N.M. 31/1

~~D.C.N.P.~~ 1/II

2nd N.M. 2/2

~~D.N.I.~~ I.N.R.C. 3/2 Para 41. There has been a certain amount of this for some time. 3/2

~~D/D.P.S.~~ 6/2

~~D.T.S.R.~~ 8/2

~~D.N.C.~~ 8/2

Deputy Secretary. 9/2/16

3rd N.M. 15/- Para 41

H.N.B. (N.5)

Duplicate copy circulated to C.N.P.R.
D.N.I
D.R.O.

8/2

7/2

(ANZAC's letter No.20/1/4 dated 6th January, 1955)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS DECEMBER, 1955.

II.

20044/191

Flag Officer,
MALAYAN AREA. (3)

Copies to: ~~The Secretary, Department of the Navy, Melbourne (2)~~
The Flag Officer Second-in-Command, Far East Station.
The Flag Officer Commanding, H.M. AUSTRALIAN FLEET.

HN 16/1

Submitted.

CAPTAIN

Office of Captain (D)
10th Destroyer Squadron,
H.M.A.S. TOBRUK,
At Hong Kong,
11th January, 1956.

Encls and Reg.

20/1/4

H.M.A.S. ANZAC
at Hong Kong.

6th January, 1956.

The Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF DECEMBER, 1955.

Sir,

I have the honour to submit the report of proceedings of H.M.A. Ship under my command for the month of December, 1955.

At Singapore. 1st - 15th December.

2. H.M.A.S. TOBRUK with H.M.A.S. ANZAC in company anchored in Singapore Roads adjacent to H.M.A. Ships ARUNTA and Warramunga at 0915GH on December 1st.

3. Lower Deck was cleared at 1025 when I addressed the Ship's Company with regard to a breach of discipline in H.M.A.S. ANZAC on November 30th. This matter has been reported in other papers.

4. R.F.A. EDDYROCK was secured alongside during the forenoon and 477 tons of oil were embarked. At 1145 I waited on Captain (D), 10th Destroyer Squadron, Captain (R. Rhoades, D.S.C., Royal Australian Navy, and made a further verbal report of the incident of November 30th.

5. On the evening of Thursday, 1st December, I had the pleasure of dining in TOBRUK as the guest of Captain (D), 10th Destroyer Squadron, together with the other Captains of the ships of the 10th Destroyer Squadron.

6. The Captain (D), 10th Destroyer Squadron, embarked in H.M.A.S. ARUNTA at 0900GH on 2nd December, and the 20th Destroyer Division then proceeded for exercises, returning to harbour at 1500GH. H.M.A.S. QUEENBOROUGH, Commander D.C. Wells, Royal Australian Navy, entered Johore Straits enroute for H.M. Naval Dockyard, Singapore, at 1120, and signals were exchanged. In the evening I had the pleasure of entertaining Captain (D), 10th Destroyer Squadron, and the Captains of H.M.A.Ships ARUNTA and WARRAMUNGA to dinner in ANZAC.

7. The 10th Destroyer Squadron weighed and proceeded at 0722 GH on December 3rd, for H.M. Naval Dockyard, Singapore. ANZAC berthed on TOBRUK at No.6 Wharf, Naval Stores Basin, at 1021GH. ARUNTA and WARRAMUNGA berthed astern at No.7 Wharf. A farewell party was given by ARUNTA and WARRAMUNGA that evening to say "Goodbye" to the Far East Station, TOBRUK and ANZAC.

8. During the course of Sunday, 4th December, I called on, Commander W.K. Tapp, Royal Australian Navy, H.M.A.S. ARUNTA, and Commander I.K. Purvis, Royal Australian Navy, H.M.A.S. WARRAMUNGA, and exchanged calls with Commander D.C. WELLS, Royal Australian Navy, H.M.A.S. QUEENBOROUGH. In company with Captain (D), 10th Destroyer Squadron, I also called on Captain A.R. Kennedy, O.B.E., Royal Navy, H.M.S. NEWCASTLE, and discussed exercises to be carried out by NEWCASTLE and ANZAC on Thursday, 8th December.

9. On Sunday I had the pleasure, in company with Captain (D)

and the other Captain's of the ships in the 10th Destroyer Squadron, of dining with the Australian Government Trade Commissioner and Mrs. H.M. Le Marchand.

10. H.M.A.Ships ARUNTA, WARRAMUNGA and QUEENBOROUGH slipped and proceeded for Australia at 0915GH on 5th December. Lower Deck was cleared and all ships were cheered out of harbour by TOBRUK and ANZAC. During the forenoon, in company with Captain (D), 10th Destroyer Squadron, I called on the Commander in Chief, Far East Station, Vice Admiral Sir Alan K. Scott-Moncrieff, K.C.B., C.B.E., D.S.O.; The Acting Australian Commissioner, Mr. A.J.Eastman; and wrote my name in the Visitors Books of the Commissioner General, Sir Robert Scott, and the Governor of Singapore, Sir Robert Black. In the afternoon, in company with Captain (D), I called on the Flag Officer Malayan Area, Rear Admiral E.H. Shattock, C.B., O.B.E., and the Commodore Superintendent, Commodore F.M. Walton, Royal Navy (Retd.).

11. The Commander in Chief, Far East Station, returned my call and that of the Captain (D), 10th Destroyer Squadron, at 1100 on 6th December. The Ships' Companies of TOBRUK and ANZAC were fallen in on the wharf for the occasion, and the Commander in Chief was received in Captain (D)'s cabin.

12. A Board of Enquiry met on board ANZAC at 1400 that afternoon to investigate the breach of discipline that occured in H.M.A. Ship under my command at 1645 on Wednesday, 30th November. The Board of Enquiry consisting of Captain N.W. Fisher, O.B.E., Royal Navy; Commander W.H.N. Martin, Royal Navy; and Commander N.E. McDonald, Royal Australian Navy, continued its investigations until 1200 on Tuesday, 13th December. I was present during the proceedings.

13. At 0830, Saturday, 10th December, ANZAC was shifted by tugs from alongside TOBRUK to No. 8 Berth, H.M. Naval Base. TOBRUK proceeded to sea at 0930.

14. During the period alongside the Naval Base organised sport was arranged where possible, and some keen games of Australian Rules, Rugby and Water Polo were played with varying success.

15. In accordance with instructions I waited upon the Commander in Chief, Far East Station, at Phoenix Park at 1430 on Tuesday, 13th, and was informed, inter alia, of changes in ANZAC's programme.

16. As a result I discussed exercise programmes during the afternoon with the Staff Officer (Operations) to the Flag Officer Malaya, and after topping up with provisions and embarking practice 4.5" ammunition, slipped and proceeded from H.M. Naval Base, Singapore, at 1400 on Wednesday, 14th December.

17. Whilst in Johore Strait H.M.P.S TAIMUR, Acting Commander C.S. Ahmed, Royal Pakistan Navy, was passed off Changi, and on reaching Johore Shoal Buoy H.M.A.S. TOBRUK was closed to exchange visual signals. After setting course for Pulau Tioman I addressed the Ship's Company over the S.R.E. informing them of the new programme of ship's movements. The ship anchored in Telok Tekek Bay at 0038 Thursday, 15th December.

PULAU TIOMAN AREA 15th - 18th December.

18. ANZAC weighed and proceeded at 1000GH on the 15th December to rendezvous with a Beaufighter from ~~the~~ R.A.F., Seletar. Visual and radio contact was established with the aircraft at 1445 fifty miles east of Pulau Tioman. It had been the intention to carry out 4.5" and close range anti aircraft firings at a sleeve target. However the aircraft was unable to stream the target and a tracking exercise was carried out instead. At 1545 the aircraft returned to base while ANZAC set course for Pulau Tioman. The ship anchored in Telok Tekek Bay at 1923GH.

19. The ship weighed and proceeded at 0821 on the 16th December and course was set to rendezvous 14 miles west of Pulua Tioman with an R.A.F. Beaufighter from Seletar. Contact was made with the aircraft at 0935GH and F.E.P. and 262 Radar Calibrations were carried

out until the Beaufighter departed for base at 1110GH.

20. Whilst waiting for the arrival of another Beaufighter sea boat crews were exercised and I took the opportunity of using a dan buoy to practice coming to a buoy. At 1305 the second R.A.F. Beaufighter arrived and the calibrations continued until 1412 when the aircraft returned to Seletar.

21. During the afternoon a Damage Control exercise was carried out and a pattern of light squid were fired. The ship was manoeuvred to enable two projectiles to be recovered whilst the sea boat recovered the third. Course was then set for Pulau Tioman and ANZAC anchored in Telok Tekek Bay at 1533GH.

22. H.M.S. Modeste, Commander C. Dickens, Royal Navy, anchored in Telok Tekek Bay at 0730GH on 17th December. I had the pleasure of entertaining Commander Dickens to luncheon in ANZAC.

23. Whilst at anchor the whaler and skiff were in popular demand for recreational purposes.

PULAU TIOMAN TO HONG KONG. 18th - 22nd December.

24. The ship weighed and proceeded at 2155GH on 18th December for Hong Kong.

25. At 0825 on Monday 19th, ANZAC commenced FESAX 1 with a Sunderland from R.A.F., Seletar. Both bombing and strafing runs were carried out at a splash target during the final phase of the exercise. This phase was slightly delayed by the early loss of the splash target and the time taken to stream a jury one. Communication throughout was excellent and during the shadowing phase contact was kept by Radar 293 Q throughout, presumably because of the poor performance of the Sunderland Radar. On completion of the exercise the aircraft dropped three large cannisters which were recovered by ANZAC and proved to contain our Christmas mail. The aircraft returned to base at 1337GH.

26. At 0905 on Tuesday 20th, FESAX 1 was commenced with a French Privateer aircraft from Saigon. The superiority of the airborne Radar carried was illustrated during the shadowing phase by the fact that Radar 293 Q only made intermittent contact. Communications, mainly due to French and Australian accents. was not so good as the day before. Bombing runs were not nearly so accurate as those carried out by the Sunderland, but the French gunners shot away the tow and seven dan buoy pimples were lost. ANZAC completed the "Homing Charlie" phase by firing a full live pattern of Squid Projectiles.

27. During the passage opportunity was taken to exercise steering breakdowns and damage control drills. The sea state did not permit the lowering of a sea boat.

28. At 1600GH on Wednesday, 21st December, volunteers were called for to complete the painting of nearly half the iron deck, and the watch on deck was instructed to start work at 1630. By 1610 every available brush had been drawn from the paint shop and 85 volunteers had started work, completing the task in one hour. It was unfortunate that the results of this creditable effort were affected by the events of the night.

29. At 1600 on the same day Cook (O) Ian Love, Official Number 48160, reported to the Sick Bay feeling generally unwell. His temperature was 102° F. and he was turned in. At 1800 no rise in temperature was observed, but by 2200 it was reported to me that Love's temperature had increased to 104° F.. I accordingly increased speed to 24 knots and flashed up the second boiler. This was reported to Commodore Hong Kong in my signal DTG 211502Z/December attached.

30. Speed was increased to 25 knots at 2325 and orders were passed to the engine room to work up to full power. This decision was confirmed in Commodore Hong Kong's message DTG211701Z/December attached.

31. As the ship had not carried out her annual 4 hour full power trial I took advantage of this occasion to do so. Wind force 4-5 was slightly on the starboard bow with a short sea approximately six feet in height. No water was taken green over the forecastle although spray was considerable and higher than the foremast. The behaviour of the ship under these conditions was satisfactory and it was not until 0445 H that I had to reduce speed because of the weather. This was done in steps until 0635 when the ship appeared to be riding well at 26 knots.

AT HONG KONG 22nd - 31st December.

32. ANZAC entered Hong Kong harbour at 1230 on Thursday, December 22nd, and berthed at West Arm East where the sick rating was landed. The ship, which had been placed in quarantine, then secured at No.7 buoy at 1342. 30 tons of fresh water were embarked during the afternoon.

33. At 0900 on Friday 23rd, the Flag Officer, Second in Command, Far East Station, Vice Admiral R.F. Elkins, C.B., C.V.O., O.B.E., came on board informally and walked round the upper deck whilst the hands were working.

34. After having been granted "Free Pratique", ANZAC slipped from No.7 buoy at 1007H on 23rd December, and secured to R.F.A. WAR AFRIDI where 554 tons of oil were embarked. On completion of fuelling the ship was moved by tugs into the Naval Dockyard Basin and secured alongside GOLD RANGER at the North Wall at 1555H.

35. At 1830 I was invited together with two officers to a cocktail party in H.M.S. NEWCASTLE.

36. At 1000 on Saturday, 24th, I called on the Captain (D), 8th Destroyer Squadron, Captain E.T.Larkins, O.B.E., Royal Navy, in H.M.S. COSSACK. At 1200 Commodore Hong Kong, Commodore 1st Class J.H. Unwin, D.S.C., Royal Navy came on board informally and at 1230 I entertained the Naval Officer of Health, Surgeon Commander J. Carlton, Royal Navy, to lunch. He informed me of the condition of Cook Love who was suffering from a badly infected throat and not meningitis or malaria as had been feared on board.

37. Christmas Day was indeed a memorable one on board and started with the Ship's Company Carol Singers at 0600. Holy Communion was celebrated at 0700 in the Wardroom and Matins on the forecastle at 0930. The parcels received from the Returned Soldiers Sailors and Airmans Imperial League of Australia were particularly appreciated and in company with the rest of the Far East Fleet beer was issued for Christmas dinner. At 1245 the Flag Officer, Second in Command, came on board and after visiting the Wardroom walked round all messdecks, a gesture that was very much appreciated by all hands.

38. At 1145 on Monday 26th, I proceeded to H.M.S. NEWFOUNDLAND. The Commanding Officers of the ships in adjacent berths and Rear Admiral T.B. Williamson, United States Navy, Commanding U.S. Ships present in Hong Kong for Christmas, together with Captain P. Foley Jr. United States Navy, Commanding Officer of U.S.S. BENNINGTON. had been invited by the Flag Officer, Second in Command, to meet the United States Secretary to the Navy, Mr. C.S. Thomas. After Mr. Thomas had inspected the Royal Marine Guard, visiting officers were entertained in the Admirals cabin.

39. On Wednesday, 28th, I had the pleasure of entertaining to luncheon the Dean of Hong Kong, the Very Reverend F.S. Temple and Mrs. Temple.

40. During the time spent alongside in Hong Kong general drills have been carried out in slow time. and all gear in connection with replenishment at sea laid out and explained to the Ship's Company. In addition a total of 22 ratings have visited the rifle range to enable a Ship's Team to be selected for the forthcoming Fleet Rifle Meeting.

CONDITION OF THE SHIP.

41. The state of preservation of the superstructure, particularly the electrolytic action which ~~has bee~~ is taking place between steel and aluminium is giving cause for concern. A report is being forwarded in other papers.

CONDUCT AND MORALE.

42. The ship is regaining her pride and spirit after the event of 30th November, and the period of inactivity and uncertainty alongside at Singapore Naval Base. The time on our own has been of incalculable value and perhaps the position at the moment is best explained in the words of Benjamin Franklin :-

> " Do not believe the reports you hear about our internal divisions. We are, I believe, as much united as any people ever were, and as firmly."

HEALTH.

43. The health of the Ship's Company has been satisfactory, There have been ten cases of Venereal Disease since arriving on the Far East Station.

SPORT.

44. Games of Australian Rules and Rugby Football were organised whilst at Singapore, and three games of Rugby have been played in Hong Kong.

I have the honour to be,

Sir,

Your obedient Servant

COMMANDER, R.A.N.
CAPTAIN.

L/L/P/1

Action taken
they should now be O.K.
ITEM MESSAGE ( ) Clarke
24/4

Re H.V.Ms (2nd W.G.)

minute of 8/1

9/1

, 1956,

EMENT OF VICTUALS for R/N.

SEC. D/SEC.
D.T.S.R.
C.RECS.

RECORD OF PROCEEDINGS, DECEMBER, 1955 - H.M.A.S. ANZAC

APPENDIX "A"

(a)	Distance steamed during month	1662.7 miles
(b)	Hours under way during month.	126.45/60 hours.
(c)	Average miles per ton of oil fuel	3.23 miles.
(d)	Total distance steamed since commissioning	175500.93 miles
(e)	Total hours under way since commissioning.	12502.41/60 hours.
(f)	Date of commissioning.	14th March, 1951.

COMMENCEMENT OF MEASURED NOMINAL TRAINING SPEED.(C.N.O. 2/55)

(a)	Number of hours commercial speed exceeded	17 hours.
(b)	Average speed.	24.3 knots.
(c)	Fuel expended for all purposes per hour.	11.20 tons.
(d)	Distance run per ton of fuel.	2.18 miles.

(e) RN signal DTG 211502Z/ December and Commodore Hong Kong's signal DTG 211701Z/December.

REPORT OF PROCEEDINGS, DECEMBER, 1955 - H.M.A.S. ANZAC

APPENDIX "B"

WHALE SIGHTING REPORT.

NIL.

REPORT OF PROCEEDING. DECEMBER. 1955 - H.M.A.S. ANZAC

ENCLOSURE.

FROM ANZAC

TO COM HK

ROUTINE UNCLASSIFIED.

2115022

ONE RATING PYREXIA UNKNOWN ORIGIN REPORTED SICK WITH HEADACHE AT 1600 GH AND FEELING UNWELL GENERALLY . TEMPERATURE 102 DEGREES PULSE 88 NO STIFFNESS OF LIMBS OR NECK OR OTHER SYMPTOMS. BLOOD FILM FOR MALERIA NEGATIVE. BY 2000 HEADACHE GONE TEMPERATURE THE SAME. BY 2130 TEMPERATURE 104 DEGREES PULSE 110 RESPIRATION 20 NO ADDED SYMPTOMS . TREATMENT GIVEN ASPIRIN AND FLUIDS.

(2) NO MEDICAL OFFICER CARRIED REQUEST ADVICE.

(3) HAVE INCREASED SPEED TO 24 KNOTS AND AM CONNECTING SECOND BOILER PENDING REPLY.

2115022 DEC 55

FROM COM HK

TO ANZAC

PRIORITY
UNCLASSIFIED

2117012

YOUR 211502. PROCEED AT BEST SPEED.

(2) SUGGEST 600000 REPEAT 600000 UNITS PENICILLIN INTRA-MUSCULARLY AT ONCE AND REPEAT 8 REPETITION 8 HOURLY.

(3) IF CONDITION DETERIORATES SIGNAL FURTHER DETAILS.

(4) REPORT ETA LIEU MUN.

2117012 ~~XX~~ ~~XXX~~ DEC 55

(ANZAC's letter No. 20/1/4 dated 1st December, 1955)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR NOVEMBER, 1955.

attn Reg

II.

Flag Officer,
Malayan Area,
SINGAPORE.

Copies to: The Secretary, Department of the Navy, Melbourne.
Flag Officer, Second-in-Command, Far East Station
Flag Officer Commanding, H.M. Australian Fleet.

Submitted.

19844/191

CAPTAIN.

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK,
At Singapore,
11th December, 1955.

DEPARTMENT OF THE NAVY. 4336-12-1935

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings November 1935

4th N.M. has seen 8/5.

D.A.W.O.T. 4/5

D. of P. 7/5

D. of P. (Q). 7/5

H.P.B. 10/5

D.G.S. 11/5

N.A. 2nd N.M. (X). 11/5

~~D. of M.~~ 14/5

D.D.M. 15/5

D.N.L. 17/5

D.E. (N) 22/5

D. of C. (N). 22/5

D.O.U.W. 9/5

~~D.N.M.S.~~ 26/6

H.N.B. (N.S.) 29/6

D.A.O.

13

H336-12-H35.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

H.M.A.S. Anzac Report of Proceedings - November 1955

~~C.N.P.R.~~

D.O.D. 22/12

D.C.N.S. 23/XII.

~~1st N.M.~~

D.C.N.P. 30/12

2nd N.M. 3/1

~~D.N.I.~~

D/D.P.S. — D/D.P.S. Taken on leave

D.T.S.R. 6/1 + on Page 4. Thus a low standard be accepted. 3/1

D.N.C. 26/1.

Deputy Secretary. 26/4

3rd N.M. 30/4

H.N.B. (N.5) for 1/5.

4/1.

Duplicate copy circulated CNPR, DNI, DAO (for retention)

6/1.

20/1/4

H.M.A.S. ANZAC
at Sea.

1 December, 1955

The Captain (D).
10th Destroyer Squadron,
H.M.A.S. TOBRUK.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF NOVEMBER, 1955.

Sir,

I have the honour to submit the report of proceedings for the month of November, 1955, of H.M.A. Ship under my command.

At Sydney 1st - 16th November.

2. The period 1st - 16th November was spent in Sydney. The first day of the month found H.M.A. Ships TOBRUK and ANZAC in Captain Cook Dock where they remained until Friday, 11th November. Both ships were then moved by tugs to the South end of Cruiser Wharf.

3. The main brace was spliced in honour of Trafalgar Day on 9th November, this being the first convenient date to do so.

4. Whilst in dock, opportunity was taken to send 110 ratings for a one day fire fighting course to H.M.A.S. PENGUIN, which now means 98% of the Ship's Company have received practical fire fighting instruction in the last two months. Underwater Control ratings were despatched for synthetic training to H.M.A.S. RUSHCUTTER, and ratings manning close range Anti Aircraft weopons to the Gunnery Instructional Centre, Woolloomoolo.

5. The Ship's Company was also sent to H.M.A.S. RUSHCUTTER for chest X-ray, and to the Dockyard Dental Officer for Dental examination. It is hoped that only an unexpected case of appendicitis will impede our Northern progress, at least in the field of health. The question of "boudoir reverses" likely to be received from Asiatic belles is being dealt with by lectures, on the moral aspect by the Ship's Chaplain, and on the inevitability of contagion. if careless, by Ship's Officers. Practical methods of prevention are being provided.

6. During the period I took the opportunity of carrying out calls in accordance with Consolidated Orders and Regulations, Article 80, and on Friday, 4th November, called on the Chief Justice, the Honourable K.W. Street, the Right Honourable the Lord Mayor, Alderman P.D. HILLS, M.L.A., and the Flag Officer in Charge, East Australian Area, Acting Rear Admiral H.J. BUCHANAN, C.B.E., D.S.O.. The Flag Officer, East Australian Area, returned my call at 1200. on the same day. On Monday, 7th November, Colonel B.B. WATCHORN, M.C., representing the Chief Justice, returned my call, as did the Captain (D) 10th Destroyer Squadron, Captain R. RHOADES, D.S.C., Royal Australian Navy. I waited upon his Excellency, the Goveror of New South Wales, Lieutenant General Sir John NORTHCOTT, K.C.M.G., C.B., M.V.O., at 1430, Wednesday, 9th November. This call was considered returned because of the Vice-Regal programme during the short time still available before ANZAC left Sydney. The General Officer Commanding Eastern Command, and the Air Force Officer Commanding Home Command, expressed the wish that calls should be considered paid and returned.

7. A combined farewell cocktail party was given by H.M.A. Ships ANZAC and TOBRUK at 1830, November 11th, prior to departure for Malayan waters. On this day I had the pleasure of taking luncheon with the Flag Officer Commanding, H.M. Australian Fleet, Rear Admiral H.M. BURRELL, C.B.E., A.D.C., together with my wife and the Captain (D), 10th Destroyer Squadron, and Mrs. Rhoades.

8. On Sunday, 13th November, a family church service for the personnel of the ships of the 19th Division was held in the Dockyard Chapel. Attendance was not as great as had been hoped, as long weekend leave had been granted, the majority of ANZAC's officers living in Sydney and their families attended, together with five of the families of the Ship's Company. Arrangements were made to provide luncheon on board after the service for those who wished to avail themselves of the opportunity.

9. At 1130 on Tuesday, 15th November, the Flag Officer Commanding, H.M. Australian Fleet, Rear Admiral H.M. BURRELL, C.B.E., A.D.C., addressed the Officers and Ships' Companies of H.M.A.SHIPs ANZAC and TOBRUK regarding their programme and duties during the forthcoming year, and wished us farewell. I then accompanied the Captain (D), 10th Destroyer Squadron, together with Mrs. Rhoades and my wife, to "Tresco", where the Flag Officer in Charge, East Australian Area, and Mrs. Buchanan, had kindly invited us to luncheon.

Sydney to Singapore 16th - 30th November.

10. At 0930 on Wednesday, 16th November, to the accompaniment of music on Cruiser Wharf from the band of H.M.A.S. SYDNEY, and the farewells of relatives, H.M.A.S. TOBRUK slipped and proceeded to Singapore , to be followed at 0940 by H.M.A.S. ANZAC. The weather was particularly kind and Sydney Harbour was looking at its best.

11. At 1400 on the same day a tracking exercise was carried out with two Firefly aircraft from R.A.N. Air Station, Nowra, and at 0845 on Thursday, 17th November, a Naval Firefly, staging from R.A.A.F. Station, Sale, rendezvoused for Anti Aircraft sleeve target firings. H.M.A.S. ANZAC carried out firing runs with both the 4.5" and close range armament, handing over the aircraft to H.M.A.S. TOBRUK at 0940.

12. A ter supper on Wednesday, 16th November, I took the opportunity of addressing the Ship's Company over the S.R.E. regarding the nature of our duties with the Far East Fleet, and the reason behind Australia's contribution to the Strategic Reserve, and emphasised the importance of the correctness of their behaviour ashore.

13. During the afternoon of Thursday, 17th November, the weather deteriorated and a fresh gale developed from the west . Speed was reduced to twelve knots at 1725K, and at 2000K I reported to Captain (D), 10th Destroyer Squadron, that tests showed evidence that H.M.A.S. ANZAC was developing condenseritis. Speed was further reduced to 8 knots and course altered towards Port Phillip Heads until 2340, when the passage to Fremantle was resumed.at the reduced speed of 12 knots. The circumstances surrounding H.M.A.S. ANZAC's defect have been reported in other papers. At 0120K, Friday 18th November, economical speed was resumed.

14. Whilst on passage to Fremantle all the Ship's Company were lectured on escape and evasion and Communist methods of extracting information from prisoners of war. This was done by Squadron Leader E. RAMSAY, D.F.C., Royal Australian Air Force, who joined the ship in Sydney for this purpose.

15. To avoid damage by weather to ships fittings speed had to

be reduced for a period of ten hours on Monday, 21st November.

16. During the forenoon of 22nd November, blast trials were carried out to ascertain the effectiveness of three new sets of cams for "A" turret vent doors. Twenty-four rounds were fired from "B" turret and the trial reports have been forwarded in other papers.

17. Beacause of the state of the sea and wind , torpedo firings scheduled to take place before entering Fremantle on Wednesday, 23rd November, were cancelled.

18. After a fifteen minute interval ANZAC=followed TOBRUK into Fremantle Harbour on the morning of Wednesday, 23rd November, and berthed at E Wharf, Victoria Quay at 0659H. A wind force 5 was blowing from th e West South West.. 463 tons of oil were embarked by 1140H.

19. I waited on Captain (D), 10th Destroyer Squadron, Captain R. RHOADES, D.S.C., Royal Australian Navy, in H.M.A.S. TOBRUK, at 0930H, and was with him when the Naval Officer in Charge, West Australian Area, Acting Captain J.K. WALTON, A.D.C., Royal Australian Navy, called. I returned to ANZAC and received the Naval Officer in Charge, West Australian Area, at 1040.

20. At 1130H I accompanied the Captain (D), 10th Destroyer Squadron, to the Wardroom Mess, H.M.A.S. LEEUWIN, and returned the call of the Naval Officer in Charge, West Australian Area. Subsequently, the Captains and Officers of the 19th Division were entertained by the Naval Officer in Charge, West Australian Area, and Officers of H.M.A.S. LEEUWIN in their fine new mess.

21. Whilst in Fremantle a make and mend and all night leave was given to the Ship's Company. The duty watch was worked during the afternoon and as required during the dog watches cleaning ship and embarking stores, provisions and free freight. All h nds much enjoyed their short stay, and the Returned Soldiers, Sailors, and Airmen's Imperial League of Australia kindly placed the amenities of Anzac House at the disposal of the Ship's Company.

22. Mr. KEEN, Senior Commissioned Ordnance Engineer Officer, and two Chief Petty Officers of the Auto Testing Team and Tuning Unit were landed in Fremantle after having worked under extremely arduous conditions on M2 and M3 S.T.A.A.G. Tachometric boxes which are now operational.

Fremantle to Singapore.

23. TOBRUK slipped at 0830, Thursday 24th, and at 0851, when she was clear of the breakwater, ANZAC followed out and rejoined. Between 1000H and 1115H both ships carried out a tracking exercise with two Vampire aircraft from R.A.A.F. Station, Pearce.

24. During the afternoon of Friday, 25th., a rapid opening fire exercise was carried out. In Run One target bursts of Star Shell or H.E. were provided by ANZAC whilst TOBRUK fired. In Run Two ANZAC fired "A" turret and all 40 millimetre Bofors.

25. Course was altered to close Christmas Island at 2101H on Sunday, 27th., and at 1224 the following day the 19th Division hove to off Flying Fish Cove, whilst mail from shore wastransferred to TOBRUK. At 1319H the passage to Singapore was resumed.

26. At 1125 on Tuesday, 29th., both ships stopped North of Cape St Nocholas, Java. I outlined to the Ship's Company the events surrounding the loss of H.M.A. Ships PERTH and YARRA in 1952, after which the Chaplain conducted a short service of remembrance and a silence of two minutes was observed before proceeding to the northward.

27. The 19th Division anchored 7 miles to the westward of North Watcher Light at 1335 and the time in hand utilised in washing and touching up paintwork and cleaning ship. I waited on Captain (D), in TOBRUK.

and for this purpose used the whaler manned by National Servicemen. these ratings also supplied the crew for the whaler used to temporarily exc[illegible]ge the Squadron Medical Officer and the Chaplain, who lectured to the Ships' Companies. ANZAC=and TOBRUK weighed and proceeded to Singapore at 2125GH.

28. A small "Crossing the Line" ceremony was carried out mainly for the benefit of the National Service Trainees during the afternoon of ~~XXX~~ November, 20th.

HEALTH.

The health of the Ship's Company has been good. Unfortunately there was one case of urethritis from Sydney and two from Fremantle, together with one case of gonorrhoea contracted during the Ship's call to Western Australia.

All the Ship's Company have had their vaccinations brought up to date and have been inoculated against Typhoid and Cholera.

WELFARE.

Before departure from Sydney a supply of indoor games was purchased by the Chaplain from the Welfare Fund, these have been extensively used, especially "Scrabble".

A news sheet headed "Daily News" has been started in ANZAC and is produced at sea as a 19th Division daily. Contributions from both ships in the Division are beginning to trickle in to the editor.

During the passage to Singapore the following lectures and talks were delivered over the sound reproduction system:-

(a) Reasons for Australia's contribution to the Far East Strategic Reserve and the importance of maintaining good relations with Asian Countries - Captain.

(b) Compassionate Cases, the R.A.N. Relief Fund - Chaplain.

(c) Conditions of Service, Pay, with particular reference to service on the Far East Station - Lieutenant Commander (S)

(d) Workings of Central Canteen and Welfare Fund - Lieutenant Commander (S)

(e) The moral aspect of venereal disease - Chaplain.

(f) The service aspects of venereal disease, arrangements for precautions and treatment - Captain.

(g) The medical aspects of venereal disease - Squadron Medical Officer

(h) Ship husbandry - First Lieutenant.

(i) Rust - Engineer Officer.

By exchanging with TOBRUK it was possible to screen eight different films whilst on passage, but it must be noted that the entertainment value was no t of a very high standard. Eleven films of an educational nature were borrowed free of charge from the Shell Company and were of very good value.

CONDUCT.

Except for a spate of leave breaking before leaving Sydney the conduct of the Ship's Company has been satisfactory, except for a regrettable incident that took place at 1645 on 30th November and is being reported in other papers.

CONDITION OF THE SHIP.

Because of the short time available after the refit and the

pro[illegible]ity of the Fleet Exercises commenceing 24th October, emphasis was placed on training in the fields of damage control, gunnery, and anti submarine, and in consequence the appearance of the ship suffered, but not to the detriment of fighting efficiency. The work of cleaning up the ship was also hondered by the bad weather experienced between Sydney and Fremantle. Since departure from Fremantle however much work has been carried out and the result of this is beginning to show.

THE PRESS.

Mr. J. Hickson of the Australian Photographic Agency joined the ship in Sydney for passage to Singapore. His unobtrusive ~~xxxxxxx~~ industry and universal ffriendliness has made a marked impression on all hands, whilst those results of his labours that have been sighted are of a high order and should prove excellent publicity for the Royal Australian Navy.

COMMANDER, R.A.N.
CAPTAIN.

REPORT OF PROCEEDINGS, NOVEMBER, 1955 - H.M.A.S. ANZAC

APPENDIX "A"

(a)	Distance steamed during month	4058.7 miles
(b)	Hours under way during month	381 46/60 hours
(c)	Average miles perton of oil fuel	4.51 miles.
(d)	Total distance steamed since commissioning	177638.86 miles.
(e)	Total hours under way since commissioning	12775 52/60 hours.
(f)	Date of commissioning	14 March, 1951.

OCCASIONS OF EXCEEDING ECONOMICAL STEAMING SPEED. (C.N.O. 2/53 refers)

30 November

(a)	Number of hours economical speed exceeded	1 hour.
(b)	Average speed	16 knots.
(c)	Fuel expended for all purposes per hour	4.2 tons
(d)	Distance run per ton of fuel	3.08 miles.

(e) Captain (D), 10th Destroyer Squadron, voice manouvering signal.

REPORT OF PROCEEDINGS, NOVEMBER, 1955 - H.M.A.S. ANZAC

APPENDIX "B"

WHALE SIGHTING REPORT

Nil.

S6 4539

452/84/3

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 20/1/4

H.M.A.S. ANZAC
at Sydney

17 October, 1955.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF OCTOBER, 1955.

Sir,

I have the honour to submit the Report of Proceedings for H.M.A.S. ANZAC=under my command for the period 1st to 17th October, 1955.

1st October - 7th October Melbourne.

2. For the first week of the month ANZAC was secured alongside Outer West Nelson Pier preparing for sea again after the 2½ months refit.

3. Part refit was commenced on Monday, 3 October and satisfactory progress was made.

4. A Basin Trial was carried out on Tuesday, 4 October, and the next day 500 tons of fuel oil was embarked.

7th October - 10th October Melbourne to Sydney

5. At 0630K Friday, 7 October, H.M.A.S. SYDNEY, wearing the flag Of Flag Officer Commanding, H.M. Australian Fleet, ~~(Acting~~ (Rear Admiral Henry Mackay BURRELL, C.B.E., A.D.C., R.A.N.) secured at Inner East Princes Pier, Port Melbourne, and at 1000 K I slipped from Nelson Pier and proceed out of Port Phillip Bay.

6. When clear of the Heads H.M.A.S. QUICKMATCH (Lieutenant Commander D.H. STEVENS, R.A.N.) was sighted off Cape Schank carrying out full power trials.

7. Wilson's Promontory was rounded at 2130 and I then headed for a position well clear of Gabo Island where I proposed to carry out the Squid Firing Trial as ordered by Flag Officer Commanding, H.M. Australian Fleet's message 160105Z/September.

8. On arrival in position 37 degrees 28.2 minutes South 150 degrees 28.8 minutes East, three practice squids were fired to ensure the circuits were operating correctly. After recovering the practice projectiles, two live squid of Australian manufacture were fired.

9. The projectiles were loaded and the depth setting (310 feet) applied under the supervision of the Deputy inspector of Naval Ordnance (Commander J. DENNY, R.A.N.). When the first failed to explode after 8 seconds I took avoiding action and when it went off after 38 seconds (1600 feet) it exploded about 300 yards on the Port bow (I was doing 8 knots at the time)

The ship was shaken and a number of electrical circuits were damaged. The second bomb failed to detonate. I remained in the area for approximately 3 hours in case of a delayed detonation. In view of the depth of water (over 400 fathoms) and the position being well off the normal shipping route, I did not issue a navigational warning.

10 On completion of the second firing the Ship's Company were exercised at Action Stations, and gun functioning trials were carried out.

11. During evening quarters evolutions were carried out and the seaboats crew exercised.

12. Steering breakdowns were exercised during the dogs.

13. As I had 24 hours to spare on the passage to Sydney, I spent Sunday, 9 October, inside Jervis Bay, exercising my new Navigating Officer (Lieutenant S. GRIFFITH, R.A.N.) at anchoring, the seaboat's crew at recovering lifebouys, and the Officer of the Watches at ship handling.

Officers of the watch?

14. I cleared Point Perpendicular at 1800 and proceeded to Sydney, arriving off Garden Island at 1130K Monday, 10 October, where, after embarking the Master Attendant, and securing the tug, Bronzewing, to my starboard side, I berthed the ship at the Outer East Wall of the Captain Cook Dock.

15. I had the pleasure of having luncheon with the Captain (D) 10th Destroyer Squadron (Captain R. RHOADES, D.S.C., A.D.C.,R.A.N) in H.M.A.S. TOBRUK.

<u>10 October - 14 October.</u> <u>at Sydney</u>

16. During this week classes were sent to H.M.A.S. WATSON for A.I.O. instruction, to H.M.A.S. PENGUIN for Fire Fighting exercises, and to sea in H.M.A.S. TOBRUK for A/S trainigg.

17. Five torpedoes were embarked on Thursday, 13 October. At 0830, Friday, 14 October, 2 Sea Cadet Officers, and 23 Sea cadets were embarked. At 0900 ANZAC was hauled clear of the Captain Cook Dock by the ~~XXXXXXX~~ tug BRONZEWING and I then proceeded out of harbour enroute to Newcastle.

<u>14 October - 16 October at Newcastle.</u>

18. Arriving off the Newcastle Breakwater at 1530 I proceeded into harbour and turned, prior to berthing at Kings Wharf. The half-flood tide and long ground swell at the breakwater entrance caused a very strong set which threw the ship 25 degrees off course, and my new Coxswain responded well.

19. H.M.S. NEWCASTLE (Captain R.B. HONEYWILL, R.N.) wearing the flag of Flag Officer 2nd in Command Far East Station (Vice Admiral R.F. ELKINS, C.B., C.V.O, O.B.E., R.N.) was berthed at Fitting Out Wharf.

20. At 1645 I called on the Deputy Mayor of Newcastle,(Alderman D.G. McDOUGALL) and later attended a reception given by the Commanding Officer and Officers of the 15th. Northern River Lancers.

21. At 1000, Saturday 15 October, I had the pleasure of receiving on board the Lord Mayor of Newcastle (Alderman F.S. PURDUE) followed at 1030 by the Bishop of Newcastle.

22. In the afternoon the Lord Mayor took me on a personnally conducted tour of Newcastle and environs, whilst in the evening

local dignataries were entertained onboard.

23. At 0900 Sunday, 16 October, an armed party of 2 Officers and 30 ratings and an unarmed party of 3 Officers and 60 ratings were landed and participated in a Trafalgar Day ceremony at the Newcastle Cenotaph at which I laid a wreath.

24. On completion of the ceremony I paid a call on T.S. TOBRUK and delivered a short address to the Sea Cadets.

25. At noon ANZAC slipped from Kings Wharf and proceeded out of harbour. When clear of the breakwater speed was increased until full power was reached at 1400.

26. I carried out a full power trial for 15 minutes, averaging 30.25 knots over the ground.

27. ANZAC passed through Sydney Heads at 1500 and secured alongside Cruiser Wharf, after which I rang off main engines for my last time in the ship.

COMMANDER R.A.N.
CAPTAIN.

458/84/8

(ANZAC's letter No.20/1/4 dated 8th November, 1955)

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS - OCTOBER, 1955.

19652/191

II.

Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.

Copy to:- The Director of Naval Intelligence.

Submitted.

Office of Captain (D),
10th Destroyer Squadron,
H.M.A.S. TOBRUK,
At Sydney,
14th November, 1955.

CAPTAIN.

19609/191

St 4539

Royal Australian Navy.

CAPTAIN (D)
10 NOV 1955
10TH DESTROYER SQUADRON

IN REPLY PLEASE QUOTE
No. 20/1/4

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

8 November, 1955.

The Captain (D),
10TH DESTROYER SQUADRON.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF OCTOBER, 1955.

Sir,

I have the honour to submit the report of proceedings for H.M.A. Ship under my command for the period 17th. to 31st. October, 1955.

Sydney Area. 17th. to 24 October.

2. On Monday, 17th., and Tuesday, 18th. October, the Ship remained alongside Garden Island at Cruiser Wharf completing Post Refit trials.

3. At 1400 Commander E.J. PEEL, D.S.C., Royal Australian Navy, assumed command vice Commander G.J.B. CRABB, D.S.C. Royal Australian Navy. Both Officers called on the Flag Officer Commanding, H.M. AUSTRALIAN FLEET, (Rear Admiral H.M. BURRELL, C.B.E., A.D.C.) and were invited to luncheon. The Flag Officer Commanding, H.M. AUSTRALIAN FLEET, returned the call on the new Commanding Officer at 1145 on Tuesday, 18th. October.

4. H.M.A.S. ANZAC slipped a nd proceeded to sea at 0800 on Wednesday, 19th. October, with trials parties embarked to carry out U.H.F. Trials and Gun Functioning Trials off Sdyney. Opportunity was also taken to carry out individual drills including exercising action stations, breakdowns, 4.5. loading drill, firing ammunition, firing light squid and picking up the projectiles by manouvering the ship. H.M.A.S. QUADRANT was sighted carrying out Gunnery Trials during this period.

5. At 1430 trials parties were landed at Watson's Bay and the Ship proceeded to join the Captain (D), 10TH DESTROYER SQUADRON, (Captain R. RHODES, D.S.C., Royal Australian Navy) at Jervis Bay. Further drills were carried out on passage but a seaboat could not be lowered because of inclement weather. The Ship anchored as ordered by the Captain (D), 10TH DESTROYER SQUADRON, off Captain's Point at 2130. At 0053 on 20th. October, H.M.A.S. ANZAC weighed and proceeded back to Sydney in company with H.M.A.S. TOBRUK arriving at 0930. With the assistance of two tugs the ship was secured with bows north and two anchors forward with 25 feet of the stern alongside the north end of Fitting Out Wharf, Wooloomooloo. This position was assumed to enable Trafalger Day squid and torpedo firings to be carried out. At 1145 I called on the Captain (D), 10TH DESTROYER SQUADRON, in H.M.A.S. TOBRUK. 154 tons of fuel oil were embarked during the afternoon.

7. During the morning and forenoon watches of Friday, 21st. October, a westerly wind, force 4, caused the bow to blow down to a bearing on which it would have been impossible to fire squid, and a Dockyard Tug hove the bows into wind and a five ton clump and dockyard wire were laid out on the port bow in the eyes of the wind. This measure proved satisfactory.

2/.....

8. A rehearsal of the Trafalgar Display was held during the afternoon. This necessitated, in the case of H.M.A.S. ANZAC, three runs of firing squid.

9. During the Trafalgar Day display five patterns of squid projectiles and five torpedoes were fired. The ship was not open to ~~visitors~~ the public, but families and friends of the Ship's Company were allowed on board.

Exercise " DRY SALT". 24th to 29th October.

10. At ~~0810K~~ 0750K, a signal, D.T.G. 232149Z, from the Flag Officer in Charge, East Australian Area, ordering SMASHEX arrived in the ship. H.M.A.S. TOBRUK slipped at 0830 and H.M.A.S. ANZAC commenced weighing the starboard anchor as soon as she was clear, the Tug BRONZEWING was secured aft to hold the stern to windward, and the Tug LEVERET assisted a s required forward. The operation of weighing the starboard anchor was delayed because of large bights of what resembled telephone cable and pieces of iron became foul of the shank and flukes. These were cleared with the assistance of a dockyard boat during which time the ship wa s manoeuvred clear of the dock basin to allow H.M.A.S. QUADRANT to proceed. At 0910 H.M.A.S. ANZAC proceeded to join H.M.A.S TOBRUK and H.M.A.S. QUADRANT in the vicinity of the datum 10 miles north east of North Head. A narrative of SMASHEX has been forwarded to the Captain (D), 10TH DESTROYER SQUADRON, in other papers.

11. On completion of SMASHEX, H.M.A.S. ANZAC's movements conformed to those reported by H.M.A.S. TOBRUK until the morning of Tuesday, 25th October, when H.M.A.S. QUADRANT and H.M.A.S. ANZAC formed a screen for H.M.A.S. TOBRUK whilst entering Jervis Bay, which represented a defended harbour. Whilst proceeding to the designated patrol station, a strong sonar contact was identified as a submarine, and an anti-submarine action carried out by H.M.A.S. ANZAC for thirty minutes. After entering harbour H.M.A.S. TOBRUK ordered H.M.A.S. ANZAC and H.M.A.S.QUADRANT to rejoin and anchor. Subsequent to this signal green grenades were sighted indicating a submarine had attacked H.M.A.S. QUADRANT and H.M.A.S. ANZAC with torpedoes. H.M.A.S. ANZAC anchored in Montagu Roads at 0542.

12. Two armed platoons were landed from H.M.A.S. ANZAC and in conjunction with forces from H.M.A.S. TOBRUK and H.M.A.S. QUADRANT penetrated"enemy territory" to capture and return with a V.I.P. to the ships. This exercise is being reported in the Captain (D) 10TH DESTROYER SQUADRONS Report of Proceedings for October.

13. At 1352, 25th October, H.M.A.S. TOBRUK, H.M.A.S. QUADRANT, and H.M.A.S. ANZAC weighed and proceeded due to a sudden deteriation in the weather. A more sheltered anchorage was found off Captain's Point, Jervis Bay, where the ships anchored at 1440.

14. A trial "Operation Awkward" was carried out commenceing at 1830.

15. H.M.A.S. TOBRUK, H.M.A.S. QUADRANT and H.M.A.S. ANZAC weighed and proceeded at 0628, Wednesday, 26th October. When clear of Jervis Bay, H.M.A.S. TOBRUK carried out sub-calibre firings at a dan buoy target whilst H.M.A.S. QUADRANT, H.M.A.S. ANZAC and H.M.S. TELEMACHUS carried out an anti-submarine exercise. At 1000 H.M.A.S. TOBRUK assisted H.M.A.S. QUADRANT in an anti-submarine exercise while H.M.A.S. ANZAC carried sub-calibre firings at a dan buoy target.

16. On completion of the sub-calibre firings H.M.A.S. ANZAC joined H.M.A.S. TOBRUK to continue serials from "Exercise Dry Salt". These included mock air attacks by aircraft from Nowra, "Hunter Killer" exercises, and the interdiction of a coastal convoy.

3/.....

17. At dawn on Thursday, 27th. October, H.M.A.S. TOBRUK and H.M.A.S. ANZAC carried out a torpedo attack with H.M.A.S. QUADRANT as the target. Ships turned to fire at 0431 at a range of 3000 yards but due to faulty drill no torpedoes were fired by H.M.A.S. ANZAC. On completion of the attack one of H.M.A.S. TOBRUK's torpedoes was recovered by H.M.A.S. ANZAC's whaler.

18. H.M.A.S. TOBRUK, H.M.A.S. QUADRANT , and H.M.A.S. ANZAC were attacked by Firefly's and Seafuries from 0810 to 0930. Ships fired break-up shot from the Bofors mountings and smoke puffs to represent 4.5" salvoes.

19. On completion H.M.A.S. QUADRANT departed to Jervis Bay to embark the Flag Officer Commanding, H.M. AUSTRALIAN FLEET (Rear Admiral H.M. BURRELL, C.B.E., A.D.C.), and H.M.A.S. TOBRUK took H.M.A.S. ANZA C in tow.

20. After the tow was slipped H.M.A.S. TOBRUK and H.M.A.S. ANZAC proceeded so as to lay dan buoys prior to carrying out a bombardment.

21. The Flag Officer Commanding, H.M. AUSTRALIAN FLEET, (Rear Admiral H.M. BURRELL, C.B.E., A.D.C.) was transferred by jackstay from H.M.A.S. QUADRANT to H.M.A.S. TOBRUK at 1145.

22. The bombardment was delayed for an hour by the range becoming repeatedly fouled by smallcraft. At 1430 H.M.A.S. TOBRUK and H.M.A.S. ANZAC fired alternately at three serparate targets completing the bombardment at 1545.

23. During the bombardment, H.M.A.S. QUADRANT was detached to act as the enemy in the night encounter exercise which commenced at 1800. Both destroyers carried out a diverging sweep to intercept H.M.A.S. QUADRANT who was detected by H.M.A.S. TOBRUK. H.M.A.S. ANZAC, although tracking with 275 Radar, could not get within range before completion of the exercise. A second run was therefore carried out and H.M.A.S. ANZAC was able to illuminate the target with starshell.

24. H.M.A.S. TOBRUK, H.M.A.S. QUADRANT, and H.M.A.S. ANZAC then dispersed to patrol sections of coastline to intercept a coastal convoy consisting of H.M.A.S. SPRIGHTLY, S.A.R.'s, G.P.V.'s, and T.R.V's. H.M.A.S. ANZAC patrolled between Cape Baly and Watamooli from 2200 to 0200, intercepting H.M.A.S. SPRIGHTLY and G.P.V. LAURUS. On completion of this exercise, H.M.A.S. QUADRANT was detached to proceed to Sydney.

25. H.M.A.S. ANZAC rendezvoused with H.M.S. TELEMACHUS at 0708 Friday, 28th October, and carried out an anti-submarine exercise until 1000.

26. At 1035 anti-aircraft firings using both the main armament and close range weapons were carried out at a sleeve target towed by a Firefly aircraft from Nowra. As a working up practice this was quite satisfactory and accuracy improved with each successive run.

27. From 1300 to 1600 H.M.A.S. TOBRUK and H.M.A.S. ANZAC, and four aircraft from Nowra carried out a "Hunter-Killer" exercise with H.M.S. TELEMACHUS as the target.

28. The destroyers entered Jervis Bay and dropped sea-boats before anchoring ~~xx XXXX~~ in formation off Captain's Point at 1616 28th October.

29. At 1700 a post mortem of the weeks exercises was held on board H.M.A.S. TOBRUK with officers from H.M.A.S. ANZAC and H.M.S. TELEMACHUS attending.

30. The final phase of "Operation Awkward" was commenced at 1800. A bottom search was carried out and two limpet mines were removed from H.M.A.S. ANZAC's hull.

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

4/.....

31. The Flag Officer Commanding, H.M. AUSTRALIAN FLEET, (Rea r Admiral H.M. BURRELL, C.B.E., A.D.C.) came onboard at 0930 29th October, inspected the Ship's Company and walked around the Ship. The Flag Officer Commanding , H.M.AUSTRALIAN FLEET left H.M.A.S. ANZAC at 1005, and after inspecting H.M.A.S. TOBRUK embarked in an S.A.R. for Captain's Point.

32. H.M.A.S. TOBRUK and H.M.A.S. ANZAC weighed and proceeded at 1030 arriving at Sydney and berthing at the South End Cruiser Wharf at 1900 29th October, 1955.

33. H.M.A.S. ANZAC remained at Cruiser Wharf on Sunday 30th October and was moved with H.M.A.S. TOBRUK by tugs into Captain Cook Dock at 1200 31st October.

HEALTH.

The standard of health during the month has been very good.

CONDUCT.

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

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

COMMANDER, R.A.N.
CAPTAIN.

REPORT OF PROCEEDINGS, OCTOBER, 1955 - H.M.A.S. ANZAC

APPENDIX "A"

(a)	Distance steamed during month	2130.6 miles.
(b)	Hours under way during month	202 1/10 hours.
(c)	Average miles per ton of oil fuel.	2.86 miles.
(d)	Total distance steamed since commissioning.	173580.16 miles.
(e)	Toatal hours under way since commissioning.	12494 1/10 hours.
(f)	Date of commissioning.	14 March, 1951.

OCCASIONS OF EXCEEDING ECONOMICAL STEAMING SPEED (C.N.O. 2/53 refers.)

16 October.

(a) 2½ hours.
(b) 21 knots.
(c) Tons per hour oil fuel. 15.
(d) Miles per ton. 1.4.
(e) Quarterly Full Power Trial F.O.C.A.F's 140703Z refers.

24 October.

(a) 45 minutes.
(b) 16 Knots.
(c) Tons per hour oil fuel. 4
(d) Miles per ton. 3.
(e) Operation SMASHEX F.O.C.A.F's 240740K refers

26 October.

(a) 2 hours.
(b) ~~xxxxxx~~. 16.7 knots.
(c) Tons per hour oil fuel. ~~xxx~~ 4.2.
(d) Miles per ton. ~~xxx~~ 3.9.
(e) Exercise Dry Salt. F.O.C.A.F's letter A.F.600/9.

27 October.

(a) 2 hours.
(b) 17 knots.
(c) Tons per hour oil fuel. 4.5.
(d) Miles per ton. 3.7.
(e) Exercise Dry Salt. F.O.C.A.F's letter A .F.600/9

29 October.

(a) 3 hours.
(b) 18 knots.
(c) Tons per hour oil fuel. 4.8.
(d) Miles per ton. 4.0.
(e) Exercise Dry Salt F.O.C.A.F's letter A.F. 600/9.

REPORT OF PROCEEDINGS , 06TOBER, 1955 - H.M.A.S. ANZAC

APPENDIX "B"

WHALE SIGHTING REPORT.

NIL .

St 4539

452/84/3

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 20/1/4

H.M.A.S. ANZAC
at Sydney

11 October, 1955

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF SEPTEMBER, 1955.

Sir,

I have the honour to submit the Report of Proceedings for the month of September, 1955, of H.M.A.S ANZAC under my command.

1 September - 30 September.

2. The refit in Williamstown Dockyard Continued until Friday, 23 September.

3. On Tuesday, 27 September the ship was slipped by tug and a civilian Pilot from Dockyard Wharf to Outer West Nelson Pier, where the ammunition outfit was embarked during the following two days.

Conduct and Morals.

4. The conduct of the Ships Company has been satisfactory.

Organised Sport

5. There has been no organised sports during the refit period

FLAG OFFICER COMMANDING
17 OCT 1955
H.M. AUSTRALIAN FLEET

COMMANDER R.A.N.
CAPTAIN.

St 4539

45/184/3

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 20/1/4

H.M.A.S. ANZAC.
At Williamstown.

19th September, 1955.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF AUGUST, 1955.

Sir,

I have the honour to submit the Reports of Proceedings for the month of August, 1955, of H.M.A.S. ANZAC under my command.

1st August - 31st August.

2. The refit in Williamstown Dockyard continued through out the month. Fortunately the Captain of H.M.A.S. QUICKMATCH (Lieutenant Commander D.J.STEVENS, R.A.N.) was able to make available part of his engine-room and leave complement to assist with ANZAC's refit. This enabled more work to be undertaken during the strike of Dockyard Employees, than I had anticipated.

3. On Friday 16th August, I flew to Sydney and the next day participated in a conference in H.M.A.S. SYDNEY precided over by Captain D (10) (Captain R. RHOADES, D.S.C. A.D.C. R.A.N.) to discuss the progress of the refits of TOBRUK and ANZAC and the programme for the two ships from the end of the refit period until their departure for Malayan waters on 16th November. I returned to Melbourne by air the same evening.

4. The Dockyard employees returned to work on Tuesday 30th August and the General Manager, Williamstown Dockyard, (Acting Captain (E) G.McD. WILSON, D.S.O. R.A.N.) requested another conference with Ship's Officers to decide what additional items could be undertaken by the Dockyard.

Conduct and Morale.

5. The conduct of the Ship's Company during the period under review has been satisfactory. There have been a large number of Officer and Rating movements during the month and I foresee that it will take a month or two for the Ship to settle down again.

Sports.

6. Owing to the leave and refit periods there has been no organised sport during the month.

Officers' Appointments.

7. Out.

Lieutenant Commander(E) E.D. BENNETT. R.N.

Lieutenant J.V. SNOW. R.A.N.

Lieutenant G.J.M. CLARK, R.A.N.

In.

Lieutenant (E) L.G. BENNETT. R.A.N.

Lieutenant J.D. GOWDY, R.N.

Sub. Lieutenant S.B. GRIFFITH. R.A.N.

COMMANDER, R.A.N.
CAPTAIN.

20/1/4.

H.M.A.S. ANZAC,
At Williamstown.

2nd August, 1955.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF JULY, 1955.

Sir,

I have the honour to submit the Report of Proceedings for the month of July, 1955, of H.M.A.S. ANZAC under my command.

1st July - 2nd July - At Singapore.

2. At the beginning of the month ANZAC was secured alongside H.M.A.S. ARUNTA in Stores Basin, Singapore Naval Dockyard.

2nd July - 8th July - Singapore to Darwin.

3. At 0900 Saturday 2nd July, I slipped and proceeded astern out of the basin, this manoeuvre being complicated by the fact that a large floating crane had been secured alongside the R.F.A. WAVE VICTOR at the mouth of the basin leaving me a gap of only 70 feet to get through. I was followed by TOBRUK and when clear Formation 1 was assumed and both ships proceeded down Singapore Straits.

4. At 1240 TOBRUK was ordered to keep loose station and both ships set course across the China Sea, running into several heavy squalls during the afternoon.

5. Both ships followed the normal course for Darwin except for a slight deviation early in the forenoon of Monday 4th in position 05° 07'S, 111° 23'E to investigate a reported shoal. The least depth recorded was 23 fathoms but the echo sounding trace did give definite indications of a definite ridge in the area.

6. Clocks were advanced 60 minutes to Zone -8½ on Monday 4th.

7. During the forenoon and afternoon watches of Tuesday 5th both ships passed through Lombok Strait and encountered a very severe 'rip' at the southern end, extending over a distance of about 15 miles.

8. On Wednesday 6th ANZAC carried out a series of gun functioning trials with the 4.5" and close range weapons. During the afternoon a major damage control exercise was carried out. This will be made the subject of a separate report.

9. Clocks were advanced 60 minutes to Zone - 7½ on Thursday 7th.

10. At 0656 Friday 8th ANZAC and TOBRUK anchored in the Quarantine Anchorage of Darwin harbour. Shortly afterwards the Port Medical Officer boarded the ship and after carrying out a medical inspection of the ship's company granted me a Pratique for Darwin only.

11. AT 0755 I weighed anchor and proceeded alongside Refitting Wharf for fuel, stores and free freight.

..... 2.

12. The local Customs Officers inspected the ship and our purchases and granted me clearance in an hour and a half.

8th July - 16th July - Darwin to Sydney.

13. At 1330 I slipped and proceeded at 12 knots on the normal route for Sydney. TOBRUK was delayed by the Customs and did not rejoin until 2200 that night when I resumed normal speed.

14. At 0047 Saturday 9th course was altered to 090 for the Carpenteria Light Vessel, and at 1830 on Sunday 10th Booby Island Light was raised bearing 084° 20 miles. During the night the passage through Torres Strait and Adolphus Channel was made and then followed the long passage down the northern part of the Great Barrier Reef, which passed uneventfully except for a series of squalls and a persistent strong south easterly breeze.

15. At 0920 Tuesday 12th I called TOBRUK alongside and transferred my North Queensalnd libertymen and mail and then TOBRUK proceeded to Cairns whilst I carried on at 10 knots until she rejoined at 1640 and passed mail back to me.

16. Both ships passed through Whitsunday passage during the forenoon of Wednesday 13th but the weather was so bad that my Ship's Company were unableto see the surrounding islands which was disappointing.

17. When clear of the passage I manoeuvred so as to pass close to TOBRUK for photographs taken by a photographer from the Sydney Morning Herald.

18. The passage south to Sydney was uneventful and both ships passed through the Heads and stopped off the Quarantine Anchorage Watsons Bay at 0701 Saturday 16th. After the Pratique had been granted TOBRUK went ahead and secured alongside H.M.A.S. BATAAN at Centre Cruiser Wharf. I secured alongside TOBRUK.

16th July - 19th July - At Sydney.

19. During the forenoon Captain (D)(Captain R. RHOADES, D.S.C., A.D.C., R.A.N.) re-assumed command of TOBRUK and as Captain (D), 10th Destroyer Squadron.

20. On Monday 18th three torpedoes were dis-embarked and fuel w as taken from TOBRUK.

21. During the forenoon I, in company with the ex-Captain of TOBRUK,(Lieutenant Commander G.J. WILLIS, R.A.N.) waited on the Chief Staff Officer to the Flag Officer Commanding Her Majesty's Australian Fleet in H.M.A.S. SYDNEY (Captain W.H. HARRINGTON, D.S.O., R.A.N.) and later had the pleasure of staying to luncheon with him.

22. At 0915 on Tuesday 19th ANZAC shifted berth to the Fitting Out Wharf under her own power, so as to have a crane available to dis-embark the remaining two torpedoes and the tachometric boxes from the S.T.A.A.G. Mountings.

19th July - 21st July - Sydney to Melbourne.

23. At 1430 I slipped from Fitting Out Wharf and after clearing the heads at 1500 commenced working up immediately for the Quarterly Full Power Trial.

24. Full Powerewas reached at 1530, and the trial completed at 1600. The short choppy sea gave ample scope for the photographers from the Melbourne Age to get action photographs.

25. On completion of the Full Power Trial I ballasted with 130 tons of water due to the unsettle state of the weather.

..... 3.

26. At 0830 Wednesday 20th ANZAC rounded Gabo Island Light and during the passage across to Wilson's Promintory, a pattern of live squid was fired for the benefit of the Press photographers.

27. Wilson's Promintory was rounded at 2200 and the lights of Point Lonsdale raised at 0415. The ship passed through the South Channel at 0630, but on approaching Hobson's Bay ran into thick fog so that the passage from Faulknor Light to Nelson Pier had to be done by radar, but no difficulties were experienced.

28. ANZAC berthed at Outer West Nelson Pier at 0900 and commenced de-ammunitioning immediately.

29. Owing to the Dockyard strike the refitting programme was disorganised and various steps were taken to progress as much work as possible until the strike has been settled.

30. ANZAC shifted berth by tugs to the Dockyard Pier alongside VENDETTA at 0900 Tuesday 26th July, and remained there for the remainder of the month.

Condition of the Ship.

31. The condition of the ship remains satisfactory.

Conduct and Morale.

32. The conduct of the Ship's Company continues to be good.

Sport.

33. There has been no organised sport during the month.

Officers' Appointments.

34. There have been no officer movements during the month.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) G. J. B. CRABB

COMMANDER, Royal Australian Navy.

Enclosures: Appendix 'A'
" 'B'.

Appendix A to ANZAC'S letter 20/1/4 dated 2nd August, 1955.

REPORT OF PROCEEDINGS FIGURES JULY, 1955.

Distance steamed during the month	5048.9 miles.
Distance steamed since commissioning	171449.56 miles.
Hours underway during the month	369 28/60.
Hours underway since commissioning	12291 58/60.
Distance run per ton of oil fuel	4.7 miles.
Average speed since commissioning	13.94 knots.
Date of commissioning	14th March, 1951.

-o-o-o-o-o-o-o-o-o-o-o-o-o-o-

Economical speed was exceeded once during the month due to Quarterly Full Power Trial being carried out on 19th July, 1955.

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Appendix B to ANZAC'S letter 20/1/4 dated 2nd August, 1955.

WHALE OBSERVATION REPORT.

Nil.

-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-

Appendix A to ANZAC'S letter 20/1/4 dated 2nd August, 1955.

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Appendix B to ANZAC'S letter 20/1/4 dated 2nd August, 1955.

WHALE OBSERVATION REPORT.

Nil.

-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-

20/1/4.

H.M.A.S. ANZAC,
At Williamstown.

2nd August, 1955.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF JULY, 1955.

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I have the honour to submit the Report of Proceedings for the month of July, 1955, of H.M.A.S. ANZAC under my command.

1st July - 2nd July - At Singapore.

2. At the beginning of the month ANZAC was secured alongside H.M.A.S. ARUNTA in Stores Basin, Singapore Naval Dockyard.

2nd July - 8th July - Singapore to Darwin.

3. At 0900 Saturday 2nd July, I slipped and proceeded astern out of the basin, this manoeuvre being complicated by the fact that a large floating crane had been secured alongside the R.F.A. WAVE VICTOR at the mouth of the basin leaving me a gap of only 70 feet to get through. I was followed by TOBRUK and when clear Formation 1 was assumed and both ships proceeded down Singapore Straits.

4. At 1240 TOBRUK was ordered to keep loose station and both ships set course across the China Sea, running into several heavy squalls during the afternoon.

5. Both ships followed the normal course for Darwin except for a slight deviation early in the forenoon of Monday 4th in position 05° 07'S, 111° 23'E to investigate a reported shoal. The least depth recorded was 23 fathoms but the echo sounding trace did give definite indications of a definite ridge in the area.

6. Clocks were advanced 60 minutes to Zone -8½ on Monday 4th.

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8. On Wednesday 6th ANZAC carried out a series of gun functioning trials with the 4.5" and close range weapons. During the afternoon a major damage control exercise was carried out. This will be made the subject of a separate report.

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11. AT 0755 I weighed anchor and proceeded alongside Refitting Wharf for fuel, stores and free freight.

..... 2.

12. The local Customs Officers inspected the ship and our purchases and granted me clearance in an hour and a half.

8th July - 16th July - Darwin to Sydney.

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16th July - 19th July - At Sydney.

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..... 3.

26. At 0830 Wednesday 20th ANZAC rounded Gabo Island Light and during the passage across to Wilson's Promintory, a pattern of live squid was fired for the benefit of the Press photographers.

27. Wilson's Promintory was rounded at 2200 and the lights of Point Lonsdale raised at 0415. The ship passed through the South Channel at 0630, but on approaching Hobson's Bay ran into thick fog so that the passage from Faulknor Light to Nelson Pier had to be done by radar, but no difficulties were experienced.

28. ANZAC berthed at Outer West Nelson Pier at 0900 and commenced de-ammunitioning immediately.

29. Owing to the Dockyard strike the refitting programme was disorganised and various steps were taken to progress as much work as possible until the strike has been settled.

30. ANZAC shifted berth by tugs to the Dockyard Pier alongside VENDETTA at 0900 Tuesday 26th July, and remained there for the remainder of the month.

Condition of the Ship.

31. The condition of the ship remains satisfactory.

Conduct and Morale.

32. The conduct of the Ship's Company continues to be good.

Sport.

33. There has been no organised sport during the month.

Officers' Appointments.

34. There have been no officer movements during the month.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) G. J. B. CRABB

COMMANDER, Royal Australian Navy.

Enclosures: Appendix 'A'
" 'B'.

Appendix A to ANZAC'S letter 20/1/4 dated 2nd August, 1955.

REPORT OF PROCEEDINGS FIGURES JULY, 1955.

Distance steamed during the month	5048.9 miles.
Distance steamed since commissioning	171449.56 miles.
Hours underway during the month	369 28/60.
Hours underway since commissioning	12291 58/60.
Distance run per ton of oil fuel	4.7 miles.
Average speed since commissioning	13.94 knots.
Date of commissioning	14th March, 1951.

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Economical speed was exceeded once during the month due to Quarterly Full Power Trial being carried out on 19th July, 1955.

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Appendix B to ANZAC'S letter 20/1/4 dated 2nd August, 1955.

WHALE OBSERVATION REPORT.

Nil.

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20/1/4.

H.M.A.S. ANZAC,
At Sea.

11th July, 1955.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF JUNE, 1955.

Sir,

I have the honour to submit The Report of Proceedings for the month of June, 1955, of H.M.A.S. ANZAC under my command.

1st June - 7th June - Darwin to Singapore.

2. The early morning of 1st June found H.M.A.S. ANZAC in company with other ships of H.M.A. Navy and H.M.N.Z. Navy, carrying out a search for ships of the Royal Navy and Royal Fleet Reserve, who represented the enemy.

3. Shortly after 0400 radar contact was made by the two wing ships (H.M.A.S. QUADRANT and H.M.N.Z.S. PUKAKI). The O.T.C. (Captain J.F. Whitfield, D.S.C., R.N.) in BLACK PRINCE formed the striking force (BLACK PRINCE, ARUNTA, WARRAMUNGA, TOBRUK and ANZAC) into line of bearing, and shortly after sunrise, increased speed to 26 knots to close the enemy who were now in sight.

4. H.M.N.Z.S. KANIERE, representing a Guided Missile Ship fired one weapon at ARUNTA and reduced her speed to 10 knots. The enemy destroyers laid a smoke screen in front of the convoy (represented by R.F.A. GOLD RANGER) whilst H.M.S. NEWCASTLE (flying the flag of the Flag Officer, Second-in-Command, Far East Station, Rear Admiral R.F. ELKINS, C.B., C.V.O., O.B.E.) continued to close us.

5. The action completed shortly after 0700 as the Commonwealth ships were about to increase speed to 30 knots to break through the enemy line and administer the coupe de grace.

6. Thus ended the second battle of the Glorious First of June. A medal was struck by BLACK PRINCE to commemerate the event and one was presented to me after arrival at Singapore.

7. The Flag Officer, Second-in-Command now assumed command of the combined force and ships were formed in a convoy screen.

8. At 1415 I proceeded alongside NEWCASTLE for the transfer of mails and correspondence.

9. Throughout the day ships fuelled from GOLD RANGER in pairs. Being a small tanker only, her rate of pumping to two ships simultaneously was extremely slow, but I happened to be last in the queue and received 253 tons in just over one hour. The operation was completed after dark, and all ships were then stopped, the First Lieutenants took command, and I with all the other Commanding Officers repaired on board the Flagship where we had the pleasure of being entertained to dinner on the Quarterdeck, by the Admiral.

..... 2.

10. At 2130 all ships were stopped again and I returned onboard to find that practically the whole Wardroom was on the bridge ~~was on the bridge~~ observing the skill with which the various First Lieutenants just managed to miss hitting each other. I understand that the guide of ANZAC's column had made various signals which were quite unintelligible to all others in the column and that each temporary Commanding Officer had had to use a great deal of skill and judgment. My First Lieutenant was assisted to his cabin but after a good night's sleep almost recovered his equanimity.

11. During the preceding two days H.M.A.S. ARUNTA (Commander K.W. TAPP, R.A.N.) had had trouble with her evaporators and was running short of feed and fresh water. Consequently at 0630 on Thursday 2nd, I went alongside and transferred 15 tons of water, after which I resumed my station on the screen just in time to take part in Screen exercises (Screen Funex) which occupied the remainder of the forenoon. The afternoon was spent in carrying out a dummy sector torpedo attack with H.M.S. COSSACK (Captain (D) 8) as the target. The conditions were ideal and the attack appeared to be quite impressive.

12. That night the destroyers carried out a Divisional line of head torpedo attack on the two cruisers. A very real menace of unlighted fishing boats existed in the area, and several times during the approach it was necessary to take last minute avoiding action to miss these craft. I think by the end of the evening the fishermen must have also been in a slightly tense state.

13. On the morning of 3rd June, I transferred another 15 tons of water to ARUNTA and was told that this would enable them to have their first wash for six days.

14. During the forenoon, fleet manoeuvres were carried out but due to the large area over which the ships were dispersed it took nearly two hours to rotate the axis 120 degrees. By the time this was completed, it was time for ships to form up for the next exercise which was to practice a tight formation which was to be used for anchoring in Singapore Roads on Thursday 9th June, the Queen's birthday. Ships were stationed within 1½ to 2 cables, and it was found necessary to remain in this formation most of the afternoon with ANZAC as guide, until the ships got used to station keeping in close formation.

15. Convoy screen was reformed at dusk.

16. The morning of Saturday 4th was spent in carrying out the normal duties of a destroyer on a convoy screen - changing station several times, going alongside NEWCASTLE for bread, and refuelling from GOLD RANGER. Unfortunately she was able to give me 35 tons only. Phase 1, Serial 2, Part 1 of ANZEX completed at 1235 GH.

17. At 1600 ships were detached for Part 2 of Serial 2 which was attacks by two raiders on the convoy. I was sent out 15 miles on the port wing as a scout with full restrictions on radar. The first raider wassighted at 2200 and from then until 1700 the next day the convoy was continually threatened and the two groups of destroyers were kept busy repelling thrusts and attacks.

18. At 1700 Sunday 5th, Serial 2, Part 2 was completed and once again a convoy screen was formed in readiness for Serial 2 Part 4, which commenced at 0200 Monday 6th.

19. Due to the asdic conditions in the area many false echoes were reported and it was extremely difficult to discriminate between true and false echoes.

20. An air attack was expected during the afternoon of 6th, but it was most disappointing to all concerned when firstly one Canberra bomber, then one Beaufighter followed by two Lincolns flew quietly over the strong naval force. I assume that the R.A.F. were preoccupied with the bandits in Malaya and could not spare aircraft to come and play with us.

..... 3.

21. At 1642 on this day my main sperry gyro compass broke down due to overheating. Fortunately my sperry minor had ceased being temprameental and was functioning well at this time, so no inconvenience was caused. The main gyro was functioning again 2 hours later.

22. Before dark the Force was split into two divisions, NEWCASTLE leading the first and BLACK PRINCE the second, preparatory to entering Johore Straits the next morning.

23. At 0120 Tuesday 7th, Berakait Light was raised followed by Horsburgh Light at 0316. At 0600 the division stopped for 30 minutes whilst NEWCASTLE connected two shafts. We then proceeded up Johore Straits and ANZAC secured alongside No. 13 berth in the Naval Dockyard at 0848. Thirty minutes later WARRAMUNGA secured alongside me.

7th June - 10th June - At Singapore.

24. The arrival of the Commonwealth force at the Singapore Naval Base threw a severe strain on local resources, as I was told it was many years since so many ships had been present at the same time. However, the refuelling and storing of all ships proceeded smoothly and by P.M. Wednesday 8th ANZAC was ready for sea again.

25. On the evening of Tuesday 7th, I had the pleasure of attending a cocktail party given by the Captain and officers of H.M.S. TERROR. This party afforded us the first opportunity of meeting the officers from the R.N. Ships taking part in ANZEX and was a most enjoyable function.

26. During the forenoon of Wednesday 8th, I had the pleasure of receiving a call from the Commanding Officer of H.M.S. NEWCASTLE (Captain R.B. Honeywill, R.N.) who had expressed a wish to see an Australian 'Battle' at close quarters as he had been so impressed with their looks from afar.

27. That afternoon I attended a 'Wash-Up' at the R.A.F. Station at Seletar. This 'Wash-Up' was conducted most efficiently by the ~~International~~ INSTRUCTIONAL Staff of A.J.A.S.S. and, although it lasted three hours, proved beneficial to all concerned.

28. At 0740 on Thursday 9th, ANZAC slipped from No. 13 berth and followed QUADRANT, ARUNTA and WARRAMUNGA down Johore Straits. Other ships of the force proceeded in similiar units until Johore Shoal Buoy was rounded when the special anchoring formation was taken up. At 1044 ANZAC anchored in Man-o-War anchorage Singapore, and dressed ship overall in honour of the Queen's birthday.

29. At 1140 I repaired on board the flagship, where I had the honour of being present together with the other Commanding Officers at a short ceremony at noon, which was attended by the Commander-in-Chief, Far East Station (Vice Admiral A.K. SCOTT-MONCRIEFF, C.B., C.B.E., D.S.O.). It turned out that it became a double celebration because in addition to drinking the Loyal toast, we were able to congratulate the Commander-in-Chief on his knighthood which had just been announced.

30. That afternoon I had the pleasure of attending a Garden Party at Government House, Singapore, followed by a cocktail party given by the General Officer Commanding, Singapore (General D.D. TULLOCH, D.S.O.) and a dinner party given by the Commander-in-Chief and Lady Scott-Moncrieff.

31. I found the pace rather over-powering although it was most generous of those concerned to entertain us so liberally.

10th June - 21st June - At Sea and en route to Manila.

32. At 0900 the next day the force weighed anchor and proceeded down Singapore Straits by Divisions.

..... 4.

33. In accordance with the exercise orders we could expect a similated A bomb attack (represented by a depth charge dropped from a Sunderland aircraft) at any time during the day. The expected attack developed at 1340 and all ships took independent action to avoid the fall out.

34. During the afternoon there were several A/S actions but no submarines were actually detected and at 1908 the destroyers and frigates anchored in circular formation on NEWCASTLE in Telok Tekek, Palau Tioman.

35. Commencing at 1930 that evening the force was attacked by a group of frogmen who succeeded in placing dummy charges on four ships. Within safety limits, full precautions were taken but it was a revealing demonstration of just how serious a threat this type of attack would be to a fleet in an unprotected anchorage.

36. At 0800 Saturday 11th ANZAC weighed and proceeded with TOBRUK in company and carried out long range and close range AA firings at a sleeve target during the forenoon followed by a CASEX with H.M.S. CONCORD (Commander A.G. McCRUM, R.N.) and H.M. Submarine THOROUGH in the afternoon. The asdic conditions were extremely bad which was a pity as I had a number of observers on board including Mr. Vincent Deow of the Nan Siang Pau newspaper, the Squadron Gunnery Officer and two midshipmen from NEWCASTLE, the Gunnery Officer and Gunner from BLACK PRINCE.

37. The CASEX was completed at 1600 and CONCORD and ANZAC proceeded in company carrying out high speed manoeuvres, finally anchoring at 1720.

38. At 2300 that night ANZAC weighed anchor and in company with the other destroyers of the 8th and 10th Destroyer Squadrons proceeded to carry out a cross over patrol whilst waiting for NEWCASTLE and BLACK PRINCE.

39. When the cruisers were clear of the swept channel, a bent line screen was formed and ships proceeded for Phase 2, Serial 2, an Interdiction Exercise off the eastern coast of Malaya.

40. At 1730 Sunday 12th ANZAC took up her patrol station near the southern boundary of the exercise area and acted as 'back-stop' - the last line of defence should any of the little ships break through or by-pass the two main patrol groups to the northward.

41. A damp and windy night was spent in intercepting and challenging merchant ships and fishing boats but it was not until well after dawn on the 13th that any of the small craft of the Malayan Navy got down to my area. I then had a little fun intercepting and 'shooting up' the small craft who were attempting to sneak down the coast just outside the three mile limit.

42. The exercise terminated at 1045 and at 1130 the force re-formed and proceeded to rendezvous with the convoy for the next serial.

43. At 1930 that night TOBRUK (Lieutenant Commander G.J. WILLIS, R.A.N.) came alongside to transfer hand messages. Just as she cast off her line, she suffered a fuel pump failure, and lost all power. Due to prompt action on the part of her Commanding Officer, no ill effects were suffered except by my nerves.

44. At 0355 Tuesday 14th ARUNTA and WARRAMUNGA were detached to go ahead and fuel. At 0547 I went alongside NEWCASTLE for the transfer of mail and bread, after which the rendezvous with the convoy was made, and a convoy screen formed with COSSACK, CONCORD, TOBRUK and ANZAC forming a striking force 10 miles ahead.

45. At 1621 that afternoon I obtained a firm A/S contact but at the same time sighted a raider (BLACK PRINE) approaching from the starboard bow. I was ordered to remain with the contact whilst the other destroyers drove off the raider. This incident was typical of many which occurred throughout the exercise.

..... 5.

46. During the forenoon of Wednesday 15th, I fuelled from R.F.A. WAVE VICTOR receiving 324 tons in just over 2 hours. On completion I was called alongside NEWCASTLE for mail and spent the rest of the afternoon distributing correspondence to eight ships of the force.

47. Early on the morning of Thursday 16th, E.M.II CURTIS fell down the last three steps of a ladder and knocked his head severely. The Squadron Medical Officer (Surgeon Lieutenant P. TURNER, R.A.N.) who was onboard at the time, diagnosed the injury as severe concussion. I informed the Flag Officer, Second-in-Command, Far East Station, and he immediately made arrangements for the rating to be transferred to H.M.S. COSSACK and for that ship to return to Singapore with all despatch. For this prompt action, I was sincerely grateful. CURTIS made a good recovery and was able to rejoin before the end of the month.

48. Thursday 16th had been set aside as a replenishment period. During the forenoon I went alongside WAVE VICTOR and received another 155 tons of furnace fuel oil. Whilst alongside the tanker, H.M.S. COMUS came alongside me to receive an Army observer who had spent two hours on board having a quick look at the ship.

49. On completion of fuelling I proceeded to R.F.A. FORT CHARLOTTE and in the course of 15 minutes received over four tons of Naval and Victualling stores. The manner in which the stores were despatched by FORT CHARLOTTE was most impressive.

50. My transfers for the day were finished off by passing bread to WARRAMUNGA and the Medical Officer to TOBRUK.

51. At 1600 the 10th Destroyer Squadron was detached for the last serial of ANZEX - a Hunter Killer exercise.

52. At 0230 ANZAC and TOBRUK were detached by Commander (D) 10, to patrol the northern half of the allocated sector. At 1043 TOBRUK sighted a periscope and both ships carried out an A/S action culminating in the surfacing of THOROUGH at 1203. For the first time since the beginning of ANZEX the two 'Battles' worked together on this occasion and it was a pleasure to find what a difference it made to have mutual understanding and previous experience together.

53. I remarked on several occasions the fact that for some reason unknown to me, almost obvious efforts were made to keep TOBRUK and ANZAC apart, even when in harbour. To my way of thinking that was a great pity.

54. The remainder of the day was spent by the four destroyers of the 10th Destroyer Squadron carrying out a search, which culminated in ANZAC gaining contact at 1915 and carrying out a short A/S hunt with TOBRUK. THOROUGH was again surfaced at 1959 and the exercise completed at 2000.

55. This completed the ANZEX exercises. From the point of view of the Captain of a private destroyer I make the following comments on the exercises as a whole:-

(a) The serials were too short. Normally not more than 24 hours were allowed for each serial and then it was necessary to rush off to get into position for the next.

(b) The absence of an aircraft carrier was heavily felt.

(c) The lack of co-operation by the R.A.F. in failing to supply adequate aircraft for air attacks on two occasions was a great disappointment.

(d) On many occasions the communication planning left much to be desired. At times even a modern destroyer like ANZAC was unable to supply all the lines required.

(e) The experience gained in fleet work and ship handling was most beneficial.

..... 6.

(f) The ease with which ships of the Royal Navy, Royal Australian Navy and Royal New Zealand Navy joined into one force on 1st June was most impressive.

(g) The manner in which the Royal Navy authorities dealt efficiently and expeditiously with strong compassionate cases, no matter where the ships were at the time, was greatly appreciated.

(h) A.J.A.S.S. handling of the 'Wash-Ups' was very much appreciated.

56. All the above points were mentioned at either the 'Wash-Ups' or to the relevant authorities at the time and it is not intended to render separate reports.

57. On completion of Serial 5, the 10th Destroyer Squadron proceeded to rendezvous with R.F.A. WAVE VICTOR. At 0802 on Saturday 18th, I went alongside the tanker and received 175 tons of furnace fuel oil.

58. At 1025, in company with BLACK PRINCE, QUADRANT and PUKAKI, ANZAC set course for Manila where we were due on Tuesday morning.

59. During the forenoon of Sunday 19th, the Chaplain of BLACK PRINCE was transferred to ANZAC and a short Church Service was held.

60. During the Dog watches I went alongside BLACK PRINCE and stayed there for about two hours to give the Officers of the Watch of both ships practice at handling ships whilst alongside. During this period experiments were carried out in various methods of passing lines between ships. Coston guns were carried, but lines were passed successfully by the following methods:- Line attached to a cricket ball and fishing line. Attempts with bows and arrows, golf balls (all overs) and footballs were not successful but provideda certain amount of entertainment.

61. During the forenoon of Monday 20th, I played at 'Postman' again and delivered correspondence for BLACK PRINCE to the other two ships of the force.

62. On this day we were fortunate enough to be within the area where it was possible to observe the total eclipse of the sun. This occurred at 1145 local time and enabled my Navigating Officer to fix the ship's noon position by star sight.

63. Once again during the Dog watches, I went alongside BLACK PRINCE for more line throwing practice.

64. At 2310 that night Cabra Island Light was raised distant 30 miles, and at 0120 Tue sday 21st, Corregidor Island Light was raised distant 34 miles..

65. Passing into Manila Bay at dawn on 21st, I could not but help reflecting on the scenes of chaos and destruction that must have been witnessed in this area in late 1941 and early 1942. I understand that the island of Corregidor is now a national monument.

66. All ships stopped inside the bay at 0600 and one hour was spent in touching up ships' sides preparatory to entering Manila Harbour.

67. A study of the approaches and the actual harbour of Manila shocked me with the number of wrecks in the vicinity. I counted over 40 sunken ships outside the breakwater, and many more were marked on the chart but not visible. I understand that practically all of them were sunk by the United States Forces when they were re-capturing the area.

68. ANZAC secured alongside the Philippine Navy Pier at 0915, but I was lying alongside for 10 minutes with two ratings only, handling my wires, before anyone came to tell me the correct position for the ship.

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69. Having had no advance information concerning official functions at Manila, I was looking forward to a quiet but interesting three days in the city. How wrong I was. Within five minutes of passing through the breakwater a Philippine Officer (our liaison Officer) boarded the ship and produced a printed list of official calls. Observing that we were to be there for three days only, I was slightly disappointed to see that the first day and a half were to be taken up with calls.

70. The following official calls were paid and received by the four Commanding Officers. British and Australian Charges d'Affaires, Department of Foreign Affairs, Secretary of National Defence, Chief of Staff Philippine Armed Forces, Flag Officer in Command, Philippine Navy and the Commander, United States Naval Forces, Philippines.

71. In addition, I had the pleasure of being present at cocktail parties given by the Australian Charge d'Affaires (Mr. Phillips) and by officers of the Philippine Navy. On Wednesday 22nd, I also attended a luncheon given at the British Embassy by the British Charge d' Affaires.

72. Early in the forenoon of Wednesday 22nd, the Captain of BLACK PRINCE (Captain J.F. WHITFIELD, D.S.C., R.N.) and the Captain of QUADRANT (Captain T.K. MORRISON, O.B.E., D.S.C., R.A.N.) laid wreaths on the tomb of the unknown soldier and the Rizal Monument (Philippines National Hero).

73. During the evening of Wednesday 22nd I had the pleasure of witnessing (in company with Mr. Barraclough, the managing director of Lever Brothers, and his wife) the national indoor game of Hai Alai, played in a large court, built on squash court lines, with curved baskets on the hand, and a ball the same size as, but harder than a cricket ball. It is a very fast and strenuous game, played by professionals imported from Spain.

74. The Commanding Officers and Officers of the four ships gave a combined cocktail party in BLACK PRINCE on the evening of Thursday 23rd, to which all the leading citizens and Senior Service Officers were invited.

75. ANZAC slipped from the wharf at 0850 Friday 24th and when all ships were clear of the harbour, course was set for Singapore.

76. This was my first visit to Manila and my main impressions were:-

(a) the terrific cost of living (milk was 2/9d. pint wholesale, golf balls 15/- each, and a normal meal for two cost about £12.10.-.)

(b) The enthusiasm of the Filipinos to build up a united nation.

(c) The hatred for the United States expressed quite openly on all sides.

(d) The high esteem in which Admiral Moore, our Australian Ambassador, is held by all classes of people.

77. During the night of Friday 24th and Saturday 25th the formation began to run into the edge of a tropical depression. Although the centre was over 200 miles away the swell was such that the New Zealand frigate PUKAKI was unable to maintain signalled speed of 14 knots and had to drop astern.

78. Throughout Saturday 25th and Sunday 26th the weather remained poor and all ships took a severe buffeting as we passed through the edge of the ~~north~~ south east and south west quadrants of the depression.

79. By the afternoon of Sunday 26th the weather had moderated sufficiently for QUADRANT to fuel by the astern method from R.F.A. GOLD RANGER and I went alongside BLACK PRINCE for mail and correspondence.

..... 8.

80. On Monday 27th speed was increased to 17 knots for about eight hours in order to ensure our timely arrival at Singapore Dockyard on Tuesday 28th. During the day ANZAC's demolition party was exercised in making up 3 lb. charges, and dropping them overboard.

81. At 0653 Tuesday 28th, Johore Shoal Buoy was abeam and the formation entered Johore Straits, ANZAC securing alongside ARUNTA in No. 6 berth at 0830.

82. Later in the forenoon I had the pleasure of being present at luncheon with the Flag Officer, Malayan Area (Rear Admiral E.H. SHATTOCK, O.B.E.) when the Australian Chief of Naval Staff (Vice Admiral R.R. DOWLING, C.B.E., D.S.O.) and the New Zealand Chief of Naval Staff (Rear Admiral J.E.H. McBEATH, D.S.O., D.S.C.) were the Guests of Honour.

83. The afternoon was spent at R.A.F., Seletar, with the 'Wash-Up' of the second part of ANZEX, once again able conducted by the A.J.A.S.S. staff.

84. In the evening the Commanding Officers and Officers of the visiting Commonwealth ships gave a combined cocktail party in BLACK PRINCE to repay some of the hospitality received during our visits to Singapore. Later I attended a dinner given by the Captain of H.M.S. NEWCASTLE (Captain R.B. HONNYWILL) after which I had the honour of attending a Ball given by the Commander-in-Chief, Far East Station and Lady Scott-Moncrieff.

85. I was very glad to get to bed early on the morning of 29th.

86. ANZAC fuelled and provisioned on Wednesday 29th and in the evening was open to Dockyard workers and their families who showed considerable interest in the R.A.N. Ships and were amazed to learn that TOBRUK and ANZAC were built in Australia.

87. During the forenoon of 30th June, the drafts in and out between ships of the 10th Destroyer Squadron took place. These drafts occasioned by the requirement for ARUNTA and WARRAMUNGA to remain innthe Malayan Area, had come as an unpleasant surprise to my Ship's Company, as they came without the slightest warning. However it was possible to obtain exchange drafts for several of the ratings who had strong reasons to return to Australia, but even so I feel that a certain amount of ill feeling towards the Service was caused through this matter.

88. It appeared to me, whilst visiting various ports during the period under review, that it might be beneficial, on futre occasions of a similiar nature, for ships of the R.A.N. to be supplied with the means whereby when distinguished visitors visit the ships (or even when the ships are open to visitors) some small souvenirs, such as pamphlets which are supplied by the Department of External Affairs, or small wooden momentoes should be made available as gifts to these visitors. I am certain that the good-will thus established would more than compensate for the small financial outlay involved. ANZAC has, on occasion, both in New Caledonia and during the ANZEX period presented a replica of the ship's crest to several distinguished local citizens and their appreciation of the presentation has been most marked. This is only a small point and it is not intended to make it the subject of a special report.

89. In spite of the adverse criticism contained in certain sections of this report, I personally have thoroughly enjoyed the ANZEX period, and it has been of the greatest benefit to my ship, my Officers and Ship's Company. I count myself most fortunate to have been in command of an Royal Australian Navy Battle Class Destroyer during the period.

Condition of the Ship.

90. The condition of the ship remains satisfactory.

Conduct and Morale.

91. The conduct of the Ship's Comapny continues to be good.

Sport.

92. During the month member sof the Ship's Company participated in sporting fixtures in Singapore and Manila. Sports played included soccer, rugby, tennis, basket ball, waterpolo,cricket and golf.

Officers' Appointments.

93. The following Officer movements took place during the month:-

7th June	Lieutenant D.M. ECKERSLEY-MASLIN, R.N. rejoined from H.M.A.S. WARRAMUNGA.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) G. I. B. CRABB

COMMANDER, Royal Australian Navy.

Enclosures: Appendix 'A'
Appendix 'B'

Appendix A to ANZAC'S letter 20/1/4 dated 11th July, 1955.

REPORT OF PROCEEDINGS FIGURES JUNE, 1955.

Distance steamed during the month	6593.4 miles.
Distance steamed since commissioning	166400.66 miles.
Hours underway during the month	496 49/60.
Hours underway since commissioning	11922 30/60.
Distance run per ton of oil fuel	3.88 miles.
Average speed since commissioning	13.95 knots.
date of commissioning	14th March, 1951.

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Economical speed has been exceeded on numerous occasions during the month due to ANZEX exercises.

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Appendix B to ANZAC'S letter 20/1/4 dated 11th July, 1955.

WHALE OBSERVATION REPORT.

Nil.

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20/1/4.

H.M.A.S. ANZAC,
At Sea.

6th June, 1955.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR THE MONTH OF MAY, 1955.

Sir,

I have the honour to submit the Report of Proceedings for the month of May, 1955, of H.M.A.S. ANZAC under my command.

1st May - 3rd May - Noumea to Brisbane.

2. At the beginning of the month H.M.A.S. ANZAC was secured to the main wharf of Noumea, New Caledonia.

3. Sunday 1st May, was the last day of our visit to this city and although I, and my Officers and Ship's Company had had a most enjoyable time during our stay, I think that seven days is quite sufficient for any small ship to have to compete with the hospitality offered.

4. At 1500 I said good-bye to the Australian Consul, Dr. J. Cumpston, and the ship slipped and proceeded out of harbour watched by quite an impressive crowd of all creeds and colours.

5. By 1620 the ship had passed through the Western Boulari Channel and was in open waters on the way to Brisbane.

6. In accordance with instructions contained in C.N.O. 768/54 a trial was carried out with the boilers steaming at low pressure. The results were satisfactory.

7. Normal sea routine was carried out during Monday 2nd, the clocks being retarded half an hour (Zone -10½) at 1815.

8. During the daylight hours of Tuesday 3rd, the ship was steered from the emergency conning position, to give quartermasters practice in changing over steering and steering from one of the alternative positions.

9. Clocks were retarded half anahour (Zone -10) at 1815.

10. Cape Moreton Light was raised at 1910, and after waiting off Caloundra Head whilst two merchant ships cleared the channel, H.M.A.S. ANZAC entered Moreton Bay at 2210. During the passage up the channel it was often necessary to steer 10° to 15° off course in order to counter the strong ebb tide. However, the experience gained from my previous passage up and down the Bay a fortnight ago stood me in good stead and I was able to supervise the navigation in an outwardly calm manner even though I didn't feel particularly peaceful internally.

11. The ship anchored off Pile Light at 0053 on 4th May.

12. I had received information from the Resident Naval Officer, Queensland, that due to the crowded state of the Port of Brisbane, I would have to berth at Cairncross Dock Wharf. A study of the latest chart held showed that there were several patches in the approach to this berth were there was 19 feet of water only, with 21 feet alongside.

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13. As the visit to Brisbane was mainly of a social nature and there were no operational requirements, I considered that it was not worth the risk of part of the ship touching bottom by going to this berth. My communication 030827Z May refers. My opinion was substantiated by the two Brisbane Reserve Officers on board, who informed me that due to the recent floods in the river there would probably be even less water than shown on the chart.

14. R.N.O., Queensland, then offered me a pilot and the latest chart. I declined the former and accepted the latter, which was brought on board for me by the Boom Defence Officer from H.M.A.S. MORETON. I had weighed anchor and proceeded towards Pile Light in anticipation of proceeding up the river, but when I saw that the depth of water on the new chart was even less than on mine, I turned around and anchored again.

15. I then informed the Flag Officer Commanding Her Majesty's Australian Fleet and other interested authorities of the position. My communication D.T.G. 032227Z May refers, and as I was getting short of fuel, decided that if no answer was received by 1700, I would weigh and return to Sydney.

16. During the day the two R.A.N.R. Officers and twenty two ratings who had been embarked for thirteen days annual continuous training, were disembarked. In the afternoon I presided over a Selection Board for Reserve ratings desirous of obtaining a Commission.

17. To my relief a reply was received from F.O.C.A.F. at 1610 approving my action in not proceeding up the Brisbane River, and I immediately weighed anchor and proceeded out of Moreton Bay, clearing Caloundra Head at 1920.

4th May - 6th May - Brisbane to Sydney.

18. The passage from Moreton Bay to Sydney was uneventful except that a 2½ knot southerly set was experienced which enabled me to reduce speed and arrive at Sydney with over 30% fuel remaining, which I had not thought would be possible when no fuel was obtained at Brisbane.

19. It was during this passage that a discussion took place concerning the new titles allocated to the ratings of the Engine Room and Electrical branches. The opinion was expressed that as ratings in the Engine Room branch are called Engineering Mechanics and Electrical ratings are called Electrical Mechanics, the only non-mechanical branch is the seaman branch. It was suggested that to conform with the modern trend, Seamen should be called Nautical Technicians, but I do not propose to forward this suggestion officially.

20. Macquarie Light was raised at 0517 on Friday 6th and at 0830 I secured alongside South Cruiser Wharf. Fuelling and storing ship were carried out during the day.

21. H.M.A.S. QUADRANT secured alongside at 1525.

6th May - 17th May - At Sydney.

22. At 0933 on Sunday 8th, my Officer of the Day noticed smoke coming from the small floating dock ahead of the ship. All available hands were immediately despatched with firefighting equipment and assisted the Dockyard Police to,extinguish a fire in the dock's galley and one of the cabins.

23. At 0945 on Monday 9th H.M.A.S. QUADRANT slipped from alongside and proceeded to sea for exercises. During the forenoon I carried out rounds of the Magazines and Storerooms. H.M.A.S. QUADRANT returned alongside at 1945.

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24. On Tuesday 10th, the Press made short announcements concerning the forthcoming ANZEX exercises. I felt that for my Officers and Ship's Company to hear through the Press that within a week they would be leaving for three months exercises and cruising, imposed a severe strain on their private affairs and family ties which is not normally expected in peacetime. The few urgent compassionate cases arising out of this late notification of the exercise period were dealt with expeditiously and efficiently by the Port Chaplain and his staff. I regret that through an oversight on my part personally, Able Seaman THOMAS was not discharged to a shore establishment as recommended by the Flag Officer in Charge East Australian Area. Since this occurence I have modified the internal organisation of the ship to prevent a recurrence of this error.

25. On Tuesday 10th, Wednesday 11th and Thursday 12th, all Officers and 248 out of 251 ratings borne completed the Annual Rifle Shooting Course at the Long Bay Rifle Range. The co-operation of F.O.I.C.E.A. and his Staff Officers in organising the Rifle Range and transport at short notice was much appreciated.

26. At 0650 Friday 13th, H.M.N.Z.S. BLACK PRINCE secured to the Fitting Out Wharf and at 0720 H.M.A.S. TOBRUK secured outboard of H.M.A.S. QUADRANT on her return from a visit to Hobart.

27. During the forenoon, free freight stores for Darwin were embarked and final preparations were made for the ship's departure for the ANZEX exercises.

28. During the week-end 14th - 15th May, I was sorry to learn that the Captain of H.M.A.S. WARRAMUNGA was to be relieved on the 16th owing to ill-health. Having brought his ship forward from Reserve - always a trying time - it must have been most disappointing for Commander Hinchliffe to have to leave the ship on the eve of a series of interesting exercises.

29. At the same time I was most disappointed to hear that, due to urgent private matters, Captain (D) would be unable to accompany his Squadron for at least the first part of the ANZEX exercises.

17th May - 21st May - Sydney to Townsville.

30. At 0935 on Tuesday 17th May, I slipped from Garden Island and proceeded to sea in company with H.M.N.Z.S. BLACK PRINCE, H.M.A. Ships QUADRANT, ARUNTA, WARRAMUNGA and TOBRUK and H.M.N.Z.S. PUKAKI. When all ships were clear of the harbour they were formed into column led by BLACK PRINCE and steamed past H.M.A.S. COOTAMUNDRA who had a number of Press photographers embarked. On completion the destroyers and frigates formed a Bent Line Screen on BLACK PRINCE.

31. During the afternoon ANZAC carried out long range and close range A.A. Firings at a sleeve target towed by an aircraft from 723 Squadron. Due to the alterations in the ship's programme, this was the first chance there had been to carry out a sleeve firing this year and it was pleasing to note that the results were satisfactory and there were no failures of material.

32. At 2030 PUKAKI pulled out of the Screen due to engine trouble.

33. From early in the morning of the 18th the weather deteriorated rapidly and remained unpleasant for the rest of the day. All ships were exercised in Surface Attack Unit procedures and communications.

34. The Force raised Cape Moreton Light at 2110 on Wednesday 18th and proceeded north clear of Hervey Bay, when Officer of the Watch exercises were commenced at 0900 Thursday 19th. In the afternoon ANZAC carried out a Range and Inclination Exercise with BLACK PRINCE followed by a Day Star Shell Firing.

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35. During the evening the ships formed into two divisions for the passage through the Great Barrier Reef, the first being led by BLACK PRINCE and the second by QUADRANT. At 0140 a small surface contact was detected fine on the starboard bow, distant 3 miles. I attempted to inform BLACK PRINCE but the transmission was jammed by QUADRANT reporting the same contact. All ships turned to port and it was found later that the contact had been the Bell Cay Reef.

36. The forenoon of Friday 20th was spent in exercising transfers under way. TOBRUK came alongside me and Captain J.E. SMALLWOOD, R.N. was sent across on a jackstay looking slightly nervous. Having been refreshed with a double tot of rum it was interesting to note the careless abandon with which he faced the return journey. Whilst this transfer was in progress BLACK PRINCE took station on my starboard side to give her Commander practice at station keeping without actually passing transfer gear.

37. In the afternoon two Damage Control exercises were carried out on board. This was the first opportunity there had been for some time to carry out this type of exercise, so that most of the time was spent in checking gear and familiarizing ratings with their special Damage Control duties.

38. BLACK PRINCE, TOBRUK, QUADRANT and ANZAC anchored in company off Magnetic Island at 2145. Due to the state of the weather and the proximity of the lee shore (less than one mile) I set an anchor watch and kept steam for slow speed throughout the night. The other ships proceeded to Cairns for fuel.

39. At 0710, I weighed anchor preparatory to entering Townsville Harbour, but was delayed 20 minutes by S.S. KANIMBLA, who was due to enter before me. ANZAC secured port side to No. 5 berth at 0805. At 0845 TOBRUK secured alongside and both ships commenced fuelling.

40. During the forenoon, in company with the other Commanding Officers, I waited on the Captain of BLACK PRINCE and a small 'wash up' was held. Later Air Commodore HEFFERNAN, Air Officer Commanding North East Area, kindly took us to the Headquarters Mess for refreshments.

41. Privilege leave was granted to one watch for four hours. It was disappointing that time did not permit an overnight stay in Townsville as it is so seldom that ships other than frigates visit this area. A number of prominent local citizens expressed their disappointment and did not seem to be appeased when told that the ships were on operational duty.

42. TOBRUK slipped from alongside at 1700 and I followed 20 minutes later. The division formed up off Magnetic Island and course was set to rendezvous with ARUNTA, WARRAMUNGA and PUKAKI.

43. At 0830 Sunday 22nd, the Force formed up again and proceeded through the Barrier Reef.

44. By the evening of Monday 23rd we had cleared Cape York and passed through Torres Strait. Whilst following TOBRUK through the Strait, I noticed that she had slowed down. I swung out of line immediately and kept well clear as she hoisted the Not Under Command lights. This must have been a slightly tense moment for her temporary Captain (Lieutenant Commander G.J. WILLIS, R.A.N.) as the channel was narrow with a strong set. However the defect was repaired quickly and she rejoined soon afterwards.

45. At 0043 Tuesday 24th, Carpenteria Light Vessel was raised. Later in the forenoon ARUNTA, WARRAMUNGA, TOBRUK and ANZAC carried out a dummy torpedo attack on PUKAKI, which although good practice for the Torpedo Control Parties, was not executed very well.

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46. At 1315 ANZAC and PUKAKI detached, and I crried out a number of 4.5" sub-calibre firings at a splash target towed by PUKAKI.

47. On completion of the firings I rejoined the Force and ships were again exercised at Surface Attack Unit procedure.

48. Clocks were retarded half an hour (Zone -9½) at 1815.

49. During the forenoon of Wednesday 25th all ships were exercised in executing various zig-zag plans. In the afternoon BLACK PRINCE detached and, acting as a surface raider, attempted to attack the convoy represented by PUKAKI. The four destroyers carried out several attacks on the raider and shadowed her from sectors until dusk, when she made a determined attack on all ships in the area.

50. By the forenoon of Thursday 26th we were approaching Darwin and the speed was adjusted so as to arrive at 1420. ANZAC anchored in the Quarantine anchorage in company with B LACK PRINCE, and TOBRUK, whilst QUADRANT proceeded to the fuelling wharf.

51. The two Tribals were due to go alongside on arrival but as H.M. Submarine TACTICIAN had been delayed due to engine trouble and was still occupying the berth, they did not berth until approximately 1830.

52. During the afternoon I waited on Captain (F) 1, to discuss the exercises and the point that extra short leave was to be granted to the ships alongside. To me, this appeared to be an unnecessary discrimination and liable to cause trouble amongst the libertymen ashore. However I understand that it was done at the request of the local authorities, but I consider that when ships are working togethor they should all be able to give the same leave when in harbour. In the event, there was not the slightest trouble and the local Australian Broadcasting Commission Station made a point of mentioning this the next day and congratulating the Royal Australian Navy and the Royal New Zealand Navy on the behaviour of the ratings.

53. I weighed anchor at 0845 on Friday 27th and proceeded alongside Timber Jetty, securing at 0910. TOBRUK secured outboard shortly afterwards. During the forenoon both ships fuelled and ANZAC discharged the free freight.

54. I attended a 'wash up' of the 'PREP' exercises at Maratime Headquarters, and later, in company with the other Commanding Officers, had the pleasure of calling on the Administrator of the Northern Territory, the Honorable F.J.S. WISE and Mrs. WISE. Later the Naval Officer-in-Charge North West Australian Area (A/Captain S.H.K. SPURGEON, D.S.O.,O.B.E.,R.A.N.) and Mrs. Spurgeon entertained us to luncheon in the garden of their very pleasant residence.

55. At 1733 ANZAC slipped from Timber Wharf and proceeded out of harbour. When clear of the entrance, the destroyers and frigates formed a convoy screen on BLACK PRINCE.

56. At 0830 Saturday 28th, the ANZEX exercises commenced. Phase 1, Serial 1, Part 1, was an exercise designed to exercise ships and aircraft in the defence of a convoy passing through a submarine probability area. At 1730 I obtained a 'probable' submarine contact and proceeded to hunt, assisted by TOBRUK, who also considered it a 'probable' submarine. After some time however it was obvious that we had been deceived by wake echoes, which are very persistent in this area. Both ships rejoined the Screen.

57. Clocks were retarded one hour (Zone -8½) during the night.

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58. At 0555 ARUNTA and WARRAMUNGA were detached as a Surface Attack Unit to hunt a submarine contact reported by aircraft, with negative results. Part 1 completed at 0730.

59. At 1045 I closed ARUNTA and transferred three ratings who had been absent over leave when she left Darwin.

60. Part 2 of Serial 1 commenced at 1200. This was an exercise designed to train ships and aircraft in the art of hunting and killing submarines who are committed to a definite navigational objective. I was detached with ARUNTA, WARRAMUNGA and TOBRUK to hunt out an area. As it turned out, our Force passed right over the submarine but due to several factors, no detection was gained.

61. At 1130 on Monday 30th TACTICIAN was sighted steaming along sedately on the surface so we concluded that the submariners had claimed the points for that exercise.

62. BLACK PRINCE had been able to play little or no part in the proceedings so far, so, to relieve the monotony, her Captain took his ship alongside each of the destroyers and frigates during the Dog Watches, and passed correspondence.

63. Part 3 of Serial 1 commenced at 1230 on Tuesday 31st. This exercise, in effect was very similiar to Part 2, and the results were similiar - although the destroyers were homed on to a submarine contact by aircraft no detection was made. The exercise finished at 2000.

Condition of the ship.

64. The condition of the ship remains satisfactory.

Conduct and Morale.

65. The conduct of the Ship's Company continues to be good. One point concerning the Welfare of the Ship's Company may be of interest. Prior to leaving Sydney for the ANZEX exercises, my Cinema Officer attempted to obtain films for screening during the ship's absence from Sydney. However he was informed that it would cost £72.-.-. for four films (not programmes). After consideration, the Welfare Committee decided that £18.-.-. per film was too much for a small ship to pay and so the ship left on a two and a half month cruise without films. As the cinema is such an attraction in this modern age, it is a pity that arrangements could not be made to hire films at a more reasonable price. The Ship's Company have not complained in any way on this matter.

Sport.

66. Once again there was little opportunity for organised sport during the month. Several ratings played Rugby Union for Destroyers and Frigates in a knock out competition on 16th May. At Townsville on 21st May a combined Rugby team from ANZAC, TOBRUK and QUADRANT played the BLACK PRINCE. At Darwin on 27th May, ANZAC had several representatives in combined R.A.N. teams for cricket, water polo, soccer, tennis and basket ball in matches against the R.N.Z.N.

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Officers' Appointments.

67. The following Officer movements took place during the month:-

4th May	Lieutenant R.J.B. TRIMBLE, R.A.N.R.) Lieutenant (E) K.A. KRUMMEL, R.A.N.R.) discharged to shore on completion of 13 days Annual Continuous Training.
	Sub Lieutenant B.R. LEE, R.A.N. joined from H.M.A.S. PENGUIN.
9th May	Lieutenant D.M. ECKERSLEY-MASLIN, R.N. joined from H.M.A.S. WATSON.
12th May	Lieutenant Commander W.J. GRAHAM, R.N. joined from H.M.A.S. CERBERUS.
16th May	Lieutenant Commander A.H. McINTOSH, R.A.N. joined from H.M.A.S. ALBATROSS.
	Lieutenant D.M. ECKERSLEY-MASLIN, R.N. discharged temporarily to H.M.A.S. WARRAMUNGA.
4th May	Lieutenant J.G. YULE, R.A.N. discharged to H.M.A.S. MELVILLE.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) G. J. B. CRABB

COMMANDER, Royal Australian Navy.

Enclosures: Appendix "A"
Appendix "B"

Appendix A to ANZAC'S letter 20/1/4 dated 6th June, 1955.

REPORT OF PROCEEDINGS FIGURES MAY, 1955.

Distance steamed during the month	5534.4 miles.
Distance steamed since commissioning	159807.26 miles.
Hours underway during the month	403 59/60.
Hours underway since commissioning	11425 41/60
Distance run per ton of oil fuel	4.1 miles.
Average speed since commissioning	13.98 knots.
Date of commissioning	14th March, 1951.

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Economical speed has been exceeded on numerous occasions during the month due to Fleet Exercises.

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Appendix B to ANZAC'S letter 20/1/4 dated 6th June, 1955.

WHALE OBSERVATION REPORT.

Nil.

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20/1/4.

H.M.A.S. ANZAC,
At Sydney.

10th May, 1955.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR MONTH OF APRIL, 1955.

Sir,

I have the honour to submit the Report of Proceedings for the month of April, 1955, of H.M.A.S. ANZAC under my command.

1st April -4th April - At Sydney.

2. At the beginning of the month H.M.A.S. ANZAC was secured alongside H.M.A.S. TOBRUK in the Destroyer Trots, Farm Cove, Sydney.

3. At 1030 on Friday 1st April, the Flag Officer-in-Charge East Australian Area (A/Rear Admiral H.J. BUCHANAN, C.B.E., D.S.O., A.D.C.) arrived on board to return my call. After inspecting a Guard paraded in his honour, I had the pleasure of entertaining him to morning tea in my cabin. This visit was a pleasurable event for me because I served under the Admiral as his First Lieutenant when he was in command of H.M.A.S. NAPIER in 1944-45, and I now felt proud to be able to welcome him aboard my own destroyer.

4. The week-end was spent in harbour, during which time water and nine practice squid projectiles were embarked.

4th April - 6th April - Jervis Bay Area.

5. At 0900, Monday 4th April, H.M.A.S. ANZAC slipped from the Destroyer Trots and followed H.M.A.S. TOBRUK out of harbour. The ~~fore~~AFTERnoon was spent by both ships exercising steering breakdowns and giving Officers of the Watch practice at manoeuvring the ship alongside a dan buoy.

6. At 1205, H.M.A.S. WARRAMUNGA (Commander L.M. HINCHLIFFE, D.S.C., R.A.N.) left harbour and joined up. H.M.A. Ships ANZAC and WARRAMUNGA were then exercised in screening H.M.A.S. TOBRUK whilst the ships proceeded towards the Jervis Bay area. During the forenoon a rendezvous was made with H.M.A.S. SYDNEY (wearing the flag of the Flag Officer Commanding Her Majesty's Australian Fleet, A/Rear Admiral H.M. BURRELL), H.M.A.S. VENGEANCE (Captain O.H. BECHER, D.S.O., D.S.C.*, R.A.N.) and H.M.A.S. ARUNTA (Commander W.K. TAPP, R.A.N.). All ships carried out drills at Evening Quarters. H.M.A.S. ANZAC anchored in Jervis Bay at 1833.

7. Whilst weighing anchor in company with other ships at 0800, Tuesday 5th April, an Able Seaman (Able Seaman N.C. Came) slipped and fell over board through the guard rails. Fortunately I had not started to move main engines. Before a boat could be lowered a lifebuoy had been thrown to him and he had swum around and climbed inboard over the propellor guard. I understand that he was encouraged in his efforts by the thoughts of the several large sharks that had been sighted circling the ship the previous evening. I was most impressed and grateful to observe the immediate response from H.M.A.S. SYDNEY in the despatch of a helicopter to assist the rescue.

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8. When all ships were clear of the harbour, the destroyers formed a circular screen on the aircraft carriers and after exercising in this formation for a short time, the force split into small groups and carried out a surface tracking exercise in which H.M.A.S. ANZAC gained most points. On completion ships closed the Flagship for towing exercises. H.M.A.S. VENGEANCE took H.M.A.S. ANZAC in tow and H.M.A.S. SYDNEY towed H.M.A.S. TOBRUK. H.M.A.S. VENGEANCE just had time to get me under way when the exercise was terminated, but the drill appeared to be satisfactory, though a little slow in execution.

9. The 10th Destroyer Squadron was then detached to the Southwards and after opening out from the flagship, we turned and carried out a dummy spread torpedo attack on the two aircraft carriers. This was followed by a gunfire co-ordination exercise on H.M.A.S. SYDNEY's aircraft returning from co-operating with Army units.

10. The Admiral then led the force into Jervis Bay, where seaboats' crews were exercised recovering lifebuoys. All ships anchored at 1835.

11. All ships weighed and proceeded at 0730, Wednesday 6th April. When clear of the harbour H.M.A. Ships TOBRUK and ANZAC were detached to carry out a series of bombardments for the benefit of H.M.A.S. SYDNEY's observors. In accordance with the orders for the exercise, I laid a dan buoy at 0818, but unfortunately it sank almost immediately. This has been reported separately. A very considerable delay was caused by a motor vehicle being bogged in the target area and a fishing boat fouling the range. Neither ship was able to open fire until 1125, and the firings were completed by 1335. A rising South East swell prevented the operation of aircraft from H.M.A.S. SYDNEY and all ships returned to harbour, H.M.A.S. ANZAC anchoring at 1505. As a precaution, in the weather conditions prevailing at the time, I let go a second anchor under foot, set an anchor watch and kept steam for slow speed.

12. At 2300 all ships weighed anchor, and the destroyers led out of harbour, forming a bent line screen on the flagship when clear. Course was set for Sydney.

13. At daylight on 7th April, the Admiral reformed the force for entering Sydney Harbour. This manoeuvre was hampered somewhat by the heavy swell.

14. Whilst waiting for H.M.A.S. TOBRUK to secure in the Destroyer Trots, I was impressed by the manner in which the temporary Captain of H.M.A.S. SYDNEY (Commander T.M. SYNNOT, D.S.C., R.A.N.) secured the ship to No. 2 buoy. He carried out what I always consider, even in a destroyer, a ticklish manoeuvre, as though he had been doing it for years.

15. I secured alongside H.M.A.S. TOBRUK in the Destroyer Trots at 0850.

7th April - 12th April - At Sydney.

16. During the Easter week-end the ship remained in harbour embarking fuel, water, naval stores and fresh provisions. Advantage was also taken of the chance to commence painting ship's side and to repair damage to paintwork and fittings caused by the heavy weather.

17. On Good Friday 8th April, I conducted a short Church Service on the forecastle for the combined Ships' Companies of H.M.A. Ships TOBRUK and ANZAC.

18. Church parties were landed on Sunday 10th April.

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12th April - 19th April - Sydney, Jervis Bay Area - Convoy Screening.

19. At 1630 on Tuesday 12th April, I slipped from the Destroyer Trots and proceeded out of harbour in company with H.M.A. Ships TOBRUK, QUADRANT, ARUNTA and WARRAMUNGA. On clearing the harbour, Captain (D) (the screen Commander for these exercises) ordered a departure screen to be formed. The flagship cleared the Heads at 1835 and screening ships were then dispersed on various ares at a range of approximately 10 miles to shadow H.M.A.S. SYDNEY. The rules stated that any ship who approached closer than 19,000 yards lost points. From my point of view all went well and H.M.A.S. SYDNEY was tracked without trouble until 2245 when she was lost in a number of small rain squalls. In spite of repeated efforts on the part of the radar operators, they were unable to pick her up. Shortly before midnight I felt that I was losing the benefit of the exercise by being out of contact and so steamed northward. Unfortunately I closed the range too rapidly and was considered to have been sunk twice over before H.M.A.S. SYDNEY was picked up again. The exercise was terminated at 0400.

20. At 0520 on Wednesday 13th April, the destroyers formed a screen on the flagship, and at 0920 I was the first ship to be ordered alongside H.M.A.S. SYDNEY to carry out a dummy transfer. This evolution was carried out without trouble and I stayed alongside for about ten minutes, being followed by H.M.A.S. TOBRUK and the other screening ships in turn.

21. On completion of the transfer exercise, the screen was reformed and steering breakdowns exercised. At 1445 a circular screen was formed and H.M.A.S. SYDNEY operated aircraft. Shortly before 1600 the destroyers were ordered to close to within three cables of H.M.A.S. SYDNEY, and then evolutions were carried out at Evening Quarters.

22. All ships entered Jervis Bay and anchored in company at 1810. I proceeded to the flagship and was present at a short 'wash-up' conducted by F.O.C.A.F.

23. At 2200 I weighed and followed H.M.A.S. TOBRUK out of harbour, being followed by H.M.A. Ships ARUNTA, WARRAMUNGA and QUADRANT. When clear of Point Perpendicular, course was set for Sydney.

24. At 0730 on Thursday 14th April, I secured to No. 5 buoy and during the forenoon embarked fuel and water. The Articles of War were read to the Ship's Company during the forenoon.

25. At 1355 I slipped from No. 5 buoy and with the other destroyers cleared the Heads 25 minutes later, when all ships proceeded to their Departure Screening Stations and commenced a Cross Over Patrol. I had the southern-most station, which took me to within one mile of the coast near Cape Banks.

26. At 1650 the convoy, represented by S.S. WANGANELLA, cleared the Heads and at 1700 I took station on the starboard wing of the bent line screen.

27. The ship was darkened at 1915 and navigation lights switched off at 2000. They were switched on again for five minutes at 2200 and 0200 to reassure the Captain of S.S. WANGANELLA that we were well clear, and show the passengers that they had company. The fourth degree of A/S readiness was assumed at 2100.

28. At 0305 Friday 15th, H.M.A.S. ANZAC left her screening station and took station on the starboard beam of TOBRUK, distant 3000 yards, in preparation for a Spread Attack on H.M.A.S. SYDNEY who was acting as a surface raider and had been detected ahead of the convoy. The attack was completed by 0500 and the screen was re-formed on S.S. WANGANELLA.

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29. At 0930 H.M.A. Ships TOBRUK and ARUNTA took station on either bow of the convoy, distant 5000 yards, and fired live squid set to 50 feet. I was unable to observe the re-action of the WANGANELLA's passengers to this spectacular display, but I feel that the majority may have been otherwise occupied, as the sea was rather rough at the time.

30. At 1000, the force reversed course and whilst S.S. WANGANELLA continued on her course for New Zealand, the Admiral exercised the destroyers in various screening formations and screen manoeuvres. This was followed in the afternoon by further exercises conducted by the Screen Commander. The Screen re-formed on H.M.A.S. SYDNEY at 1700 and from 1800 to 2000 all ships were darkened and kept station without the use of radar.

31. At 2000 a special exercise was carried out in an attempt to check the accuracy of A.R.L. Tables, but due to the state of the wind and sea, I doubt whether much useful information was obtained.

32. Point Perpendicular was raised at 0740 Saturday 16th, and all ships anchored in company in a circular formation on the flagship at 1116.

33. I attended another brief 'wash-up' conducted by F.O.C.A.F.

34. From 1330 to 1440 the Admiral conducted General Drills. By this time the competitive spirit amongst ships, especially the destroyers, had risen to a pleasing extent and the drills were carried out with enthusiasm and in a good spirit.

35. In the evening I had the pleasure of dining with the Captain of H.M.A.S. VENGEANCE, in company with the Flag Officer Commanding H.M.A. Fleet and the other Commanding Officers present.

36. On Sunday 17th, a Roman Catholic Church Party was sent to the flagship, and I inspected my Ship's Company at Divisions, Carried out rounds of the upper deck followed by prayers.

37. At 2047 H.M.A.S. ANZAC weighed anchor and once again, in company with H.M.A.S. TOBRUK, H.M.A.S. ARUNTA, H.M.A.S. WARRAMUNGA, and H.M.A.S. QUADRANT, proceeded to Sydney to replenish.

38. I secured to No. 5 buoy at 0730 Monday 18th, and embarked fuel and water during the forenoon.

39. Captain (F)1 (Captain T.K. MORRISON, O.B.E., D.S.C., R.A.N.) now assumed duties as Screen Commander. I slipped from No. 5 buoy at 1400 and proceeded out of harbour in company with H.M.A.S. QUADRANT and ships of the 10th Destroyer Squadron. On clearing the Heads I proceeded to my Departure Screen Station and carried out a Cross Over Patrol until the convoy, represented this time by S.S. MONOWAI, cleared the Heads at 1550. By 1612 the bent line screen had been formed.

40. At 1750 H.M.A.S. WARRAMUNGA was detached to return to Sydney with a sick rating. She re-joined at 2150.

41. For the night's exercises, both H.M.A. Ships VENGEANCE and SYDNEY assumed the role of surface raiders, and at 2235 the Screen Commander ordered the 10th Destroyer Squadron to prepare to carry out a torpedo attack on the first raider, which was thought to be approaching from the eastwards but actually came in from the northward. This flank approach disorganised the torpedo spread attack which was not very successful. On completion, Captain (D) reformed his ships and we carried out the next attack on a line of bearing with more success. The second attack was completed by 0510 Tuesday 19th, and the bent line screen reformed.

42. At 0945 H.M.A. Ships ARUNTA and WARRAMUNGA fired squid set to 50 feet, the remaining ships being in Formation 1 on the starboard beam of S.S. MONOWAI.

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43. At 1000 the whole Force turned together to starboard and parted company with S.S. MONOWAI.

44. I was then ordered to go alongside H.M.A.S. SYDNEY to transfer mail by heaving line. It was most noticeable on this occasion how a destroyer, with the swell on the bow, can be suddenly slowed down by one or two heavy waves hitting her in succession. Quite contrary to my normal practice I found on this occasion it was necessary to use revolutions for anything up to 4 knots above the signalled speed. However at no time was there any danger and my bow was always clear of H.M.A.S. SYDNEY's stern.

45. On completion of the transfer I was detached from the Force and set course for Brisbane. From my point of view this brought to a close a series of most interesting and instructive exercises.

46. At 1745 on Wednesday 20th, Point Lookout Light was raised, and course was adjusted as necessary to round Cape Moreton.

47. At 2200 H.M.A.S. ANZAC entered Moreton Bay and after an uneventful passage through the channel, anchored off Pile Light at 0101 Thursday 21st. Although I experienced no difficulty in navigating the bay , I considered it wise to arrive at Pile Light early so as to allow those concerned with the navigation of the ship a short rest prior to proceeding up the Brisbane River.

48. At 0544 I weighed anchor and proceeded up the river and turned the ship in the Bulimba Reach. Although I had requested t a tug to stand by, it was not used, as I found that the ship handled quite well in the confined waters in spite of a flood tide and a medium breeze.

49. H.M.A.S. ANZAC secured at No. 1 Wharf Newstead at 0758.

50. The Officer of the Guard came on board at 0805 followed shortly after by the Resident Naval Officer, Queensland. (A/Commander H.S. CHESTERMAN, R.A.N.).

51. During the forenoon the ship fuelled, and two R.A.N.R. Officers and twenty ratings joined for 13 days Annual Continuous Training.

52. At 1356 H.M.A.S. ANZAC slipped and proceeded down the Brisbane River, and finally cleared Moreton Bay at 1845. Course was set for Noumea where the ship was due to arrive at 0800L Sunday 24th April.

53. During the passage Moreton Bay to New Caledonia, it had been planned to take a series of echo soundings and also regular Bathythermograph dips. Unfortunately, just prior to entering Moreton Bay on 21st April, the echo sounding machine broke down and it was not possible for the ship's staff to repair it. However a series of Bathythermograph dips was taken at four hourly intervals, togethor with a record of the ship's position, sea state and other relevant information. The slides and records have been forwarded to the Hydrographic Branch, Garden Island. I intended to obtain a confirmatory set of dips on the return trip but later decided to carry out another type of trial which prevented the ship slowing down every four hours.

54. During the passage a slight N.W. set was encountered, although not shown on the chart and accordingly course was altered 5° to starboard when 280 miles from Noumea.

55. Clocks were advanced one hour at 2330K on Friday 22nd.

56. Land was detected on 293 radar at 0127L April 24th at a range of 74 miles, and L'Amadee Island Light was raised at 0459.

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57. No difficulty was experienced in following the channel through the reef and up to the harbour with the exception that the leads on I'le de Nu were extremely difficult to pick up. One is at water level and the sedond on a high peak a short distance behind. They are small structures only and do not stand out. Apparently at night they are much easier to pick out.

58. H.M.A.S. ANZAC entered the port of Noumea and secured alongside the Main Wharf at 0730L, Sunday 21st, arriving 30 minutes early at the request of the Consul.

59. The Australian Consul (Dr. J. CUMPSTON) met the ship and I had the pleasure of entertaining him to Breakfast. As he had received diplomatic approval for the visit only 48 hours before the ship's arrival, he had experienced difficulty in making the necessary arrangements for the ship's reception, although I think that a little energetic action on his part would have had the desired result with the French authorities.

60. At 0930 an armed guard of two officers and forty-two ratings was landed to participate in the Anzac Day service in Noumea. The day has added significance in the eyes of the French people as it is also the 'Journee Des Deportes', the day on which they remember all those who were deported or 'displaced' during the 1939-1945 war.

61. I landed at 0945 and on arrival at the Monument aux Morts was introduced to the British Consul (Mr. Hickson) and the Commandant of French Forces in the Pacific, Colonel Maurice Fray.

62. The Guard from H.M.A.S. ANZAC under the command of the First Lieutenant (Lt.Cdr. W.W. O'Loughlin, R.A.N.) in No. 6 uniform added colour to the scene. Opposite them was drawn up a detachment of the local French Commandos

63. The Acting Governor and Secretary General of the Colony, M. Marc Biros, arrived at 1000 and I was introduced to him. A short ceremony in which I laid a wreath followed.

64. On completion of the ceremony, the officers from H.M.A.S. ANZAC attended a small reception at the Consul's residence, where we met some of the Australian residents of Noumea.

65. In the afternoon a special race meeting was held in our honour, which I attended although I am not normally attracted by the Sport of Kings. The maximum number of horses in any race was five and I was surprised how quickly some of the ratings learned enough French to find the winners for practically every race.

66. On Monday 25th April, I paid official calls, accompanied by the Consul. I called on the Acting Governor, a very pleasant personality who speaks fluent English and has a very easy manner, but at the same time is respected on all sides; Colonel Fray, who speaks very little English, but by this time my French was improving. He appears to wield a great deal of power but is also popular. Commander Georges Masson, the Commandant La Marine en Nouvelle Caledonie, who is a cheerful character but I would say rather ineffective and excitable. He speaks moderate English. M. Laroque, the Mayor is a quiet but strong character.

67. These gentlemen returned my calls later in the forenoon. On this day I instructed my C.B. Officer (Lt. J.B. SNOW, R.A.N.) to muster the Consul's Confidential Books.

68. It was only on this second day of our visit that I heard about 'la sieste'. The local custom is to have the mid-day meal at about 1130, and then from 12 noon till 1330 all shops close and every one indulges in a siesta. I could not really understand the reason for it especially at this time of the year when the climate is pleasant and by no means oppressive. However it is a custom which I am told, nothing will break. I came to the conclusion that perhaps 'la sieste' may be the reason for the very common make up in families of middle aged couples, who have one or more children aged 18 to 21 and then almost invariably at least another aged 1 to 4 years.

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69. During the afternoon of the 25th, I paid an unofficial call on the Director of Civil Aviation, and also at my own request, a call on Dr. R.C. Bedell, the Secretary General of the South Pacific Commission, who was kind enough to introduce me to his senior officers, and spent a considerable time explaining the working s of the Commission and the trials and tribulations of working for six separate Governments.

70. In the evening I, together with my officers and some of the Ship's Company, attended the screening of a film depicting scenes from the tour of Her Majesty the Queen in New Zealand. This show was produced by the Consul who had been in New Zealand at the time of the visit.

71. On Tuesday 26th I had the pleasure of entertaining to luncheon M. and Madame Biros, and the Australian Consul and his wife. Mrs. Cumpston has made a deep impression locally by her efforts to learn French, which after six months she now talks fluently. She went through each grade of one of the local schools from the primary class to leaving class.

72. During the day eight of my officers were taken on a tour of the country adjacent to Noumea and saw several of the local nickel mines, and other mining activities.

73. During the afternoon of Tuesday 26th, I had the pleasure of receiving onboard Tupe Pesetea, a Grand Chief of West Samoa, who was accompanied by a Samoan representative of the Legislative Assembly and two others. They were extremely interested in all they saw.

74. In the evening an official reception was held on board which was attended by one hundred local dignitaries and citizens. Scotch and water appears to be the staple diet on all such occasions. This taste was entirely unexpected and imposed a severe strain on our stocks.

75. On Wednesday 27th sixty ratings were taken for a tour of the southern part of the island of New Caledonia and were then given a truly regal luncheon. I entertained Colonel Fray and his wife, and M. Laroque and his wife to luncheon. I was the only one who spoke English, so once again my French was exercised to the Maximum.

76. At 1800 all officers attended a reception given in our honour at Government House. I had the pleasure of assisting M. and Madame Biros in greeting the 250 guests. I thought for one ghastly moment that I would have to make a speech in French, but luckily the moment passed.

77. On Thursday 28th, ratings were taken on another tour, some to Plum and some to Miramar.

78. I entertained Dr. and Mrs. Bedell and Commander and Mrs. Masson to luncheon; this was followed later in the afternoon by a reception for all officers at the Military Officers Club, whilst my Chiefs and Petty Officers were entertained by the Army N.C.O's.

79. Later that evening my First Lieutenant and I attended a very pleasant dinner given by Commander and Mrs. Masson.

80. On the same evening a team of boxers from H.M.A.S. ANZAC was matched against a team taken from the whole of New Caledonia. Lack of training told of course, and ANZAC's team was defeated but not disgraced.

81. At 0900 on Friday 29th, I had the pleasure of receiving a call from Brigadier General Brown of the War Graves Commission, who was paying a visit to New Caledonia in connection with the opening of the War Cemetery at Bourail.

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82. Later, I had the pleasure of having luncheon with the Chief of Police and his de facto wife who owns one of the few French Night Clubs in Noumea - a combination which appears to have mutual benefits for both participants.

83. In the afternoon I attended a soccer match between the ship's team and a combined local team. Once again the opposition was too strong but the game was played in a good spirit.

84. In the evening I attended an informal dinner given by the Acting Governor and his wife at the only respectable Night Club, the'Biarritz'. During this function I spoke French whilst the Governor's wife spoke English only. I understand that she has never been known to speak English in public before, but it was no worse than my French.

85. By arrangement with the Consul, parties of school children visited the ship each forenoon during the ship's stay. Altogether over 2,400 children toured the ship.

86. On Saturday 30th, the ship was opened to the public but only a comparatively small number came on board. The popular pastime appeared to be for the local population to take a stroll in the evening and look at the ship from the wharf. This seemed to satisfy their curiosity.

87. An Intelligence Report is being forwarded separately.

88. Throughout the ship's stay in Noumea there were only two incidents which called for action by the Naval Patrol. It was very pleasing and gratifying to hear the remarks that were made on all sides, even by the Chief of Police, concerning the good behaviour of the ratings. On two occasions ratings were attacked without provocation, once by French soldiers and once by civilians. On both occasions the ratings refused to be provoked, and I am happy to be able to add that the culprits were caught and are languishing in goal now for 3 to 6 months.

89. It was a pleasure to me to observe the good bearing and conduct of the ratings. As the Consul wrote to me afterwards 'they were a fine advertisement for Australia and the Royal Australian Navy'. It was the first time that 90% of the Ship's Company had been outside Australian waters. They were pleased to get away from the normal visits to Australian cities and towns, and to receive such a warm and spontaneous welcome from the French population..

90. Whilst I am grateful to the Australian Consul for his efforts on behalf of the ship, I was disconcerted at times to find that he had not commenced approaching the local authorities, or others interested in our visit, until the week before the ship's arrival. A typical example was the distribution of many of the invitations to the Ship's reception on Tuesday 26th was made by him whilst accompanying me on my calls on Monday 25th and Tuesday 26th. He complained that he lacked an assistant, but this I could not understand because there are not more than 100 Australians on the island and I would have thought that his duties were not too onerous.

Condition of the Ship.

91. The condition of the ship remains satisfactory.

Conduct and Morale.

92. The conduct of the Ship's Company has been satisfactory during the period under review.

Sport.

93. There was little opportunity for organised sport during the month, the only sport played being at Noumea as mentioned above.

..... 9.

Officers' Appointments.

94. The following officer movements took place during the month:-

2nd April	Acting Commissioned Ordnance Engineer A.C. DALGLEISH, R.A.N. joined from H.M.A.S. LONSDALE (Navy Office).
10th April	Senior Commissioned Ordnance Engineer R.E.C. KEEN, R.A.N. discharged to H.M.A.S. KUTTABUL.
21st April	Lieutenant R.J.B. TRIMBLE, R.A.N.R. } Lieutenant (E) K.A. KRUMMEL, R.A.N.R. } joined from shore ex H.M.A.S.MORETON for 13 days Annual Continuous Training.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) G. J. B. CRABB

COMMANDER, Royal Australian Navy.

Enclosures: Appendix "A"
Appendix "B"

Appendix A to ANZAC'S letter 20/1/4 dated 10th May, 1955.

REPORT OF PROCEEDINGS FIGURES APRIL, 1955.

Distance steamed during the month	3375.9 miles.
Distance steamed since commissioning	154272.86 miles.
Hours underway during the month	255 28/60.
Total hours underway since commissioning	11021 42/60.
Distance run per ton of oil fuel	3.6 miles.
Average speed since commissioning	13.99 knots.
Date of commissioning	14th March, 1951.

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Economical speed was exceeded on several occasions during the month due to Fleet Exercises.

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Appendix B to ANZAC'S letter 20/1/4 dated 10th May, 1955.

WHALE OBSERVATION REPORT.

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20/1/4.

H.M.A.S. ANZAC,
at Sea.

20th April, 1955.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR MONTH OF MARCH, 1955.

Sir,

I have the honour to submit the Report of Proceedings for the month of March, 1955, of H.M.A.S. ANZAC under my command.

1st March - 4th March - Jervis Bay to Fremantle.

2. Early on the morning of Tuesday 1st March, H.M.A. Ships SYDNEY and ANZAC cleared Spencer Gulf and set course for Fremantle. During the day H.M.A.S. SYDNEY carried out limited flying training, during which aircraft were made available for me to carry out gunnery tracking exercises. On completion of flying H.M.A.S. ANZAC opened the range from H.M.A.S. SYDNEY for U.H.F. trials, which were entirely satisfactory.

3. On the following day there was no flying due to the lack of wind, so both ships carried out a surface tracking exercise, followed by a surface full calibre throw off firing and dummy torpedo attack by H.M.A.S. ANZAC. Later, a small screening exercise was carried out. During the evening H.M.A.S. ANZAC circled H.M.A.S. SYDNEY and a check was taken on the area of visibility of the navigation lights of both ships. Clocks were retarded 30 minutes to Zone -8½.

4. At 0340 on Thursday 3rd March, Breaksea Island light was raised. During the day another surface tracking exercise was carried out followed by Officer of the Watch manoeuvres during the Dog Watches. Clocks were retarded another 30 minutes to Zone -8.

5. Arriving off Rottenest Island on Friday 4th March, H.M.A.S. SYDNEY proceeded into Fremantle Harbour at 0845 and secured in 5 and 6 berths. I followed 30 minutes later and secured in No. 4 berth on the Northern side of the harbour. It was necessary to secure the stern with approximately twice the normal number of wires as the freshet coming down the Swan River hitting the bend in the wharf, kept forcing the stern out.

6. After securing, the Officer of the Guard and the Captain of H.M.A.S. LEEUWIN (Commander F.D. SHAW, R.A.N.) called on me. At 1345 I waited on the Flag Officer Commanding Her Majesty's Australian Fleet (A/Rear Admiral H.M. BURRELL) who kindly asked me to remain and assist him in receiving the return calls of the local dignitaries and Service Commanders.

7. During the day I had the pleasure of forwarding to F.O.I.C.E.A., a cheque for £100.-.-. , donated by the Ship's Welfare Fund to the N.S.W. Flood Relief Fund.

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4th March - 11th March - At Fremantle.

8. The majority of my Ship's Company had not been to Fremantle or Perth before, so before libertymen landed I cleared Lower Deck and impressed on them the importance of good behaviour and sober conduct ashore. It was a pleasure to note that throughout the ship's stay in port, one man only broke his leave, and there was not one unseemly incident ashore. The local population were most generous in the provision of hospitality for the Ship's Company and it was a most enjoyable visit.

9. On Sunday 6th and Monday 7th (Labour Day) the ship was open to visitors. A total of 4,500 passed through the ship on the 6th and 7,250 on the 7th.

10. On Monday 7th, I attended an Australian Rules Football match played between teams from the two ships. A silver coin collection was taken in aid of the Flood Relief Fund and approximately £34.-.-. was collected.

11. During the forenoon of Wednesday 9th, the Flag Officer Commanding Her Majesty's Australian Fleet returned my call and then spoke to my Ship's Company on the forecastle. Later, in company with the Admiral, the Captain of H.M.A.S. SYDNEY, and officers from both ships, I attended a Civic Reception given by the Mayor and Councillors of Fremantle in their Town Hall.

12. The Loyal Toast was drunk in tea.

13. On 8th and 10th March, groups of National Servicemen from H.M.A.S. LEEUWIN visited the ship and displayed keen interest in all they saw.

11th March - 18th March - Fremantle to Melbourne.

14. H.M.A.S. ANZAC slipped and proceeded out of harbour at 0900 on Friday 11th March, followed by H.M.A.S. SYDNEY. When H.M.A.S. SYDNEY was to the north of Rottnest Island, I carried out a torpedo attack on her, firing two torpedoes. After recovering the torpedoes , the remainder of the day was spent in following H.M.A.S. SYDNEY during flying operations. Both ships anchored in the lee of Rottnest for the night. An anchor watch was maintained throughout the night.

15. Both ships weighed and proceeded for flying operations at 0515 the next morning. One aircraft was made available to me for an A.A. throw off firing, but as I was not satisfied with the reliability of the throw off settings, the firing was postponed.

16. At 1330, I fuelled from H.M.A.S. SYDNEY, receiving 85 tons. The conditions at the time were as follows:-

Wind - Force 3 - 4 from 200
Swell 10 feet
Course 200
Speed 13 knots.

17. I felt that H.M.A.S. ANZAC did not carry out the evolution very well and would probably have ridden more comfortably alongside if I had asked for a slower speed. H.M.A.S. SYDNEY asked me if I would like to reduce speed as I was taking a considerable amount of water over the forecastle, but I declined as I felt that it would be difficult to keep accurate station during the speed reduction in the conditions prevailing at the time.

18. On completion of fuelling, course was set for Cape Leeuwin. The next morning I went alongside H.M.A.S. SYDNEY and received some spare parts, which were urgently required, by heaving line. H.M.A.S. ANZAC was then made guide, so I carried out a consumption trial at 13 knots. Clocks were advanced one hour to Zone -9.

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19. On 14th March, a series of exercises was carried out, including a surface plotting exercise and a dummy torpedo attack. In the afternoon the junior officers in H.M.A.S. SYDNEY were exercised at flag hoisting and my team was made up of my First Lieutenant, Electrical Officer, Medical Officer and one Midshipman. Officer of the Watch manoeuvres were carried out after evening quarters. Clocks were advanced one hour to Zone -10. I carried out a consumption trial at 15 knots.

20. On 15th, H.M.A.S. SYDNEY carried out a flying programme and later in the day I fired one pattern of light squid followed by one pattern of live squid, set to 100 feet. Other exercises carried out included a surface full calibre throw off firing and a surface plotting exercise. During the Dog Watches, the Ship's Demolition Party practiced making up 1¼ lb. charges, which were later exploded astern. As I was again made guide during the night I carried out another consumption trial at 15 knots.

21. The next day H.M.A.S. SYDNEY again carried out a flying programme and I was able to carry out an A.A. throw off firing and a Rapid Open Fire exercise with the main armament and close range weapons. During the evening Cape Nelson Light was raised.

22. Early in the forenoon of Wednesday 17th, both ships entered Port Phillip and stopped off Dromana whilst senior Cadet Midshipmen from the Royal Australian Naval College embarked in H.M.A.S. SYDNEY to witness a days flying. Later in the day I was allowed to "get into the act" by taking the ship alongside H.M.A.S. SYDNEY to demonstrate the method of fuelling at sea.

23. Both ships anchored off Mornington for the night.

24. Both ships weighed and proceeded at 0700 next morning and H.M.A.S. SYDNEY flew off her aircraft for a fly past over Melbourne as part of the Moomba festival.

25. On completion of the land-on, I was detached and proceeded up the Yarra River to Number 13 South Wharf, securing alongside at 1100.

26. Apart from the various exercises carried out during the return trip from Fremantle, F.O.C.A.F's. staff organised a Quiz between the two ships. The competition was held for 30 minutes each evening and was broadcast in both ships over the S.R.E. System. On the second last night, H.M.A.S. ANZAC held, what I thought was a commanding lead of 8 points, but on the last evening, H.M.A.S. SYDNEY came back in traditional flagship fighting spirit and evened the score on the last question. The matter was allowed to rest there, which all considered to be a very satisfactory conclusion.

18th March - 21st March - At Melbourne.

27. During the week-end fuel and water were embarked. The ship was open to visitors on Sunday 20th, but due to the remoteness of the berth very few visitors came on board.

28. Four Midshipmen joined from H.M.A.S. SYDNEY for the forthcoming exercise period.

21st March - 23rd March, Melbourne to Jervis Bay - Fleet Exercises.

29. I was delayed in my departure from No. 13 South Wharf by the late arrival of the tug KEERA. Owing to the restricted space in which to turn, I was not prepared to manoeuvre the ship without a tug, but the delay caused me to be late for my rendezvous with H.M.A.S. SYDNEY at the entrance to the channel, which I regretted.

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30. H.M.A.S. SYDNEY carried out a short flying programme inside Port Phillip Bay during the forenoon, then both ships proceeded through the South Channel and cleared the Bay, after which a surface plotting exercise was carried out. Whilst closing to rejoin H.M.A.S. SYDNEY, both ships exercised their seaboats, after which I fired a pattern of practice squid.

31. At first light on 22nd, H.M.A.S. SYDNEY flew off aircraft to search for, and carry out a strike against H.M.A.S. VENGEANCE (Captain O.H. BECHER, D.S.O., D.S.C., R.A.N.) H.M.A.S. TOBRUK (Captain R. RHOADES, D.S.C., A.D.C., R.A.N.) H.M.A.S. ARUNTA (Commander W.K. TAPP, R.A.N.) and H.M.A.S. WARRAMUNGA (Commander L.M. HINCHLIFFE, D.S.C., R.A.N.). On completion of the strike both forces joined up and a series of fleet manoeuvres and screening exercises were carried out. H.M.A.S. VENGEANCE was detached at 1430 and proceeded to Melbourne. Later in the day I took H.M.A.S. TOBRUK in tow and H.M.A.S. WARRAMUNGA towed H.M.A.S. ARUNTA. This was my first experience at this manoeuvre, which was spoilt because of the difficulty experienced in fitting H.M.A.S. TOBRUK's towing shackle over my slip.

32. During the night, two night encounter exercises were carried out, the four destroyers being detached to attack H.M.A.S. SYDNEY. Radar was permitted during the first exercise and H.M.A.S. ANZAC's 293 detected H.M.A.S. SYDNEY at 25 miles and good tracking was established at 24 miles. During the second exercise radar was not allowed and H.M.A.S. SYDNEY was sighted at 5 miles. It was interesting to note that probably due to our slow speed (12 knots) and little wake, H.M.A.S. SYDNEY did not sight the destroyers until they were within 3 miles.

33. At first light on 23rd, H.M.A. Ships TOBRUK and ANZAC were detached and proceeded at 23 knots to the bombardment range on Beecroft Peninsula, where it was planned that both ships would stream dan buoys and carry out bombardment firings for the benefit of the observers in H.M.A.S. SYDNEY. Unfortunately my dan buoy sank after an hour and a half and a second one was laid. However, this had to be recovered immediately as it started to sink too. My letter 6/2/1 dated 25th March, 1955, refers.

34. All ships entered Jervis Baylate in the afternoon and I attended a 'Wash-Up' in the flagship. Later that evening I had the pleasure of dining with the Admiral, in company with the Captains of the other ships present.

35. During the evening the Electrical Trials Team joined in preparation for the H.F./ D.F. calibration the next day. H.M.A.S. WARRAMUNGA sailed for Melbourne at 2330.

36. At 0830 on 24th, H.M.A.S. ANZAC shifted berth to the northernnend of the Bay and with the assistance of an S.A.R. from the Marine Section, the calibration was commenced. At about 1400 however a defect occured in the set, and after two hours effort the Trials Team stated that a new set would have to be obtained. The Trials Team returned to Sydney and I shifted to C2 anchorage. Due to concerted efforts of the ship's Electrical and Ordnance Departments, the defect was finally discovered and rectified during the night and I requested the trials team to return. This they did early the next morning, but due to the requirement that the set run for 24 hours before commencing the calibration, nothing could be done until 1800 on 25th. As we had tried five times to complete this calibration , I was determined to remain in Jervis Bay this time until the job was done. Consequently the calibration was commenced at 1800 and completed by 0400 on 26th, much to everyones' relief.

37. At 0525 on 26th, I weighed and proceeded to Sydney, securing to No. 2 buoy at 1330.

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26th March - 29th March - At Sydney.

38. Due to the ship's unexpectedly long absence from Sydney, I found it necessary to request one week day in harbour to obtain many urgently required stores. This was readily approved by Captain (D).

39. During Monday 28th the ship was fuelled and stores embarked. At 1500 I waited on the Flag Officer-in-Charge, East Australian Area (A/Rear Admiral H.J. BUCHANAN, C.B.E., D.S.O., A.D.C.).

40. Early on the morning of 29th, H.M.A.S. SHOALHAVEN (Lieutenant Commander M.J. LEE, D.S.C., R.A.N.) arrived in harbour after her tour of duty in Korea.

41. At 0900 I slipped from No. 2 bouy and proceeded to Jervis Bay. During the passage Officers of the Watch were exercised at steering by main engines, steering breakdowns and taking the ship alongside a dan buoy. The unifoxer was streamed and bathythermograph dips taken. After Evening Quarters the Ship's Company were exercised at drills and the seaboat slipped to recover the lifebuoy.

42. H.M.A.S. ANZAC anchored in C2 berth at1830.

43. At 0800 the nextmorning I weighed and proceeded out of harbour and once again exercised steering by main engines and steering breakdowns. Returning inside the Bay, a pattern of practice squid was fired and the rounds recovered by the seaboat's crew. A torpedo was then fired towards the Northern end of the Bay. After recovering the torpedo the Officers of the Watch were given another opportunity of handling the ship alongside a dan buoy.

44. At 1300 I joined H.M.A.S. TOBRUK and both ships proceeded to sea for A.J.A.S.S. Exercises. Due to the non-availability of submarines, an S.A.R. was used to represent a submarine and both ships co-operated with Firefly aircraft from the Naval Air Station, Nowra, in searching for, detecting and tracking the submarine. A similiar exercise was carried out that hight.

45. On completion of the night exercise both ships entered Jervis Bay, embarked ratings who had been participating in the Inter Service Sports and the Higher Rates Examination and then proceeded to Sydney.

46. H.M.A.S. ANZAC secured alongside H.M.A.S. TOBRUK in the Destroyer Trots, Farm Cove at 0830 on 31st.

Condition of the Ship.

47. The condition of the ship remains satisfactory.

Conduct and Morale.

48. The conduct of the Ship's Company has been satisfactory during the period under review.

Sport.

49. Once again there was little opportunity for playing sport during the month. H.M.A.S. ANZAC had four representatives in the Navy's team of ten for the Inter Service Shooting and had several contestants for the boxing, who unfortunately had to be withdrawn due to the ship's movements.

..... 6.

Officers Movements.

50. The following officer movements took place during the month:-

21st March	Lieutenant Commander J.F. BEAUMONT, R.A.N.R. joined from shore ex H.M.A.S. RUSHCUTTER for Annual Continuous Training.
21st March	Midshipmen G. FURLONG, M. SALMON, R. LANFORD and R. DOOLAN joined from H.M.A.S. SYDNEY for fleet exercises.
23rd March	The Above Midshipmen discharged to H.M.A.S. SYDNEY.
28th March	Surgeon Lieutenant J.B. SHEILS, R.A.N. discharged to H.M.A.S.PENGUIN.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) G. J. B. CRABB

COMMANDER, Royal Australian Navy.

Enclosures: Appendix 'A'
" 'B'

Appendix A to ANZAC'S letter 20/1/4 dated 20th April. 1955.

REPORT OF PROCEEDINGS FIGURES MARCH. 1955.

Distance steamed during the month	4418.8 miles.
Distance steamed since commissioning	150896.96 miles
Hours underway during the month	325 5/60
Distance run per ton of oil fuel	3.9 miles.
Average speed since commissioning	14.05 knots.
Total hours underway since commissioning	10766 14/60.
Date of commissioning	14th March, 1951.

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Economical speed was exceeded on several occasions during the month due to Fleet Exercises.

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Appendix B to ANZAC'S letter 20/1/4 dated 20th April, 1955.

WHALE OBSERVATION REPORT.

Nil.

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Royal Australian Navy.

IN PLY PLEASE QUOTE
No. 20/1/4.

H.M.A.S. ANZAC,
at Fremantle.

10th March, 1955.

The Flag Officer Commanding,
H.M. AUSTRALIAN FLEET.
Copies to:- The Director of Naval Intelligence,
Navy Office, Melbourne.
The Captain (D), 10th Destroyer Squadron. 17630/191

CAPTAIN (D) 9.1
25 MAR 1955
10TH DESTROYER SQUADRON

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR MONTH OF FEBRUARY, 1955.

Sir,

I have the honour to submit the Report of Proceedings for the month of February, 1955, of H.M.A.S. ANZAC under my command.

1st February - 14th February - Cockatoo Dockyard, Sydney.

2. The first of the month found H.M.A.S. ANZAC secured alongside Cruiser Wharf, Cockatoo Dockyard, nearing completion of the self-refit period.

3. During the afternoon of Wednesday 2nd February, berth was shifted by the aid of tugs 'BRONZEWING' and 'HIMMA' to Fitzroy Dock, the smaller of the two dry docks on the island.

4. Whilst the ship was in dock the ship was cleared of all hands on Saturday 5th and Sunday 6th, whilst the Pacific Fumigation Company set to work to remove unwelcome inhabitants from the ship. Fortunately, mainly because of regular fumigation the ship is remarkably free of rats and cockroaches.

5. The Christmas leave pe iod ended on Monday 5th, and with all hands on board, steps were immediately taken to clean the ship internally after the ravages of a period in Dockyard.

6. On the afternoon of 8th February, the dock was flooded until the ship was just water-borne and on the morning of the 9th berth was shifted by tugs to Cruiser Wharf, Cockatoo Dockyard.

7. The next two days were spent in fuelling, storing and carrying out a Director Test AND Ammunitioning. By the time the refit period ended on Sunday 13th February, H.M.A.S. ANZAC was once again ready for sea.

14th February - 25th February - Jervis Bay Area.

8. Slipping from Cruiser Wharf at 1030 on Monday 14th, H.M.A.S. ANZAC proceeded to Jervis Bay for a weeks tuning and testing of the fire control equipment and to generally settle down after the Christmas period. On passage H.M.A.S. SYDNEY (F.O.C.A.F.) was sighted in the Shoalhaven Bight area exercising her aircraft.

9. H.M.A.S. ANZAC anchored in Berth D1, Jervis Bay at 1730 followed thirty minutes later by H.M.A.S. SYDNEY. H.M.C.S. ONTARIO (Captain D.W. Groos, D.S.C., C.D., R.C.N.) and H.M.N.Z.S. HAWEA (Commander J.P. Tulloch, R.N.Z.N.) were already anchored in the Bay.

10. At 0920 Wednesday 16th H.M.N.Z.S. BLACK PRINCE (Captain J.F. Whitfield, D.S.C., R.N.) entered the Bay and anchored near H.M.C.S. ONTARIO. Later in the fore-noon I waited on the Captain of H.M.N.Z.S. BLACK PRINCE, who returned my call the next day.

.....2.

the next day.

11. At 0200 Thursday 17th, H.M.A.S. ARUNTA (Commander W.K. TAPP, R.A.N.) entered harbour and anchored in berth D2. At 0800 the same day I weighed and proceeded clear of the other ships to carry out calibration of the 275 and 974 radars using the radar beacon (Matilda) at the northern end of the Bay. I returned to D1 anchorage at 1615. In the meantime the 'setting up' of the fire control equipment had been proceeding satisfactorily and appeared to have developed no major faults.

12. During the evening of Thursday 17th, I had the pleasure of having dinner with the Flag Officer Commanding Her Majesty's Australian Fleet, in company with the Commanding Officers of other ships in the anchorage. At 2330, H.M.A.S. ARUNTA proceeded to Sydney for special docking in connection with her Asdic equipment.

13. Sunday 20th was spent quietly in harbour, with Divisions and prayers being held on board, whilst a Roman Catholic Church Party was sent to Nowra.

14. Om Monday 21st and Tuesday 22nd, I proceeded to sea with classes from the Australian Joint Anti-Submarine School, to demonstrate to students of a Joint Unit Course (Air) the method of detecting, marking and finally killing a submarine. Although both exercises were 'set-piece' shows for obvious reasons, they gave useful training to my plotting and Asdic teams.

15. On Monday 21st, I returned to harbour at 1645, dropped the Australian Joint Anti-Submarine School students and then proceeded to sea in company with H.M.N.Z.S. BLACK PRINCE.

16. As soon as the ships were clear of Point Perpindicular, I opened the range from H.M.N.Z.S. BLACK PRINCE and carried out a day star shell firing in order to test the fire control equipment and to give several new ratings in the control team practice before the Night Encounter Exercise. On completion of the firings, I closed with H.M.N.Z.S. BLACK PRINCE and we carried out Officer of the Watch manoeuvres until dusk.

17. At 1930 the Officer of the Watch manoeuvres were terminated and the two ships opened out in preparation for a night encounter exercise, H.M.A.S. ANZAC proceeding northward and H.M.N.Z.S. BLACK PRINCE to the south. On the way north I noticed two merchant ships proceeding ~~northwards~~ SOUTH in the vicinity of my turning point so I switched on navigation lights, ~~dimly~~ displayed one or two dim lights on the upper deck and went over and joined them. This simple ruse worked effectively and resulted in H.M.N.Z.S. BLACK PRINCE not detecting H.M.A.S. ANZAC until I committed myself to the torpedo attack. Knowing the limited capabilities of his radar I attempted to lay a smoke screen whilst retiring, but it was not effective.

18. Before and during each A.J.A.S.S. exercise, I carried out trials of streaming and recovering the bathythermograph at varying speeds up to fourteen knots. Prior to these trials it had been suggested to me that when taking a 'bathy dip' my speed should not exceed ten knots, which I had found a handicap on previous exercises. Steering gear breakdowns were also exercised.

19. I attended the normal 'wash-up' of the Australian Joint Anti-Submarine School Exercises at the R.A.N. Air Station, Nowra, on the morning of Wednesday 23rd.

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the morning of Wednesday 23rd.

20. At 1225 I returned to the ship and immediately proceeded to sea for the first serial in our Weapon Training Programme (W.T.P.4.) which consisted of A.A. tracking for the 4.5" and close range armament, followed by gun functioning trials. H.M.A.S. ANZAC returned to harbour at 1555.

21. On Thursday 24th H.M.A.S. ANZAC was due to carry out two serials with aircraft from 723 Squadron, but the weather deteriorated to such an extent, with winds Force 5 - 6, visibility one mile or less, that the exercises had to be cancelled. I came to one hours notice for steam as a safety precaution.

22. H.M.Submarine TACTICIAN entered the bay at 1630, and I had the pleasure of entertaining the Captain (Lt.Cdr. L.H. Oliphant, R.N.) to dinner that evening.

23. The weather improved slightly overnight, so I decided to try and carry out the "CASEX" ordered in W.T.P.4., with H.M. Submarine TACTICIAN. Accordingly H.M. Submarine TACTICIAN proceeded at 0630 and I followed 30 minutes later.

24. Outside Jervis Bay a heavy South West swell was running and the visibility was less than three miles. Both ships proceeded slowly to the assigned exercise area in the hope that the visibility would lift, but after two and a half hours it was obvious that there would be no improvement so I cancelled the "CASEX". H.M. Submarine TACTICIAN proceeded to the Sydney area and H.M.A.S. ANZAC returned to Jervis Bay.

25. That evening Lieutenant Commander (L) G.St.M. Mills, R.N., and Lieutenant (L) W.J. McCluke, R.N., embarked in preparation for H.F./D.F. Calibration on the week-end.

26. At 0730 H.M.A.S. ANZAC weighed and proceeded to an anchorage at the northern end of Jervis Bay for H.F./D.F. Calibration. With the assistance of an S.A.R. from the Marine Section the calibration commenced at 0830 but at 1030 I received F.O.C.A.F's. Operational Immediate Signal (250847Z) ordering me to rendezvous with H.M.A.S. SYDNEY in position 37 degrees 30 minutes South, 133 degrees 15 minutes East by daylight Monday 28th. Accordingly the H.F./D.F. calibration was cancelled immediately and by 1100 H.M.A.S. ANZAC was steaming out of Jervis Bay on her way South.

27. It was unfortunate that the above mentioned communication took over fifteen hours to reach me, but I understand that this is being made the subject of a separate report by the authorities concerned.

28. In order to reach the rendezvous it was necessary for H.M.A.S. ANZAC to average 21 knots. Accordingly I remained at 22 knots until passing Cape Otway on the morning of Sunday 27th February, when I ran into a heavy South Westerly swell which necessitated reductions in speed, to avoid damage, until I was down to 16 knots. On 26th February, I carried out a consumption trial at 21 knots for 12 hours(192 revs. and 5.71 tons per hour).

29. The Flag Officer Commanding H.M.A. Fleet was kept informed of my geographical position throughout the day but by 1530 it was obvious that H.M.A.S. ANZAC could not reach the rendezvous. At 2030 I was ordered to a new rendezvous in the lee of Kangaroo Island, where I would be fuelled by H.M.A.S. SYDNEY.

30. I altered course to the North West and it was then possible to proceed at 21 knots - the speed required to make the rendezvous.

31. Passing through Backstairs Passage at daylight on Monday 28th H.M.A.S. SYDNEY was sighted at 0700 and by 0730 I was in position 2 cables off H.M.A.S. SYDNEY's beam ready to close her for fuelling.

..... 4.

close her for fuelling. The following weather conditions prevailed at the time:-

wind from 100°, force 4; sea 3 - 4 feet from 100°; no swell.

I was a little apprehensive about fuelling with the wind and sea on my quarter but the ship handled well whilst steaming parallel to H.M.A.S. SYDNEY, so with the consent of the Captain, H.M.A.S. SYDNEY (Captain G.C. Oldham, D.S.C., R.A.N.) I closed, and fuelling commenced at 0810 and was completed at 1000 when H.M.A.S. ANZAC had been topped up to 550 tons.

32. Throughout the operation the ship handled well and I had no difficulty in keeping station.

33. As soon as fuelling was completed, H.M.A.S. SYDNEY commenced flying operations and H.M.A.S. ANZAC took station as plane guard.

34. On completion of flying for the day H.M.A.S. ANZAC was made Guide and remained so throughout the night, so another consumption trial at 15 knots (136 revs.) was carried out for 10 hours (2.87 tons per hour).

Conduct and Morale.

35. The conduct of the Ship's Company has been satisfactory during the period under review.

Sport.

36. There has been no organised sport during the month. However ratings are beginning to train for football, both Australian Rules and Rugby Union.

Officers' Appointments.

37. There have been no officer movements during the month.

I have the honour to be,

Sir,

Your obedient servant,

COMMANDER, Royal Australian Navy.

Enclosures:- Appendix "A"
Appendix "B"

Appendix A to ANZAC'S letter 20/1/4 dated 10th March, 1955.

REPORT OF PROCEEDINGS FIGURES FEBRUARY, 1955.

Distance steamed during the month	1589.5 miles.
Distance steamed since commissioning	146478.16 miles.
Hours underway during the month	100 39/60.
Distance run per ton of oil fuel	3.12 miles.
Average speed since commissioning	14.03 knots.
Total hours underway since commissioning	10441 9/60.
Date of commissioning	14th March, 1951.

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Economical speed was exceeded on several occasions during the month due to weapon training programme No. 4.

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Appendix B to ANZAC'S letter 20/1/4 dated 10th March, 1955.

WHALE OBSERVATION REPORT.

Nil.

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20/1/4.

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

11th February, 1955.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR MONTH OF JANUARY, 1955.

Sir,

I have the honour to submit the Report of Proceedings for the month of January, 1955, of H.M.A.S. ANZAC under my command.

1st January - 31st January - Cockatoo Island, Sydney - Self Refit.

2. The self refit proceeded according to schedule and with the close and friendly co-operation of Cockatoo Dockyard.

3. During the early part of the month the forward mess decks and flats were spray painted by Ship's Staff. Hands were later employed on the Upper Deck preparing, and painting, the superstructure.

4. The second leave party departed on 16th January and will return during the first week in February.

Conduct and Morale.

5. The conduct of the Ship's Company during the period under review has been satisfactory.

Sport.

6. No sport has been played during the month.

Officers' Appointments.

7. There have been no officer movemants during the month.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) G. J. B. CRABB

COMMANDER, Royal Australian Navy.

Enclosures: Appendix "A"
Appendix "B"

17337/191

CAPTAIN (D)
Qu. 2
17 FEB 1955
10TH DESTROYER SQUADRON

Appendix A to ANZAC'S letter 20/1/4 dated 11th February, 1955.

REPORT OF PROCEEDINGS FIGURES JANUARY, 1955.

Distance steamed during the month	Nil.
Distance steamed since commissioning	144888.66 miles.
Average speed since commissioning	14.01 knots.
Total hours underway since commissioning	10340 30/60.
Date of commissioning	14th March, 1951.

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Appendix B to ANZAC'S Letter 20/1/4 dated 11th February, 1955.

WHALE OBSERVATION REPORT.

NIL.

-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-

171 MACHINES - MARKING

172 MACHINES - PRESSING
.1 Bench Screw
.2 Hydraulic
.3 Powered
.4 Workshop

173 MACHINES - GRINDING

174 MACHINES - VALVE

175 MACHINES - MIXING
.1 Concrete
.2 Dough
.3 Paint
.4 Sand Core

176 MACHINES - SPRAYING
.1 Mobile
.2 Motor

177 WELDING
.1 Equipment Establishments
.2 Equipment Ships

178 ASBESTOS

179 ASDIC EQUIPMENT

180 INSURANCE
.1 Accident
.2 Fire
.3 Marine
.4 U.K. National

181 DECORATIONS

182 ATTENDANCE

183 SCIENCES
.1 Natural
.2 Physical

184 ELECTRONICS
.1 Equipment
.2 Emissions

185 AUDITING
.1 C/W. Audit Queries

186 MEDICINES
.1 Dental
.2 Medical

187 CADETS - NAVAL
.1 Midshipmen
.2 Sea Cadet Corp

188 DELEGATIONS
.1 Administrative
.2 Financial

189 AUTOCLAVES
.1 Drums
.2 Power

for Doc Idnt
NO REPORT or Proceeds

NO REPORT or Duplicate
for Dec 1954

20/1/4.

H.M.A.S. ANZAC,
at Sea.

16th December, 1954.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR MONTH OF NOVEMBER, 1954.

Sir,

I have the honour to submit the Report of Proceedings for the month of November, 1954, of H.M.A.S. ANZAC under my command.

1st November - 11th November - At Melbourne.

Entering Port Phillip Bay in company with H.M.A.S. TOBRUK and H.M.A.S. SYDNEY and H.M.S. DEFENDER during the Morning Watch of Monday 1st November, H.M.A.S. ANZAC proceeded across the Bay and followed H.M.A.S. TOBRUK up the River Yarra, and secured alongside H.M.A.S. TOBRUK at No. 13 South Wharf at 1105.

2. I was pleasantly surprised at the way the ship handled at slow speed in the confined waters of the River and the swinging basin.

3. On Wednesday 3rd November, I had the pleasure of having luncheon with the First Naval Member and Chief of the Naval Staff (Vice Admiral Sir John Collins, K.B.E., C.B.) at the Melbourne Club in company with The Flag Officer Commanding Her Majesty's Australian Fleet (Rear Admiral R.R. Dowling, C.B.E., D.S.O.) and the Captains of H.M.A.S. SYDNEY (Captain G.C. Oldham, D.S.C., R.A.N.), H.M.S. DEFENDER (Captain J.C.C. Henley, R.N.), the Captain (D), 10th Destroyer Squadron (Captain J.S. Mesley, M.V.O., D.S.C., R.A.N.) and members of the staff of the Flag Officer Commanding Her Majesty's Australian Fleet.

4. During the stay in Melbourne the ship was opened to public inspection and to organised groups of school children on every available occasion. The ship was also fuelled and provisioned.

5. Departure from Melbourne was originally scheduled for Wednesday 10th November, but due to heavy rain swelling the river and the consequent 'freshet' departure was delayed twenty four hours.

11th November - 13th November - Melbourne to Sydney.

6. At 0910, H.M.S. DEFENDER, which had been secured alongside further up-stream, departed, having to make an 'astern board' to the swinging basin off Victoria Dock. By 0935 she was clear, and with the tugs KIERA, secured forward, and HOWARD SMITH aft, H.M.A.S. ANZAC was swung and proceeded down river. Clearing the river at 1024 and the channel by 1050, engines were stopped at 1100 and all hands observed the Two Minutes Silence for Rememberance Day.

7. By 1415 H.M.A. Ships TOBRUK and ANZAC had cleared Port Phillip Heads and both ships commenced consumption trials at 13 knots.

16952/191

..... 2.

..... at 13 knots.

8. After rounding Gabo Island on Friday 12th November, H.M.A.S. ANZAC carried out a 4.5" throw off firing at H.M.A.S. TOBRUK. The results were not as good as had been expected, but revealed certain hitherto unsuspected errors in the 4.5" fire control system.

9. At 1024 on Saturday 13th November, the ship secured alongside H.M.A.S. TOBRUK in the Destroyer Trot, Farm Cove, Sydney.

13th November - 18th November - Daily running from Sydney and Jervis Bay.

10. At 0840 on Monday 15th November, the ship slipped from the Destroyer Trot and proceeded to sea in company with H.M.A.S. QUADRANT (Captain T.K. Morrison, O.B.E., D.S.C., R.A.N.) and H.M.A.S. TOBRUK (Captain J.S. Mesley, M.V.O., D.S.C., R.A.N.) for Operation "Shop Window", a days exercises designed to show a group of Members of Parliament, a section of the Woollahra Council and Press and Radio representatives various facets of the Navy's activities.

11. The main features of the days activities were flying demonstration by Naval aircraft, jack-stay transfer by H.M.A.S. ANZAC, fuelling under way by H.M.A.S. TOBRUK and fire power demonstration. Considering that there had been no opportunity to carry out a rehearsal, the programme was right on schedule throughout the day, with only one or two minor hitches. Apart from being an interesting, if not at times tense, day for the ships taking part it must have provided an impressive spectacle for the visitors.

12. Weapon Training Programme No. 3 for H.M.A. Ships TOBRUK and ANZAC commenced on Wednesday 17th November, with both ships carrying out a 4.5" sub calibre firing at dan bouy targets. Opportunity was also taken to exercise Officers of the Watch in manoeuvring the ship up to the dan bouy. During the afternoon full calibre firings were carried out, after which H.M.A.S. ANZAC set course for Jervis Bay. During the passage one pattern of live Squid was fired, the first since I assumed command. Unfortunately a misfire occured in the centre barrel, the cause of which has since been traced to a very slight looseness in the contacts which caused the circuit of the centre barrel to be broken by the force of the discharge of the first projectile. The defect has since been rectified.

13. The ship anchored in Montague Roads, Jervis Bay at 2040.

14. At 0800 the next morning the ship rendezvoused with an S.A.R. off Captain Point and embarked Captain Stanahan of the First Amphibious Regiment. The day was spent off Jervis Bay carrying out indirect and air spotting bombardments. The improvement in the standard of both types of firing as compared with those carried out during Weapon Training Programme No. 2 was most noticeable. The ship anchored in berth C1, Jervis Bay for a short time during the Dog Watch and then weighed and proceeded at 2200 to rendezvous with H.M.A.S. TOBRUK the next day for torpedo firings.

15. At 0738 Friday 19th November, just prior to the commencement of the torpedo exercise, the main gyro failed, and as the Sperry Minor gyro had been unreliable for some time the conning was changed to the Emergency Conning Position, and it was in this state that dummy torpedo attacks were then carried out by H.M.A. Ships TOBRUK and ANZAC. Both ships secured in the Destroyer Trot at 1125.

19th November - 22nd November - At Sydney.

16. From Friday 19th November, to Monday 22nd November, both ships remained in harbour, and week-end leave was granted to the Ship's Company. non duty watches.

..... 3.

..... non-duty watches.

22nd November - 30th November - Sydney and Sydney Area.

17. H.M.A.S. ANZAC proceeded to sea with H.M.A.S. TOBRUK at 0829 on Monday 22nd November for A.A. tracking exercises, Officer of the Watch manoeuvres and A.A. firings. On return to harbour at 1640 the ship secured Port side to the Fitting Out Wharf and H.M.A.S. TOBRUK secured alongside fifteen minutes later.

18. Tuesday 23rd and Wednesday 24th November were spent in harbour. During the forenoon of the 24th November, the Ship's Company was exercised at Battle Stations and General Drills - the first time that the major portion of the Ship's Company had taken part in an exercise of this nature.

19. Thursday 25th and Friday 26th November were spent off Sydney carrying out exercises with H.M. Submarine TACTICIAN, returning to a berth at the Fitting Out Wharf each evening.

20. On Sunday 28th November, a party of officers and ratings attended the service in the Dockyard Chapel. The service was in rememberance of the officers and ratings who lost their lives in the two world wars, and was conducted by the Port Chaplain (The Rev. G.C. Swain). The presence of many relatives of the men lost added solemnity to the occasion.

21. The ship proceeded to sea on Monday 29th and Tuesday 30th November in continuation of Weapon Training Programme No. 3. On the latter day the weather was calm and with the quick and helpful co-operation of H.M.A.S. WAGGA, a torpedo exercise was organised with H.M.A.S. WAGGA as target. One torpedo was fired at a range of 8,000 yards and passed underneath H.M.A.S. WAGGA's Engine Room. He expressed surprise and joy at the result. My many years of training in the gunnery world would not permit me to express an opinion. The ship secured in the Destroyer Trot at 1355.

Condition of Ship.

22. The condition of the ship remains satisfactory in all respects.

Conduct and Morale.

23. The conduct of the Ship's Company remains satisfactory. I consider that morale is of a satisfactory standard, but it is irksome to see the degeneration caused by constant daily running in and out of a major port. I realize that this has been quite unavoidable during the period under review, but the effects on the Ship's Company can be gauged from the fact that during the period three ratings were sentenced to detention for offences which I am certain would never have occured if the Ship's Company had had an opportunity of settling down after the Melbourne Cup Week festivities, to a months solid work away from the"bright lights".

Sport.

24. Apart from providing one or two ratings for the Destroyers/ Frigates cricket team, there has been no opportunity for sport during the period under review. This again I consider to be a bad state of affairs for a young and active Ship's Company and makes the Divisional Officers duties in maintaining interest and morale extremely difficult.

..... 4.

..... extremely difficult.

Officers Appointments.

25. The following officer movements took place during the month:-

7th November.	Lieutenant R. Penglase, R.A.N.R. joined from shore ex H.M.A.S. TORRENS for 13 days Annual Continuous Training.
16th November.	Lieutenant R. Penglase, R.A.N.R. discharged to shore.
29th November.	A/Sub Lieutenant D.G. Anstee, R.A.N. } A/Sub Lieutenant L.M. Anderson, R.A.N. } joined from H.M.A.S. PENGUIN.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) G. J. B. CRABB

COMMANDER,
ROYAL AUSTRALIAN NAVY.
CAPTAIN.

Enclosures : Appendix "A"
Appendix "B"

Appendix A to ANZAC'S letter 20/1/4 dated 16th December, 1954.

REPORT OF PROCEEDINGS FIGURES NOVEMBER, 1954.

Distance steamed during the month	1505.0 miles.
Hours underway during the month	139 2/60.
Distance run per ton of oil fuel	3.12 miles.
Distance steamed since commissioning	144361.66 miles.
Average speed since commissioning	14.03 knots.
Total hours underway since commissioning	10290 1/60.
Date of commissioning	14th March, 1951.

Speeds in excess of economical:

Monday 15th November.
(a) 1 1/2 hours.
(b) 20 knots.
(c) 5.1 tons/hour.
(d) 3.9 miles/ton.
(e) F.1's. 120604Z.

Friday 19th November.
(a) 20 minutes.
(b) 25 knots.
(c) 9.0 tons/hour.
(d) 2.8 miles/ton.
(e) D.10's. 170018Z.

Monday 29th November.
(a) 20 minutes.
(b) 20 knots.
(c) 5.1 tons/hour.
(d) 3.9 miles/ton.
(e) ANZAC'S 291102K & D.10's. 291105K.

Tuesday 30th November.
(a) 20 minutes.
(b) 25 knots.
(c) 9.0 tons/hour.
(d) 2.8 miles/ton.
(e) Torpedo attack on WAGGA - fired one torpedo.

Appendix B to ANZAC'S letter 20/1/4 dated 16th December, 1954.

WHALE OBSERVATION REPORT.

Nil.

-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-

20/1/4.

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

22nd November, 1954.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR MONTH OF OCTOBER, 1954.

Sir,

I have the honour to submit the Report of Proceedings for the month of October, 1954, of H.M.A.S. ANZAC under my command.

1st October - 2nd October - En Route to Manus Island and at Manus.

On 1st October, H.M.A.S. ANZAC passed through Vitiaz Strait and at 0900 the next morning entered Seeadler Harbour, and secured alongside the wharf at Lombrum Point. During the forenoon I waited on the Naval Officer-in-Charge, North East Australian Area (Acting Captain J.A. Walsh, O.B.E., R.A.N.) and he returned my call later. That evening I had the pleasure of dining with Captain and Mrs. Walsh at their residence.

2. The R.A.N. and R.A.A.F. passengers were disembarked and the ship fuelled and prepared in other respects for Serial 1 of "SATEX".

3rd October - 5th October - "SATEX", Serial 1.

3. The ship slipped at 1600 on Sunday, 3rd October, and after clearing the harbour, set course to rendezvous with H.M.A.S. SYDNEY (F.O.C.A.F.), H.M.A.S. QUADRANT (Captain F 1.) and H.M.A.S. TOBRUK (Captain (D)). The rendezvous was made at 1400 the following day and Serial 1 commenced. A separate report has been submitted on this exercise.

4. On completion of the exercise on Tuesday 5th October, H.M.A.S. ANZAC entered Seeadler Harbour and anchored in mid-stream to carry our H.F./D.F. calibration. Owing to a defect in the launch co-operating, the calibration could not be completed, and the ship moved to D 3 berth at 1735.

5th October - 8th October - At Manus.

5. At 1000 on Wednesday 6th October, I waited on the Flag Officer Commanding Her Majesty's Australian Fleet (Rear Admiral R.R. Dowling, C.B.E., D.S.O.) and at 1110 the same morning I had the pleasure of receiving the Admiral on board.

6. At 1315 the same day H.M.A.S. SPRIGHTLY entered harbour and on Thursday 7th October, H.M. Submarine TACTICIAN proceeded to sea for Serial 2.

7. Short leave was granted to the Ship's Company during this period, and the facilities and amenities provided by H.M.A.S. TARANGAU were much appreciated.

16863/191

..... 2.

.....were much appreciated.

8th October -12th October - "SATEX", Serials 2 and 3.

8. At 0730, Friday 8th October, H.M.A.S. ANZAC proceeded in company with the other units of H.M.A. Fleet for Serials 2 and 3 of "SATEX". Between the serials formed a Convoy Screen in conjunction with units of the R.N. Far East Fleet under the command of Rear Admiral G.V. Gladstone, C.B.

9. A separate report has been submitted on these exercises, but it is worthy of note that information on the exercise was passed to the Ship's Company continuously and had the effect of very rapid development of keen and intelligent interest being taken inthe exercise.

10. H.M.A.S. ANZAC in company with other units of the combined fleet, anchored in Seeadler Harbour at 0728, Tuesday 12th October.

12th October - 14th October - At Manus.

11. This period was spent in embarking fuel, water and provisions in preparation for the remaining Serials of the exercise period.

12. On Wednesday 13th October, I had the honour of having luncheon with Rear Admiral Gladstone on board his Flagship, H.M.S. BIRMINGHAM.

13. At 1605 onthe same day H.M. Submarines THOROUGH and TACTICIAN sailed for Serials 4 and 5, followed by the combined fleet at 0400 Thursday, 14th October.

14th October - 19th October - "SATEX", Serials 4 and 5.

14. These two serials were of great value, as reported separately.

15. All ships returned to harbour at 0815 on Tuesday, 19th October.

19th October - 20th October - At Manus.

16. This period was spent in replenishing and in "washing up" the last two Serials.

20th October - 27th October - En Route to Sydney.

17. At 1400 on Wednesday 20th October, H.M.A.S. ANZAC weighed and in company with H.M.A. Ships SYDNEY, QUADRANT and TOBRUK and H.M.S. DEFENDER, proceeded from Manus en route to Sydney. H.M.A.S. ARUNTA joined the force later, having been delayed waiting for Service passengers at Manus.

18. During the forenoon of Thursday 21st October, H.M.A.S. SYDNEY carried out flying, during which H.M.A.S. ANZAC acted as plane guard destroyer. A short flying programme was also carried out the next day.

19. On Sunday 24th October, I was grieved to learn of the death of Mr. J.W.B. Brisbane, D.S.C., R.N., Senior Commissioned Gunner on the staff of the Flag Officer Commanding Her Majesty's Australian Fleet. During the forenoon all ships closed H.M.A.S. SYDNEY during the burial service

20. A surface tracking exercise and a Force Gun Direction exercise were carried out on Monday 25th October. Opportunity was taken to carry out a medium scale damage control exercise at the same time.

..... 3.

..... at the same time.

21. Tuesday 26th October, found the force steaming down the coast of New South Wales and at 0900 on Wednesday 27th October, the ship entered Sydney Harbour, H.M.A.S. ANZAC securing to No. 2 bouy.

27th October - 30th October - At Sydney.

22. Two hours after H.M.A.S. ANZAC's arrival in harbour, H.M.A.S. VENGEANCE sailed for Korea to bring back aircraft of No. 77 Squadron, R.A.A.F.

23. At 1400 berth wasshifted from No 2 bouy to alongside H.M.A.S. TOBRUK in the Destroyer Trot, where fuel and water were embarked.

24. During the forenoon of Saturday 30th October H.M.A. Ships SYDNEY and TOBRUK and H.M.S. DEFENDER slipped and proceeded en route for Melbourne. H.M.A.S. ANZAC slipped and proceeded at 1330.

30th October - 31st October - En Route to Melbourne.

25. After clearing Sydney Harbour speed was worked up to 25 knots to ascertain whether the weather conditions would permit the carrying out of a full power trial. After a short time it was decided to proceed with the trial, and the ship steamed at full speed from 1500 to 1700. Members of the Commonwealth Film Unit who had been embarked for the trip, obtained some good photographs of the ship proceeding at high speed in a moderate sea.

26. After working down from full power, H.M.A.S. ANZAC rejoined the Flagship at 1745 and proceeded down the N.S.W. coast.

27. At 1115 on Sunday 31st October, the helicopter from H.M.A.S. SYDNEY delivered two Chaplains on board, and belated, though none the less impressive, Trafalgar Day services were read.

28. H.M.A.S. SYDNEY carried out a short flying programme during the afternoon.

Condition of the Ship.

29. The condition of the ship is satisfactory.

Conduct and Morale.

30. The conduct of the Ship's Company has been satisfactory during the period under review.

Sport.

31. Organised sport has been severely restricted due to the "SATEX" exercises.

OFFICERS APPOINTMENTS.

32. The following officer movements took place during the month.

2nd October. Lieut.Commander N.A. Boase, R.A.N.
Lieutenant J. Smith, R.A.N.
Flight Lieutenant W. Ferguson, R.A.A.F.
Flying Officer J. Chaplain, R.A.A.F.
discharged to M.H.Q. Momote.

13th October. Following Midshipmen, R.A.N. joined from H.M.A.S. SYDNEY and were discharged to H.M.A.S. SYDNEY on 19th October.

A. Cook; M. Taylor; B. Wilcox; M. Jackson; M.J. Keay.

..... 4.

..... M.J. Keay.

19th October.	Lieutenant (L) W.E. Catchpoole, R.A.N. was discharged to H.M.A.S. ARUNTA.
20th October.	Lieut.Commander N.A. Boase, R.A.N. Lieutenant R. Nunn, R.A.N. Joined from H.M.A.S. TARANGAU for passage to Sydney.
27th October.	Lieut. Commander N.A. Boase, R.A.N . discharged to H.M.A.S. LONSDALE. Lieutenant R. Nunn, R.A.N. discharged to H.M.A.S. SYDNEY.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) G. J. B. CRABB

COMMANDER,

ROYAL AUSTRALIAN NAVY.

Appendix "A"
Appendix "B"

Appendix A to ANZAC'S letter 20/1/4 dated ~~1st~~ 22 November, 1954.

REPORT OF PROCEEDINGS FIGURES OCTOBER, 1954.

Distance steamed during the month	6578.5 miles.
Hours underway during the month	493 36/60 hours.
Distance run per ton of oil fuel	3.2 miles.
Distance steamed since commissioning	142856.66 miles.
Average speed since commissioning	14.07 knots.
Total hours underway since commissioning	10150 59/60 hours.
Date of commissioning	14th March, 1951.

Speeds in excess of Economical:

Economical speed has been exceeded on numerous occasions during the month due to operation SATEX commitments.

Appendix "B" to ANZAC'S letter 20/1/4 dated ~~1st~~ 22 November, 1954.

WHALE OBSERVATION REPORT.

Nil.

-O-O-O-O-O-O-O-O-O-O-O-O-O-O-O-O-O-O-O-O-O-O-O-O-O-O-O-

20/1/4.

H.M.A.S. ANZAC,
at Sea.

1st October, 1954.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR MONTH OF SEPTEMBER, 1954.

Sir,

I have the honour to submit the Report of Proceedings for the month of September, 1954, of H.M.A.S. ANZAC under my command.

1st September - At sea and at Jervis Bay.

2. On Wednesday 1st September, H.M.A.S. ANZAC carried on with the remainder of the A.J.A.S.S. exercises mentioned in my last report. H.M.A. Ships QUADRANT, COOTAMUNDRA and ANZAC represented the port half of a six ship close escort for H.M.A.S. WAGGA representing ship No. 11 of a sixteen ship convoy. The convoy was given air support by two Neptunes from No. 11 Squadron, R.A.A.F., and three Fireflies from R.A.N.A.S. Nowra.

3. Shortly after the exercise commenced an H.F/D.F. fix was received and H.M.A.S. QUADRANT and H.M.A.S. ANZAC were detached to investigate. After searching unsuccessfully for some time the two ships rejoined the convoy screen. Shortly afterwards, as was to be expected with such a meagre screen H.M. Submarine THOROUGH broke through and fired torpedoes at the convoy. The exercise was terminated at 1405, and H.M.A.S. ANZAC anchored in company with H.M.A.S. QUADRANT at 1638 in berth H3.

2nd September - 7th September - At Jervis Bay.

4. During the Morning watch of Thursday 2nd September, the wind increased in force from the N.N.E., and Captain (D) ordered immediate notice for steam and for an anchor watch to be set. At 0800 H.M.A.S. ANZAC weighed and proceeded to an anchorage in the middle of Jervis Bay in preparation for an H.F/D.F. calibration. This, however had to be deferred owing to the weather. During the forenoon I attended a "wash up" of the previous two days exercises at the Australian Joint Anti-Submarine School, Nowra, together with my Navigating Officer (Lieutenant G.J.M. CLARK, R.A.N.) and seven R.P. rates.

5. During the afternoon H.M.A. Ships QUADRANT, WAGGA and COOTAMUNDRA slipped berth and at 1350 they proceeded to sea. At 1552 I shifted berth to C1.

6. At 0800 on Friday 3rd September, H.M.A.S. ANZAC weighed and carried out a blind navigation exercise, sea boat drill and a small damage control exercise, anchoring in berth C1 on completion.

16439/191.

.....2.

..... on completion.

6. On Saturday 4th September, I carried out Mess deck rounds and in the evening I entertained Captain R. RHOADES, D.S.C., A.D.C., R.A.N., Mrs. RHOADES and Miss RHOADES, to dinner. The following evening I had the pleasure of having supper with them.

7. Landing parties were exercised on Tuesday 7th September, and at 0810 on the same day H.M.A.S. ANZAC once again shifted berth to the H.F/D.F. anchorage, this time mooring in nine fathoms. Owing to defects in the H.F/D.F. set, the calibration could not be carried out, and at 2200 I sailed for Sydney.

8th September - 13th September - Sydney Area and in Sydney.

8. Arriving off Man o' War Steps at 0730 on Wednesday 8th September, one Second Officer and fifteen W.R.A.N.S. ratings were embarked and H.M.A.S. ANZAC then proceeded to sea to carry out tracking exercises and gun functioning trials. Our lady guests were lucky to strike a calm day and appeared to enjoy themselves. The ship secured in the Destroyer Trot at 1630.

9. On Thursday 9th and Friday 10th September, the ship prodeeded to sea to carry out 275 radar trials and auto follow trials. These were not altogether satisfactory due to faults in the set, but the trials team were finally able to produce a good answer.

10. I returned to harbour early on Friday afternoon and after fuelling at Chowder Bay wharf, secured alongside H.M.A.S. TOBRUK in the Destroyer Trot, at 1550.

11. At the commencement of our last week of the "Work Up" period, Captain BIRCH of the First Amphibious Bombardment Group and Lieutenant Commander R.T. RICHARDSON, R.A.N. (Naval Ordnance and Inspection Branch) were embarked. I followed H.M.A.S. TOBRUK out of harbour at 0745 Monday13th September, and carried out my first torpedo firing. Apart from a heavy coastal haze, conditions were good and the torpedo was recovered with out trouble. H.M.A.S. ANZAC then carried out 4·5" sub-calibre firings at a dan bouy, followed by a full calibre S.U. firing at a B.P.T. towed by H.M.A.S. WAGGA. After a short period of Officer of the Watch manoeuvres conducted by Captain (D), a night 4·5" full calibre firing was carried out. None of these firings was successful owing to breakdown and failure of equipment, which was most disappointing after all the work that had been done by the ship's staff and the Trials team. I am confident that we shall do better next time providing the maintenance ratings who now know and understand the equipment, are not appropriated from the ship.

14th September - 15th September - Jervis Bay and Jervis Bay to Sydney.

12. Tuesday 14th September, was spent off Jervis Bay carrying out Direct, Indirect and Air Spot bombardments. The communication and internal drill for these firing s was satisfactory, but due to a fault in the lateral deflection gear, there was a slight, but persistent drift to the right in all firings. This defect has since been corrected.

13. Leaving Jervis Bay at 2230, H.M.A.S. ANZAC proceeded north to rendezvous with H.M.A.S. TOBRUK off Sydney Heads for long and close range A.A. firings. Once again it was most frustrating to experience trouble with the 4·5" system, which prevented a satisfactory firing being carried out.

14. At 1300 the ship returned to Sydney and entered Captain Cook Dock at 1330 to have defects in the A/S directing gear rectified, to have the 4·5" gun barrells changed and a cracked main manoeuvring valve repaired.

..... 3.

..... valve repaired.

15. I was most impressed by the way the Dockyard Officers and men took over the ship. As soon as the ship was secured and a brow placed, we were boarded by about forty Dockyard Officers and employees, who, without asking a single question concerning the ship's defects, headed for various compartments and turrets and commenced work within five minutes in a most determined and energetic manner. It was good to watch.

15th September - 23rd September - Dry Dock.

16. Whilst the Dockyard was coping with the ship's defects, the ship was stored, and torpedoes and blowing heads embarked.

17. It was during this period that it was announced on the Australian Broadcasting Commission news service, that the forces in Korea were to be reduced . probably by one destroyer, followed closley by a signal from the Naval Board saying that H.M.A.S. ANZAC would not proceed to Korea. This caused a wave of disappointment throughout the ship, as the younger men had been looking forward to seeing new lands and faces, whilst the older married men had already spent some of the money they had hoped to save during the nine months in Northern waters.

18. On the evening of Wednesday 22nd September, the ship had the pleasure of entertaining the Flag Officer-in-Charge, East Australian Area (Acting Rear Admiral H.A. SHOWERS, C.B.E., R.A.N.) and Mrs. SHOWERS, Captain (D) and Mrs. MESLEY, and several Dockyard officers and their wives, at a small party in the Wardroom.

23rd September - 24th September - At Garden Island.

19. The dock was flooded up during the forenoon of Thursday 23rd September, and at 1315 berth was shifted by tugs to the Oil Wharf, Garden Island, where ammunition, stores and fuel were embarked. This was completed by noon Friday 24th September. Sixty four service passengers for Manus were also embarked.

25th September - 30th September - Sydney to Manus.

20. Slipping from Garden Island at 1030, the ship proceeded to sea with the intention of tuning the new U.H.F. sets prior to departing for Manus. Shortly after tuning commenced, the steering broke down and the ship was steered by main engines whilst the breakdown was investigated. However, within five minutes the rudder "ran away" and jammed hard-a-port. The ship was stopped whilst the situation was clarified, and finally it was ascertained that temporary repairs only could be effected by the ship's staff. I therefore decided to return to Garden Island to complete repairs before proceeding to Manus.

21. Owing to the nature of the defect (which has been fully dealt with in a separate report) and bearing in mind that the broken gland might give way without warning and thus render the ship unmanoeuvrable in confined waters, I requested tugs to stand by me for the passage from the heads to Garden Island.

22. On securing alongside the Oil Wharf, Garden Island at 1535, the ship was boarded by Dockyard Officers and the defect dealt with in a most efficient and expeditious manner, enabling me to slip at 1945 and proceed.

23. During the passage north on the night of Saturday, 25th September, further U.H.F. trials were carried out with H.M.A.S. WATSON.

24. At 0815 on Monday 27th September, H.M.A.S. ANZAC entered Moreton Bay and rendezvoused with H.M.A.S.VENGEANCE to embark six more "SATEX" personnel. Departure was taken from Caloundra Head at 0915 for Manus.

.....4.

..... for Manus.

25. As it was essential the ship arrive in Manus by A.M. Saturday 2nd October, a direct route across the Coral Sea was chosen, giving me my first experience in astronomical navigation, since assuming command of H.M.A.S. ANZAC.

Conduct and Morale.

26. The conduct of the Ship's Company has been satisfactory during the period under review.

Officers Appointments.

27. The following officer movements took place during the month.

5th September.	F.Lt. J. HARTLEY, R.A.A.F. F.Lt. F. ESLER, R.A.A.F. R.A.A.F. Staff College. } joined from
	A/S/Lt. J.C. PAIN, R.A.N. A/S/Lt. P.R. ROWE, R.A.N. H.M.A.S. VENGEANCE. } joined from
6th September	Lieut.Commander (L) G. MILLS, R.N. joined from H.M.A.S. KUTTABUL.
10th September	Lieut.Commander (L) G. MILLS, R.N. discharged to H.M.A.S. KUTTABUL.
11th September	F.Lt. J. HARTLEY, R.A.A.F. F.Lt. F. ESLER, R.A.A.F. R.A.A.F. Staff College. } discharged to
12th September	A/S/Lt. J.C. PAIN, R.A.N. A/S/Lt. P.R. ROWE, R.A.N. H.M.A.S. ALBATROSS. } discharged to
13th September	Captain C.J. BIRCH, C.M.F. joined from Victoria Barracks Lieut. Commander R.T. RICHARDSON, R.A.N. joined from H.M.A.S. KUTTABUL.
15th September	Captain C.J. BIRCH, C.M.F. discharged to Victoria Barracks. Lieut. Commander R.T. RICHARDSON, R.A.N. discharged to H.M.A.S. KUTTABUL.
24th September	Lieut.Commander N.A. BOASE, R.A.N., joined from H.M.A.S LONSDALE (Navy Office) for passage to Manus.
25th September	Lieutenant J. SMITH, R.A.N. joined from H.M.A.S. TORRENS, for passage to Manus. F.Lt. W. FERGUSON, R.A.A.F. F.O. J. CHAPLIN, R.A.A.F. } joined from R.A.A.F. Station, Richmond for passage to Manus.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) G. J. B. CRABB

COMMANDER.
ROYAL AUSTRALIAN NAVY.
CAPTAIN.

Encl. Appendix "A"
Appendix "B"

Appendix "A" to "ANZAC'S" letter 20/1/4 dated 1st October, 1954.

REPORT OF PROCEEDINGS FIGURES SEPTEMBER, 1954.

Distance steamed during the month	2670.09 miles.
Hours underway during the month	228 33/60.
Distance run per ton of oil fuel	3.7 miles.
Distance steamed since commissioning	136278.16 miles.
Average speed since commissioning	14.11 knots.
Total hours underway since commissioning	9657 23/60.
Date of commissioning	14th March, 1951.

Speeds in excess of economical:

Monday 13th September. A.M.

(a) 30 mins.
(b) 20 knots.
(c) 5.1 tons/hour.
(d) 4.9 miles/ton.
(e) Authority TEX1.

Thursday 30th September. A.M. - P.M.

(a) 14 hours.
(b) 15 knots.
(c) 2.95 tons/hour.
(d) 5.1 miles/ton.
(e) Authority F.O.C.A.F's. 250931Z.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 20/1/4.

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

16th September, 1954.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR MONTH OF AUGUST, 1954.

Sir,

I have the honour to submit the Report of Proceedings for the month of August, 1954, of H.M.A.S. ANZAC under my command.

1st August - 11th August - At Williamstown.

2. On the 1st August, H.M.A.S. ANZAC officially completed her Dockyard refit. The next day I assumed command from Commander I.H. MacDONALD, R.A.N., who proceeded to take up his appointment as Executive Officer of H.M.A.S. ALB ATROSS.

3. On Tuesday the 3rd August, I paid official calls on the Acting Premier of Victoria, Mr. Galvin; the First Naval Member, Vice-Admiral Sir John Augustine COLLINS, K.B.E., C.B., the Air Officer Commanding Southern Area, Air Vice-Marshall MURDOCK; the Lord Mayor of Melbourne, Councillor SOLLY; and the Mayor of Williamstown. The next day I called on the Chief Justice of Victoria, Lieutenant-General Sir Edmund HERRING; the General Officer Commanding Southern Command, Lieutenant-General Sir Horace Robertson; and the Naval Officer-in-Charge, South East Australian Area, A/Captain M.J. CLARK, D.S.C., R.A.N.

4. At 0840 on Thursday the 5th August, H.M.A.S. ANZAC was moved by the tugs KEERA and TOORONGA, to Outer East Nelson Pier. During the next three days fuelling, storing and ammunitioning were completed.

11th August - 18th August - En Route to Sydney and at Sydney.

5. At 1030 on the 11th August, H.M.A.S. ANZAC slipped and I took her to sea for the first time with a slight feeling of trepidation. The trip to Sydney was uneventful and the ship secured outboard of H.M.A.S. MURCHISON, centre Cruiser Wharf at 0835 on Friday the 13th August.

6. During the forenoon I waited on His Excellency, the Governor of New South Wales, Lieutenant-General Sir John NORTHCOTT, K.C.M.G., K.C.V.O., C.B.; the Flag Officer-in-Charge, East Australian Area, Acting Rear Admiral H.A. SHOWERS, C.B.E., R.A.N.; the Lord Mayor of Sydney, Alderman HILLS; and the Captain (D), 10th Destroyer Squadron with whom I had lunch. Captain (D), returned my call the next day.

7. Through out the 16th and 17th August, sections of the Ship's Company were sent to H.M.A.S. PENGUIN for fire fighting instruction; the Operations Room team to H.M.A.S. WATSONfor A.I.T.C. instruction, and the Torpedo and Asdic Control teams to H.M.A.S. RUSHCUTTER for refresher instruction.

8. At 0930 on Wednesday 18th August, H.M.A.S. ANZAC slipped from H.M.A.S. MURCHISON and secured to No. 2 bouy, where the compass was swung.

..... 2.

.....compass wasswung.

9. On completion berth was shifted to the Dolphins at Shell Cove for Squid Calibration, and thence to the Destroyer Trot in Farm Cove.

19th August - 31st August - Weapon Training Period.

10. The "Work Up" programme commenced on Thursday 18th August with an A.S.P.8 and A.S.P.9 with H.M. Submarine THOROUGH. The Squadron Torpedo Anti Submarine Officer and Engineer Officer were embarked to observe trials of the lowering and raising of the Asdic Dome at speeds up to 24 knots. This subject has been dealt with separately. The ship secured in the Destroyer Trot at 1640.

11. H.M.A.S. ANZAC carried out another A.S.P.8 on the 20th August, but the operating conditions were bad during the afternoon and the ship secured in the Destroyer Trot for the week-end at 1540.

23rd August - 26th August - Sydney to Jervis Bay and Jervis Bay Area.

12. Slipping from the Destroyer Trot at 0830 on 23rd August, H.M.A.S. ANZAC proceeded to Jervis Bay. For over half of the trip the ship was steered, for practice, either by main engines or from the after steering position. H.M.A. Ships QUADRANT, TOBRUK, COOTAMUNDRA and WAGGA and H.M. Submarine THOROUGH were present in Jervis Bay when H.M.A.S. ANZAC anchored at 1730.

13. The next three days were spent at sea off Jervis Bay carrying out Auto-follow and Anti Aircraft tracking exercises. On Tuesday 24th August, I waited on Captain (F), Captain T.K. MORRISON, O.B.E., D.S.C., A.D.C., R.A.N., and later had the pleasure of dining with Captain (D) in company with Captain (F) and the Commanding Officers of H.M.A. Ships COOTAMUNDRA and WAGGA and H.M. Submarine THOROUGH.

14. In order to test the two blowing heads held on board, and to give the Torpedo Control Team preliminary practice, one torpedo was fired inside Jervis Bay on 24th August and one on 26th August.

27th August - 30th August - Jervis Bay to Sydney and Sydney Area.

15. At 2200 on 26th August, H.M.A.S. ANZAC weighed and proceeded to the Sydney Area, where Auto-follow trials were carried out during the forenoon of the 27th August, and the ship secured in the Destroyer Trot at 1103. At 1630 H.M.A.S. TOBRUK berthed alongside.

16. H.M.A.S. ANZAC slipped at 0800 on 30th August and in company with H.M.A.S. TOBRUK carried out an A.S.P.8 and A.S.P.9 with H.M. Submarine THOROUGH. On completion the Squadron Torpedo Anti Submarine Officer was transferred to H.M.A.S. TOBRUK by jack stay. During the evening the hands went to General Quarters and a short N.E.X. was carried out with H.M.A.S. TOBRUK followed by an A.S.P.85 which completed at mid-night.

17. H.M.A.S. ANZAC rendezvoused with H.M.A. Ships QUADRANT, COOTAMUNDRA and WAGGA at 0930 on 31st August and carried out two A.J.A.S.S. exercises which finished at 2309

Conduct and Morale.

18. The health and conduct of the Ship's Company has been satisfactory. It is pleasing to note the high proportion of the Ship's Company who are looking forward to the forthcoming period in Northern waters. Both officers and ratings are gradually settling down and developing a good spirit.

Sport and Recreation.

19. Owing to the "Work Up" programme, there has been little or no opportunity for organized sport during the month. However there has been much preliminary organization of football, swimming and boxing teams in preparation for the Northern Cruise.

..... 3.

.....Northern Cruise.

Officers Appointments.

20. The following officer movements took place during the month.

2nd August. Commander G.J.B. CRABB, D.S.C., R.A.N. joined from Flinders Naval Depot.

Commander I.H. McDONALD, R.A.N. discharged to H.M.A.S. ALBATROSS.

18th August Mr. D.G. MOONEY, Commissioned Gunner (T.A.S.), R.A.N. discharged to H.M.A.S. RUSHCUTTER.

I have the honour to be,

Sir,

Your obedient servant,

COMMANDER,
ROYAL AUSTRALIAN NAVY.
CAPTAIN.

Encl. Appendix "A"
Appendix "B"

16196/191.

CAPTAIN (D) & Q.1.
22 SEP 1954
10TH DESTROYER SQUADRON

Appendix "A" to ANZAC'S letter 20/1/4 dated 16th September, 1954.

REPORT OF PROCEEDINGS FIGURES AUGUST, 1954.

Distance steamed during the month	1679.37 miles.
Hours underway during the month	152/ 30/60.
Distance run perton of oil fuel.	3.5 miles.
Distance steamed since commissioning.	133608.07 miles.
Average speed since commissioning.	14.17 knots.
Total hours underway since commissioning.	9428 30/60.
Date of commissioning.	14th March, 1951.

-o-o-o-o-o-o-o-o-o-o-o-o-

Speeds in excess of economical:-

Thursday 19th August, A.M.

(a) 30 minutes.
(b) 16, 20 & 24 knots.
(c) 5.48 tons/hour.
(d) 2.5 miles/ton.
(e) Authority, my 170130Z and F.O.C.A.F's. 170334Z.

Thursday 19th August, P.M.

(a) 10 minutes.
(b) 20 knots.
(c) 5.1 tons/hour.
(d) 3.7 miles/ton.
(e) Authority, Investigating unexpected smoke candle.

Monday 30th August.

(a) 2 hours.
(b) Up to 20 knots.
(c) 5.1 tons/hour.
(d) 3.5 miles/ton.
(e) As requisite for A.S.P. 8, 9, & 85.

Tuesday 31st August.

(a) 6 hours.
(b) Up to 19 knots.
(c) 4.6 tons/hour.
(d) 4.8 miles/ton.
(e) As requisite for A.S.P. 85 & 108.

-o-o-o-o-o-o-o-o-o-o-o-o-

Appendix "B"

WHALE OBSERVATION REPORT.

Nil.

-o-o-o-o-o-o-o-o-o-o-o-o-

Anzac Tabd Mars'

Check of living area wire be carried out vide AEO 2529/54 which is being promulgated as a CMO.

However this is a physical fact which can probably be overcome by packing up the depression buffer.

Lunin 6/c.

By O.E.O. There is no doubt in my mind that the temperature is as little too high. How much under 15° of depression is the "User" willing to accept. This appears to be what is being done (Reducing the depression under 15°)

M. 2/4

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 20/1/4.

H.M.A.S. ANZAC,
at Williamstown.

1st August, 1954

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR MONTH OF JULY, 1954.

Sir,

I have the honour to submit the Report of Proceedings for the month of July, 1954, of H.M.A.S. ANZAC under my command.

1st July - 31st July - At Williamstown Dockyard.

2. At the beginning of July H.M.A.S. ANZAC was still in Alfred dry dock, Williamstown.

3. Second leave commenced on the 2nd July.

4. During the afternoon of the 12th July the ship was undocked and moved by the tugs "JAMES PATTERSON" and "SWIFTNESS" to alongside outer west Dockyard pier. Undocking was to have taken place a week earlier, but was delayed until arrival of a new A/S Dome, which had to be fitted.

5. The refit has progressed according to schedule; the Electrical trials unit team joined on the 26th July to commence the post re-fit tuning of the Fire Control System, and the ship should be in all respects ready for operational service on the date planned. It has been found that with the Stop gear set in accordance with the drawings, the guns of "A" turret foul the breakwater when at full depression. The position of the Stop gear is being adjusted to prevent this happening.

6. On Wednesday the 28th July, the Naval Officer in Charge, South East Australian Area (A/Captain M.J. CLARK, D.S.C., A.D.C., R.A.N.), Captain J. SMALLWOOD, R.N., and Commander C.E.A. CREE, D.S.C., R.N., of the United Kingdom Services Liaison Staff were my guests at lunch.

7. The following movements of officers occured during the month.

Lieutenant (L) E. CATCHPOOLE, R.A.N. joined from H.M.A.S. AUSTRALIA on 12th July.

Lieutenant (E) J.E. WHITTLE, R.A.N.R. joined from H.M.A.S. CERBERUS for 13 days training on 24th July.

Mr. F.C. HIRTES (Senior Commissioned Gunner, T.A.S.(T))R.N. joined from H.M.A.S. PLATYPUS on 26th July.

Mr. B.D. McCARTHY, D.S.M.* R.A.N.(Commissioned Boatswain) joined on 7th July from H.M.A.S. LONSDALE, on temporary loan to assist in Officer of the Day duties during the leave period shortage of officers, until 25th July.

1583/191

.....7.

....until 25th July.

(Lieutenant-Commander(L)G.St.M. MILLS, R.N. joined from
(H.M.A.S. CERBERUS on 26th July,
(Lieutenant(L) J.W. McCLURE, R.A.N. joined from
(H.M.A.S. CERBERUS on 26th July.
(Mr. H.F. THOMPSON,(Senior Commissioned Ordnance Engineer) R.N.,
(joined from H.M.A.S. KUTTABUL on 27th July.
- for post re-fit tuning trials.

Recreation and Welfare.

8. The Ship's company has played two games of Australian Rules Football during the month against teams from H.M.A.S. LONSDALE and Broadmeadows Army Camp, being defeated in both games.

Conduct and Morale.

9. This has been satisfactory during the month.

Health.

10. During the month one rating was admitted to Flinders Naval Hospital with a minor complaint and one rating reported sick on shore and was admitted to Balmoral Naval Hospital.

I have the honour to be,

Sir,

Your obedient servant,

Ian Stanley...

COMMANDER.
ROYAL AUSTRALIAN NAVY.
CAPTAIN.

Encl. Appendix "A"
Appendix "B"

Appendix "A" to ANZAC'S letter 20/1/4 dated 1st August, 1954.

REPORT OF PROCEEDINGS FIGURES JULY, 1954.

Distance steamed during the month	Nil.
Distance steamed since commissioning	131928.7 miles.
Average speed since commissioning	14.2 knots.
Total hours underway since commissioning	9276 35/60
Date of commissioning	14th March, 1951

Appendix "B" to ANZAC'S letter 20/1/4 dated 1st August, 1954.

WHALE OBSERVATION REPORT.

NIL.

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR MONTH OF JUNE, 1954.

(ANZAC's letter No. 20/1/4 dated 1st July, 1954.)

II

15760/191.

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

(Copy to:- The Commanding Officer,
H.M.A.S. ANZAC.

Forwarded.

2. The attention of the Commanding Officer, H.M.A.S. ANZAC has been drawn to the necessity for forwarding recommendations such as that contained in paragraph 5 in a separate report.

Office of Captain (D)
10th Destroyer Squadron,
H.M.A.S. TOBRUK.
at Sydney.

23rd July, 1954.

Lieutenant Commander,
for CAPTAIN. (A.O.L.)

15665/191

CAPTAIN (D)
13 JUL 1954
10TH DESTROYER SQUADRON

(T)

20/1/4.

H.M.A.S. ANZAC,
at Williamstown.

1st July, 1954.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR MONTH OF JUNE, 1954.

Sir,

I have the honour to submit the Report of Proceedings for the month of June, 1954, of H.M.A.S. ANZAC under my command.

1st June - 4th June - At Cruiser Wharf, Sydney and en route to Williamstown.

2. H.M.A.S. ANZAC was alongside Cruiser Wharf between H.M.A.Ships WARRAMUNGA and TOBRUK, at the beginning of June.

3. H.M.A.S. TOBRUK proceeded to sea at 0800 on 2nd June, and after disembarking warheads, and embarking a whaler, a skiff and a box of boiler tubes as free freight, H.M.A.S. ANZAC cast off at 1200 the same day, and proceeded for Williamstown for leave, docking and refit. Prior to sailing I had waited on The Flag Officer Commanding, Her Majesty's Australian Fleet at 1030.

4. The passage to Williamstown was uneventful, and H.M.A.S. ANZAC secured alongside Nelson Pier (Outer East) at 0630 on Friday 4th June. De-ammunitioning commenced soon after arrival, but owing to the slow rate at which the trucks from Maribyrnong could accept ammunition at this pier, the operation was not completed until early the following week.

4th June - 30th June - at Williamstown.

5. There were no catamarans at H.M.A.S. ANZAC's berth, which was unsatisfactorily fendered for a fresh South Easterly which prevailed over the week end. This state of affairs was improved as far as possible by provision of shot mats and home made fenders, as well as the Ship's fenders, and old motor tyres supplied by the Dockyard, but it is recommended that more efficient facilities should be provided to prevent damage to ships alongside Nelson Pier during strong South Easterly winds and really bad weather

6. At 1130 on the 4th June, Commander J. BRUYN, R.N.N., the Commanding Officer of Her Majesty's Netherlands Ship VAN KINSBERGEN, called on me, and that evening I was his guest at a party in that ship. I returned his call at 1130 on 5th June.

7. At 1000 on Monday 7th June, I waited on the First Naval Member, (Vice Admiral Sir John COLLINS, K.B.E., C.B.) and afterwards visited the Deputy Chief of Naval Staff, the Deputy Chief of Naval Personnel, and a number of the Directors at Navy Office. First leave commenced on this day.

.....2.

.....on this day.

8. H.M.N.S. VAN KINSBERGEN sailed at 0800 on Tuesday 8th June, and later in the forenoon the Dockyard re-fit conference was held in H.M.A.S. ANZAC, and the ship was moved by tugs to alongside Dockyard pier (Outer West).

9. H.M.A.S. ANZAC came to extended notice for steam and passed into Dockyard hands on Wednesday 9th June.

10. H.M.A.S. GLADSTONE secured ahead of H.M.A.S. ANZAC P.M. Friday 11th June.

11. On Monday 14th June the Senior Naval Officer (United Kingdom Services Liaison Staff) Captain J. SHALLWOOD, R.N. and his assistant, Commander C.E.A. CREE, D.S.C., R.N. called on me.

12. At 0800 on Tuesday 22nd June, the ship was placed in Albert Dock, where she remained for the remainder of the month,- being fumigated on Saturday 26th-Sunday 27th June, during which time essential personnel required as fire and emergency parties were accommodated in H.M.A.S. GLADSTONE.

13. On Monday 28th June, I was a member of a Court Martial which assembled at H.M.A.S. LONSDALE.

Conduct and Morale, Welfare, Recreation and Training.

14. Training has been at a standstill owing to Long Leave and Dockyard routine. There have been two disciplinary offences necessitating Warrant punishment, a number of leave breakers and two civil offences, one involving sentence of six months hard labour by the New South Wales authorities. The rating was on first leave. A match of Australian Rules Football against H.M.A.S. LONSDALE resulted in a narrow win for H.M.A.S. ANZAC.

Health.

15. During the month four ratings have been admitted to Flinders Naval Hospital with minor complaints and one rating has been reported sick on shore.

Officers Appointments.

16. The following officer movements took place during the month.

Mr. G.T. GAFFORD (Senior Commissioned Gunner) R.A.N. discharged to H.M.A.S. CERBERUS on 4th June.
Lieutenant-Commander(S) O.G. STRETTER, R.A.N. joined from H.M.A.S. PENGUIN on 7th June.
Lieutenant(S) J.L. MILL, R.A.N. discharged to H.M.A.S. LONSDALE for Navy Office on 11th June.
Lieutenant(G) P.J. HUTSON, R.A.N. joined from H.M.A.S. SYDNEY on 18th June.
Lieutenant-Commander(G) P.J.M. SHEVLIN, R.N. discharged to H,M.A.S. PENGUIN on 19th June.

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

Ian McDonald
COMMANDER.
ROYAL AUSTRALIAN NAVY.

Encl. Appendix "A"
Appendix "B"

Appendix "A" to ANZAC'S letter 20/1/4 dated 1st July,1954.

REPORT OF PROCEEDINGS FIGURES JUNE, 1954.

Distance steamed during the month	605.6 miles.
Hours underway during the month	44 48/60.
Distance run per ton of Oil Fuel	3.9miles.
Distance steamed since commissioning	131928.7 miles.
Average speed since commissioning	14.2 Knots.
Total hours underway since commissioning	9276 35/60
Date of commissioning	14th. March,1951

00-0-0-0-0-0-0-0-0-0-0-0-00

Speed in excess of economical:-

Nil.

00-0-0-0-0-0-0-0-0-0-0-0-00

Appendix "B"

WHALE OBSERVATION REPORT.

Nil.

00-0-0-0-0-0-0-0-0-0-0-0-00

20/1/4

452/84/3.

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

31 May, 1954.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS FOR MONTH OF MAY, 1954.

Sir,

I have the honour to submit the Report of Proceedings for the month of May, 1954, of H.M.A.S. ANZAC under my command.

1st May - 2nd May - On Passage Samarai to Cairns calling Willis Islet.

2. At the beginning of the month, the ship was on passage from SAMARAI to CAIRNS via WILLIS ISLET.

3. At 1000K Saturday 1st ship anchored off WILLIS ISLET in position 270° WILLIS ISLET northern radio mast one mile and Dr. RADOK of the University of Melborne meteorological branch was embarked by ship's boat. A large bucy containing sea water temperature recording apparatus with its mooring was recovered by the motor boat and hoisted onboard. The operation of embarking Dr. RADOK from the islet presented little difficulty as there is a good landing for whalers on the North West tip of the islet, the channel through the numerous niggerheads being marked by leads on shore.

4. H.M.A.S. ANZAC weighed and proceeded for CAIRNS at 1215K the same day. The route to GRAFTON PASSAGE had been planned to avoid passing over the 10 fathom patch reported by H.M.A.S. CONDAMINE and also the shoal patches shown on chart 2764 in the same vicinity. However, it was found that WILLIS ISLET BANK extended some three or four miles further to the west than charted and in addition there is a shoal bank in position 16°.09'S 149°.38'E. The least depth obtained was 12 fathoms and the width of the bank traversed by the ship was some 15 miles. A Hydrographic Note has been forwarded.

5. Having gained deep water by 1430K the remainder of the passage was uneventful and soundings agreed with those charted. At 0945K Sunday 2nd ship secured alongside No. 10 Wharf at CAIRNS, and embarked furnace fuel oil and fresh provisions.

2nd May - 3rd May - At Cairns.

6. On arrival I received official calls from the Mayor, Mr. FULTON and Colonel CUMMINGS, representing the 51st Infantry Brigade. The usual hospitable welcome was extended to the ship. During the afternoon my officers and I were taken for a drive round the town and near countryside whilst the ships company were entertained at the local Returned Sailors Soldiers and Airmens Imperial League Club. In the evening I gave a dinner party on board

(.....7.

.....on board.)

3rd May - 7th May - Passage Cairns to Sydney.

7. At 0700K Monday 3rd ship cast off and proceeded for SYDNEY. It was interesting to note that, whilst proceeding down river, that a much larger Quantas flying boat than the one encountered at SAMARAI, landed alongside the ship with no apparent difficulty.

8. The passage through the reef was uneventful, gun functioning firings and starshell firings being carried out Tuesday 4th and Wednesday 5th.

9. At 1400K Wednesday 5th H.M.A.S. ANZAC joined company off CAPE MORETON with H.M.A.S. VENGEANCE wearing the Flag of the Flag Officer Commanding, H.M.A. Fleet and H.M.A.S. BATAAN. Whilst closing a surface plotting exercise was carried out by all ships. At 1730K the same day correspondence was transferred to H.M.A.S. VENGEANCE by heaving line.

10. At 0945K Thursday 6th 4".5 firings were carried out to exercise fall of shot spotting by radar. On completion H.M.A.S. BATAAN closed H.M.A.S. ANZAC for heaving line transfer of correspondence. During the afternoon H.M.A.S. VENGEANCE flew off air strikes against H.M.N.Z.S. BLACK PRINCE and H.M.A.S. QUADRANT, the aircraft then proceeding to NOWRA. On completion of air operations the Destroyers formed a Bent Line Screen on H.M. A.S. VENGEANCE and H.M.A.S. ANZAC exercised a dummy A/S contact.

11. At 1930K the same day a night encounter exercise was carried out against H.M.N.Z.S. BLACK PRINCE and H.M.A.S. QUADRANT. On completion of the night encounter I acted as Senior Officer shadowing vessels in a night shadowing exercise, H.M.N.Z.S. BLACK PRINCE, H.M.A.S. QUADRANT, H.M.A.S. ANZAC and H.M.A.S. BATAAN shadowing H.M.A.S. VENGEANCE. The exercise culminated at 0400K Friday 7th when the shadowing vessels carried out a sector torpedo attack. Control of the excercise was rendered somewhat difficult by the poor performance of H/F Communications in H.M.N.Z.S. BALCK PRINCE.

12. On completion of the exercise H.M.A.S. ANZAC and H.M.A.S. BATAAN were detached and proceeded in company to SYDNEY, H.M.A.S. ANZAC securing to No. 1 Buoy with her stern to the outer Buoy of the Destroyer Trot at 0730K.

7th May - 12th May - at Sydney.

13. It had been hoped to carry out a Director Test on arrival but fog prevented this and at 1130K the Test was abandoned and the stern mooring slipped.

14. The period in SYDNEY was fully occupied by replenishment duties and painting ships side.

15. At 1130 Monday 10th I called officially on the Flag Officer Commanding, H.M.A. Fleet. On Tuesday 11th I returned the call of the Captain of H.M.A.S. WOOMERA made in Williamstown in December, 1953.

(.....16.

..... in December, 1953.)

16. On Tuesday 11th candidates from H.M.A.S. ANZAC were examined by Fleet Boards for Petty Officer and Leading Seaman. Four officers from this ship were employed on boards.

17. During the forenoon of wednesday 12th I carried out part of my Annual Inspection of H.M.A.S. BATAAN, inspecting the ships company at Divisions and carrying out Rounds of the Upper Deck, Mess Decks and Flats, Engine and Boiler Rooms and Store Rooms.

13th May - 28th May - Weapon Training Period.

18. At 0915K Thursday 13th, after a delay caused by H.M.A.S BATAAN losing feed water, H.M.A.S. ANZAC proceeded in company with H.M.A.S. QUADRANT and H.M.A.S. BATAAN to rendezvous with H.M.N.Z.S. BLACK PRINCE for pro submarine exercises. At 1045K the destroyers and frigates formed bent line screen on the cruiser and at 1100K the exercises commenced.

19. The exercises were rather a set piece with H.M.N.Z.S. BLACK PRINCE and screen steaming up and down past H.M. Submarine TELEMACHUS and THOROUGH whilst they carried out attachs on the cruiser. During the forenoon of Friday 14th torpedoes were allowed to be fired and H.M.A.S. ANZAC acted as torpedo recovery vessel. In THOROUGH's first attach both torpedoes failed to surface and a search was carried out by all ships without result. Two torpedoes were recovered succesfully from TELEMACHUS first attach and THOROUGH was again dogged by bad luck and in her second attack one torpedo ran erratically and was seen to sink at the end of the run. The second torpedo was recovered and it was obvious that an inter torpedo collision had occured. TELEMACHUS fired one more torpedo which was recovered and this terminated the exercise. H.M.A.S. ANZAC then proceeded independently to SYDNEY and at 1530k Friday 14th secured alongside KIRRIBILLI DOLPHINS to disembark the 4 submarine torpedoes.

20. At 1655K ship cast off and proceeded to JERVIS BAY and anchored in position C 1 at 2340K the same day.

21. During the forenoon of Saturday 15th I carried out the second half of the Annual Inspection of H.M.A.S. BATAAN, inspecting the ship at General Quarters and at General Drill. H.M.A.S. ANZAC took part in the g eneral drills.

22. On Sunday 16th a conference was held on board H.M.A.S. ANZAC with representatives of the First Amphibious Observation Regiment and N.A.S. Nowra to discuss arrangements for bombardments during the Tenth Destroyer Squadron Weapon Training period.

23. At 0830K Monday 17th with Army Bombardment Liaison Officer and some other personnel embarked ship weighed and proceeded for bombardment firings off Jervis Bay. On completion of the bombardments about 1400K sub calibre firings were carried out using a dan buoy with radar reflector as target. At 1530K ship anchored in berth C 1. Two hours later H.M.A.S. WAGGA and COOTAMUNDRA entered harbour for A.J.A.S.S. exercises and at 1945K H.M.A.S. TOBRUK and H.M.A.S. BATAAN arrived - the first time that three ships of the Tenth Destroyer Squadron had been in company in a port other than SYDNEY for a very considerable time.

24. At 0800K Tuesday 18th H.M.A.S. ANZAC and H.M.A.S. TOBRUK proceeded in company for exercises off Jervis Bay. During the forenoon H.M.A.S. ANZAC carried out a Dummy Torpedo Firing at H.M.A.S. TOBRUK as the sea conditions prevented firings,

(..... and then took

.....prevented firings,)

and then took H.M.A.S. TOBRUK in tow. By 1300K conditions had moderated considerably and H.M.A.S. TOBRUK successfully fired two torpedoes at H.M.A.S. ANZAC. While torpedoes were running a moderate "southerly Buster" hit both ships and made the operation of recovery difficult. However each ship recovered one torpedo without mishap.

25. At 1530K H.M.A.S. TOBRUK took H.M.A.S. ANZAC in tow inside Jervis Bay. On completion of this evolution H.M.A.S. BATAAN joined company and all ships carried out O.O.W. manoevres. At 1735K the Squadron anchored in company in Jervis Bay.

26. H.M.A.S. ANZAC and H.M.A.S. BATAAN weighed at 2359K Tuesday 19th and proceeded to area NT for Anti Submarine Exercises. At 0800K Wednesday 19th a derelict lighter was sighted in position 124 Mac Quarie Lt 11 miles. H.M.A.S. BATAAN investigated the lighter and reported its position and condition to the Flag Officer-in-Charge, Eastern Australian Area.

27. The day was occupied by simple Anti Submarine Exercises with H.M. Submarine THOROUGH. A simple Submarine Attack was also carried out during the lunch hour. Aircarft Tracking Exercises took place during the afternoon. ~~At 1550K~~ H.M.A.S. BATAAN was detached to proceed to SYDNEY to refuel on completion of the Anti Submarine Exercises at 1550K. H.M.A.S. ANZAC returned to Jervis Bay anchoring in berth C 2 at 2245K.

28. At 0800K Thursday 20th ship proceeded for bombardment firings. On completion of the bombardment, sub calibre firings at a dan buoy were carried out in Jervis Bay.

29. At 1530K H.M.A.S. ANZAC proceeded for SYDNEY and on passage acted as target for a Night Encounter Exercise with H.M.A.S. TOBRUK and H.M.A.S. BATAAN. At 2200K on completion of the exercise H.M.A.S. TOBRUK and H.M.A.S. BATAAN formed a Bent Line Screen on H.M.A.S. ANZAC and the squadron continued in this formation through out the night.

30. During the forenoon of Friday 21st all ships carried out Long and Close Range Sleeve Firings. Battle Practice Target Firings scheduled for the afternoon had to be cancelled due to rough seas and a heavy southerly swell. At 1300K the squadron entered harbour in company ~~with~~ and H.M.A.S. ANZAC secured alongside Oil Wharf, Garden Island, H.M.A.S. TOBRUK secured alongside this ship.

31. The weekend in SYDNEY was spent replenishing. Two Officers and fifty ratings from H.M.A.S. VENGEANCE were accomodated in H.M.A.S. ANZAC whilst the former vessel was closed down for fumigation.

32. At 0755K Monday 24th H.M.A.S. ANZAC proceeded for the second week of the Weapon Training Programme. Ship dressed with mast head flags on the occasion of Empire Day at 0800K. After a day's Anti Submarine Exercises with H.M. Submarine TELEMACHUS and aircraft tracking exercises the ship proceeded to Jervis Bay anchoring in berth C 1 at 2245K.

~~33~~ 33. The forenoon of Tuesday 25th was spent bombarding. Brigadier J.M. McALISTER C.C.R.A. witnessed the days firings from H.M.A.S. ANZAC and I entertained him to lunch on board on completion of the firings.

(.....34.

..... of the firings.)

34. At 0830K Wednesday 26th H.M.A.S. ANZAC and H.M.A.S. TOBRUK proceeded to sea in company. On passage to the exercise area manoevres were carried out. At 0915K H.M.A.S. TOBRUK was detached for bombardment firings whilst H.M.A.S. ANZAC proceeded for A.A. Long and Close Range Sleeve Firings. Unfortunately however, due to unfavourable weather conditions at the airfielf the R.A.A.F. were not able to provide a towing aircraft.

35. At 1100K H.M.A.S. ANZAC carried out a torpedo attack on H.M.A.S. TOBRUK, two torpedoes being fired. One torpedo ran satisfactorily but the other suffered from a direction al failure, but was found, and recovered after a long two hour search, some 5 miles from its intended position. At 1540K the ship returned to Jervis Bay. In the evening together with the Captains and officers of the Squadron I had the pleasure of dinning at N.A.S. NOWRA as the guest of the N.A.S. and the officers of the 1st Amphibious Observation Regiment.

36. During the forenoon of Thursday 27th H.M.A.S. ANZAC carried out a last bombardment, two runs being controlled by the F.O.B. ashore and two with Air Spot. A gratifying degree of efficiency in Indirect Bombardment has been achieved in the ship.

37. In the evening I had the pleasure of being dined by the Captain and officers onbaard H.M.A.S. BATAAN.

38. At 1000K Friday 28th H.M.A.S. ANZAC proceeded for SYDNEY. H.M.A.S. TOBRUK joined company on completion of a last bombardment practice. At 1300K both ships carried out Long and Close Range A.A. Sleeve Firings. The co-operation of the R.A.A.F. Towing Aircraft on this and all occasions during the Weapon Training Programme was outstanding. The A.A. Firings were followed by Day and Night S.U. Firings.at a Battle Practice target towed by H.M.A.S. SPRIGHTLY. On completion H.M.A.S. ANZAC proceeded into SYDNEY and secured alongside H.M.A.S. WARRAMUNGA at Cruiser Wharf at 2030K and at 2145 H.M.A.S. TOBRUK secured alongside.

29th May - 31st May - At Sydney.

39. At 0800K Monday 31st I turned over command of H.M.A.S. ANZAC to Commander I.H. McDONALD, R.A.N. and my staff and I joined H.M.A.S. TOBRUK.

Condition of the ship.

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

Officers appointments.

41. The following officer movements took place during the month.

7th May - Surgeon Commander H.D. RAFFAN discharged to H.M.A.S. RUSHCUTTER.
Lieutenant Commander G. KABLE, R.A.N. discharged to H.M.A.S. PENGUIN.
Lieutenant Commander M.J. LEE, R.A.N. proceeded on leave prior to taking up his appointment as Commanding Officer, H.M.A.S. SHOALHAVEN.

10th May - Lieutenant (L) A.J. GRAVES, R.A.N. joined as relief for Lieutenant Commander (L) H.J.

10th May - 21st May - Lieutenant H.D. McWILLIAMS, R.A.N.R. borne for training.

16th May - Lieutenant Commander (E) E.D. BENNETT, R.N. joined as relief for Lieutenant Commander, R.G. WATKINS, R.A.N.

21st May - Lieutenant Commander (SP) J.R.H. PIPER, R.A.N.R. joined for 14 days training.

31st May - Captain (D)
Lieutenant Commander P. GYLLIES, R.A.N.
Lieutenant Commander, J.H.V. WHEELER, R.A.N.
Lieutenant Commander, P.H. DOYLE? R.A.N.
Lieutenant Commander (E) R.G. WATKINS, R.A.N.
Instructor Lieutenant, C.W. JOHNSTON, R.A.N.
Lieutenant (S) A.D. COLEMAN, R.N.
Commissioned Communications Officer, L. MORTON, R.N. to H.M.A.S. TOBRUK.

Commander, I.H. McDONALD, R.A.N.
Lieutenant Commander, W.W. O'LOUGHLIN, R.A.N.
Lieutenant Commander, P.J.M. SHEVLIN, R.N.
Commissioned Ordnance Engineer Officer D.E. BRETT, R.A.N. to H.M.A.S. ANZAC.
LIEUTENANT J.B. SNOW RAN joined from HMAS HAWKESBURY.

Sport and Recreation.

42. Every opportunity for organised recreation was taken where the programme permitted while the ship was at Jervis Bay one Australian Rules, two Rugby, and one Soccer match being played against ships of the Squadron and local teams.

Health and Conduct of the Ships Company.

43 The health and conduct of the ships company has been satisfactory. The Weapon Training Programme just completed has fostered a healthy squadron spirit and morale is high.

Final Remarks.

44. The Weapon Training Period has been of the greatest value to the ship. The effect on the ships company of seeing their weapons used successfully and knowing they are masters of them has had the effect of an astonishing increase in pride of ship and squadron.

45. On turning over H.M.A.S. ANZAC to my successor I feel that I shall be leaving a proud, happy and reasonably efficient ship which reflects credit on her company.

I have the honour to be,

Sir,

Your obedient servant,

Pusley

CAPTAIN, R.A.N.

ENCL.

Appendix "A"
Appendix "B"

APPENDIX "A"

Distance steamed during the month.	3425.0 Miles.
Hours underway during the month.	271 58/60
Distance run per ton oil fuel.	3.67 Miles.
Distance steamed since commissioning.	131,323.1 Miles.
Average speed since commissioning.	14.2 Knots.
Total hours underway since commissioning.	9231 47/60.
Date of commissioning.	14th March, 1951.

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Speed in excess of economical:-

(i) As required for plane guard duties.

(ii) Monday 3rd - Tuesday 4th.

(a) 36 hours.
(b) 15 knots.
(c) 3.06 tons/hours
(d) 4.9 miles/ton
(e) Authority F.O.C.A.F.'s 19o2292 April.

(iii) Thursday 13th

(a) 6 hours.
(b) 16.1 knots.
(c) 3.5 tons/hour,
(d) 4.9 miles/ton.
(e) As required for pro submarine exercises.

(iv) Tuesday 18th.

(a) 1 hour.
(b) 18.7 knots.
(c) 4.8 tons/hour.
(d) 3.98 miles/ton.
(e) As required for torpedo firings.

(v) Wednesday 26th.

(a) 1 hour.
(b) 18 knots.
(c) 4.2.tons/hour.
(d) 4.3 miles/ton.
(e) As required for torpedo firings.

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APPENDIX "B"

WHALE OBSERVATION REPORT.

Nil

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S4 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 20/1/4.

H.M.A.S. ANZAC.
Cairns.

2nd May, 1954.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS
APRIL, 1954.

Sir,

I have the honour to submit the Report of Proceedings for the month of April, 1954, of H.M.A.S. ANZAC under my command.

1st April - 11th April - Fremantle to Darwin via Cocos Islands

2. On Thursday, 1st, H.M.A.S. ANZAC was alongside Victoria Quay, Fremantle, together with other units of H.M.A. Fleet at the closing stage of the Royal Tour of Australia.

3. At 1640H, ship cast off and followed H.M.A.S. VENGEANCE, wearing the flag of the Flag Officer Commanding, H.M.A. Fleet, out of harbour. H.M.A.S. BATAAN followed. The three ships together with H.M.S. CEYLON then lay to in the vicinity of HALL BANK BUOY awaiting the departure of S.S. GOTHIC, wearing the Royal Standard.

4. The departure of the fleet from Fremantle Harbour was an impressive spectacle. Both sides of the harbour and breakwaters were packed with people and all available small craft were present, gaily decorated, to say farewell to Her Majesty the Queen.

5. At 1730H the Royal Yacht drew slowly out of harbour and by 1800H the escorting warships had taken up their stations with H.M.A.S. ANZAC 3 cables on the port beam of the Royal Yacht. On passing FAIRWAY BUOY, the speed of the unit was increased to 18 knots and the voyage to the rendezvous with the East Indies Fleet commenced. In accordance with the Merchant Service custom clocks were retarded half an hour to zone -7½ at 2345.

6. At 0945GH, Friday, 2nd, S.S. CHINDWARRA was met bound for Fremantle. Passing close to the formation with the crew fallen in three cheers were given for Her Majesty in a most impressive and creditable manner.

7. With the prevailing South East trade blowing steadily and the relatively high speed of advance flying operations by H.M.A.S. VENGEANCE were severely curtailed.

(.....However at

.....severely curtailed.)

However at 1100GH Friday 2nd H.M.A.S. VENGEANCE and H.M.A.S. ANZAC proceeded ahead at 22 knots to enable flying to take place. Operations commenced at 1600GH and were completed by 1730GH; the two ships then rejoined the escort, H .M.A.S. ANZAC being stationed 3 cables, 20° abaft the starboard beam of the Royal Yacht. At 2345GH clocks were again retarded half an hour to zone - 7.

8. During the forenoon of Saturday 3rd, H.M.A.S. VENGEANCE's helicopter took photographs of the Royal Yacht and escort. Clocks were retarded half an hour to zone - 6½ at 2345G. On Saturday and Sunday at evening quarters quizes were conducted by the Flag Officer Commanding, H.M.A. Fleet and the Captain of H.M.S. CEYLON respectively. These quizes have provided much interest and amusement, the proceedings being broadcast throughout the ship.

9. At 0620FG Monday 5th H.M.A.S. VENGEANCE and H.M.A.S. ANZAC proceeded ahead for flying operations. By 0825FG all aircraft had been flown off and the two ships then rejoined the escort and took station for the farewell ceremony and the changeover of escort duties to the Royal Navy. At 0905FG H.M.A.S. VENGEANCE'S air group flew over GOTHIC in salute and ten minutes later, with the Royal Marine Band in S.S. GOTHIC playing "Waltzing Matilda", the Australian Fleet steamed past S.S. GOTHIC as 22 knots on similar courses. Ships were manned and cheered ship on passing the Royal Yacht where Her Majesty took the salute from the bridge. As the last ship (H.M.A.S. BATAAN) drew clear of S.S. GOTHIC the fleet turned together to starboard and H.M.A.S. VENGEANCE fired a 21 gun Royal Salute. In the grey distance ahead of GOTHIC could be seen H.M.S. NEWFOUNDLAND wearing the flag of the Commander in Chief, East Indies, joining up with H.M.S. CEYLON as the Royal Escort. It was a sad moment for all in H.M.A.S. ANZAC, as this ship had enjoyed the honour and privilege of being the only R.A.N. ship to escort the Royal Yacht throughout the whole of the Australian Tour.

10. On departure Her Majesty commanded "Splice the Main Brace" and most gracious and complimentary farewell messages were sent to all ships.

11. At 0930FG H.M.A.S. VENGEANCE flew on her aircraft and on completion commenced to refuel H.M.A.S. BATAAN. At 1158FG the latter vessel came into contact with H.M.A.S. VENGEANCE and both ships suffered considerable damage which fortunately did not prevent the continuance of the approved cruise. No casualties occurred in either ship.

12. H.M.A.S. ANZAC closed H.M.A.S. BATAAN at 1545FG and fuelling hoses and gear which had been salved in the latter after the accident were transferred by jackstay. H.M.A.S. ANZAC then proceeded to H.M.A.S. VENGEANCE and transferred the gear and then embarked fuel until sunset. Unfortunately only 39 tons were received in the three quarters of an hour of daylight.

13. During the forenoon of Tuesday 6th H.M.A.S. ANZAC completed fuelling from H.M.A.S. VENGEANCE receiving some 321 tons on this occasion.

14. The remainder of the passage to Darwin was comparatively uneventful. On Wednesday 7th ship was stopped for one hour to enable the port main circulating water strainer to be cleared. On Thursday 8th and Friday 9th H.M.A.S. VENGEANCE carried out flying operations with H.M.A.S. ANZAC acting as planeguard.

15. Clocks were advanced one hour at 2345 on Tuesday 6th, Wednesday 7th and Thursday 8th.

16/.....

.....Thursday 8th.)

16. At 1300IK Saturday 10th the speed of the unit was increased to 16 knots and after passing BROWSE ISLET, speed was again increased to 18 knots and ground made to the northward of the recommended route in order to evade the anticipated path of a tropical cyclone which had been reported over MELVILLE ISLAND. However by 0400IK Sunday 11th it was apparent that the cyclone had passed close to Darwin on a southerly course and no longer threatened the fleet. Economical speed was resumed and the unit proceeded directly towards Darwin.

17. At 2355IK Sunday 11th the unit anchored in formation in Darwin Harbour.

12th April - 13th April - At Darwin.

18. At 0730IK Monday 12th, H.M.A.S. ANZAC proceeded alongside FORT HILL WHARF to refuel and embark stores and water.

19. On Monday 12th and during the forenoon of Tuesday 13th I acted as President of a Board of Inquiry in H.M.A.S. VENGEANCE to investigate the circumstances surrounding the accident when H.M.A.S. BATAAN came into contact with H.M.A.S. VENGEANCE on 5th April.

20. During the forenoon of Monday 12th, armed and unarmed platoons from H.M.A.S. ANZAC were landed to practice for the forthcoming march at HOLLANDIA and also to assist in crowd control at the Darwin Oval when the Flag Officer Commanding H.M.A. Fleet landed there by helicopter to pay an official call on the Administrator.

21. At 0700IK Tuesday 13th ship shifted berth and anchored in stream to enable S.S. DULUERTON to proceed alongside.

22. I entertained the Naval Officer-in-Charge North Western Area Commander A.H. GREEN and Mrs GREEN on board on Tuesday 13th.

14th April - 19th April - Darwin to Hollandia.

23. At 0640Ik Wednesday 14th after a delay due to the failure of one boiler in H.M.A.S. BATAAN, H.M.A.S. VENGEANCE and H.M.A.S. ANZAC weighed and proceeded. By 1000IK H.M.A.S. BATAAN had rejoined and, after some excitment when the unit had to take individual avoiding action to clear a small water spout, proceeded to embark feed water from H.M.A.S. VENGEANCE to replace that lost when the boiler failed. On completion the destroyers formed a Bent Line Screen and remained in this formation until the following evening.

24. During the afternoon of Thursday 15th H.M.A.S. VENGEANCE carried out limited flying operations with H.M.A.S. ANZAC acting as plane guard.

25. At 1900IK Friday 16th after clearing SAGEWIN STRAIT and transferring correspondence by heaving line, H.M.A.S. ANZAC was detached and proceeded independently for HOLLANDIA.

26. The remainder of the passage was uneventful and at 0800IK Monday 19th ship secured alongside Jetty No. 2 at Hollandia, having stopped at 0735 to pick up a Pilot and the Officer of the Guard provided by the Royal Netherlands Navy.

19th April - 23rd April - At Hollandia.

27. From the moment of berthing it was apparent that the Dutch Authorities has excelled themselves in their efforts to make the stay of the ship a pleasant and instructive one. An English speaking Liaison Officer was permanently attached to the ship for the duration of the visit.

(28.....

.....of the visit.)

28. During Monday 19th I exchanged official calls with the following dignitaries :-

The Commanding Officer, Naval Barracks, Hollandia.
The Head of Local Government, Hollandia.
The Commanding Officer, L.C.T. 9607.
The Garrison Commander.
The Resident of North New Guinea.
The Commandant of Royal Netherlands Navy, New Guinea. (N.O.I.C.)
The Army Commandant.
His Excellency the Governor of New Guinea.

29. The Royal Netherlands Army produced a daily news sheet "The New Guinea Herald" in English for the benefit of the ships company. This gesture was very much appreciated.

30. A most comprehensive entertainment programme had been arranged for the Officers and ships company. Two excursions for about 100 men were made to LAKE SENTANI, transport was provided daily for swimming parties, and two soccer, one hockey match and sailing races were held. In addition film shows or entertainment evenings were held nightly in Naval and Military establishments for the Ships Company.

31. On Monday 19th accompanied by my officers I attended a reception at the residence of the Commandant, Royal Netherlands Navy, New Guinea followed by a reception and Dance at the Naval Barracks.

32. The following day, together with four officers, and accompanied by N.O.I.C. N.N.G. and the Army Commandant I was taken for a boat excursion on LAKE SENTANI by the Resident North New Guinea and this was followed by luncheon at the Government Hotel at Kota Baru. In the evening with all officers I attended a reception, at the residence of His Excellency the Governor at Kota Baru.

33. On Wednesday 21st accompanied by N.O.I.C. and the Army Commandant I flew to BIAK in an amphibious catalina of the Royal Netherlands Navy 321 Squadron, based on BIAK ISLAND. After inspecting a very smart guard I was shown over the Naval Barracks, the Naval Air Station and the new International Air Port and K.L.M. Hotel at MOKMER. After lunch with the Resident Naval Officer the return flight to HOLLANDIA was undertaken in rather rough conditions and I returned onboard at 1800.

34. In the evening a cocktail party and buffet supper for about eighty five guests, including His Excellency the Governor, was held onboard and was apparently a great success.

35. Thursday 22nd being the Tenth Aniversary of the allied landing at Hollandia was a public holiday. At 0730 I and four officers attended a religious service at the War Cemetry during which I laid a wreath (which had been provided by the Royal Netherlands Navy) at the foot of the Memorial Monument. After coffee at the residency at 0900 I attended with His Excellency the Governor a Ceremonial Parade where units from H.M.A.S. ANZAC, the Royal Netherlands Navy, the Royal Netherlands Marines, the Royal Netherlands Army and the New Guinea Police were inspected and then marched past, His Excellency taking the Salute.

At 1100 I and four officers and five ratings attended at the invasion beach the unveiling by His Excellency the Governor of a memorial to the allied personnel who died during the assault on Hollandia. All these ceremonies were most impressive and were watched by large crowds of Europeans and natives.

(36.....

.....and natives.)

36. At 1230 my officers and I were guests of His Excellency the Governor at luncheon at the residency. After lunch, at which some fifty guests were present, my officers and I were taken by His Excellency to his weekend bungalow on the summit of a hill overlooking Hollandia and Humboldt Bay for coffee. This was a very signal honour. In the evening a farewell reception for the Captain and officers was held at the Yacht Club and was very much enjoyed. Throughout the four days of our visit, relations with the Dutch were most cordial and many friendships were made. Goodwill for Australia was freely expressed and the locals were proud and glad to show us their progress and future plans for the improvement and development of Dutch New Guinea. A separate report has been made regarding these plans.

23rd April - 30th April - New Guinea Cruise.

37. At 0800Ik Friday 23rd ship sailed for Manus after a most hectic and enjoyable four days. Representatives of His Excellency the Governor, the Royal Netherlands Navy, and the Royal Netherlands Army bade us farewell and the Naval Officer-in-Charge personally let go our last line. Soon after sailing heavy rain commenced to fall and this continued almost incessantly for the next seven days.

38. After an uneventful passage H.M.A.S. ANZAC secured alongside the Main Wharf at Lombrom Point at 1330K Saturday 24th. On arrival I received official calls from the Naval Officer-in-Charge North Eastern Area, A/Captain J.A. WALSH, O.B.E. R.A.N. and Squadron Leader K.A. JAMES, Royal Australian Air Force representing the Commanding Officer Royal Australian Air Force Station MOMOTE.

39. In the evening I and two officers had the pleasure of being entertained at supper and a cinema by Captain WALSH and later all officers were entertained in the Wardroom H.M.A.S. TARANGAU.

40. On Sunday 25th - Anzac Day the combined Ship's Companies of H.M.A.S. ANZAC and H.M.A.S. TARANGAU attended a church parade which, on account of the incessant rain was held in the drill hall. My officers and I later attended a buffet lunch at the R.A.A.F. Station MOMOTE and in the evening the usual cocktail party and buffet supper was held on board, all R.A.N. and R.A.A.F. officers and wives being invited. I entertained the Naval Officer-in-Charge and Mrs WALSH, A/Commander and Mrs STEVENS and Squadron Leader and Mrs COOMBES to supper in my cabin.

41. At 0630K Monday 26th H.M.A.S. ANZAC sailed for LAE. Heavy rain prevented any sight of the Volcanic disturbance in the entrance to ST ANDREWS STRAIT.

42. At 1130K Tuesday 27th ship secured alongside the wharf at LAE. This wharf is constructed of steel piles and due to the electrolytic action of the water is fitted with cathodic protection and ships securing thereto are also connected to the system.

43. Due to a small merchant vessel having to load aviation spirit H.M.A.S. ANZAC had to secure alongside the wharf (which is only 300 feet long) with some 150 feet of her stern projecting clear of the jetty. With the shore only a few yards away this was most unpleasant and it is considered, that clear berth alongside is desirable for H.M.A. Vessels visiting this port. The only suitable anchorage is some three and a half miles away at the entrance to the Markhaam River.

(44.....

.....Markham River.)

44. On arrival I exchanged calls with the District Commissioner Mr NYALL. During the afternoon some 400 school children, both white and variously coloured visited the ship. Rugby League and Soccer matches were played against local teams. In the evening my officers and I attended a reception at the District Commissioners residence whilst a dance was held by the R.S.L. for the Ships Company.

45. At 2359K the same day ship sailed for SAMARAI. Considerable difficulty was experienced getting away from the wharf due to the combined effects of the fresh from the river and a 17 knot wind binding the ship on.

46. The short stay in the fresh water of the Markham River had removed nearly all the marine growth from the ships bottom.

47. At 0800K Thursday 29th ship anchored off SAMARAI in fine weather in position 281° Samarai obs spot 3.35 cables. I exchanged calls with the District Commissioner Mr HEALY, entertaining him and Mr ROBERT BUNTING, a prominent local trader to lunch on board.

48. At the request of Quantas Airways officials, the ship got underway during the afternoon to permit a seaplane to land. This request seemed strange as the sea was calm and there was ample room in the direction of the prevailing wind for the aircraft to land. However when the officials stated that the aircraft would not land unless the ship vacated her berth, I complied with their request - much to the delight of a party of some thirty school children who were being shown around the ship and who enjoyed a trip round the island.

49. A cricket match against a team from Samarai took place during the afternoon. In the evening a dance was held by the local Returned Soldiers Sailors and Airmens Imperial Club for the Ships Company whilst my officers and I attended a reception given by the District Commissioner. Guests from the latter were entertained to a buffet supper on board.

50. At 0900K Friday 30th ship sailed for CAIRNS. During the afternoon gun functioning firings and a major damage control excercise were carried out.

Condition of the Ship.

51. The condition of the ship is satisfactory and she is capable of developing fullpower. The damaged turbo generator is now running satisfactory at 80% load.

Officers Appointments.

52. Surgeon Commander H.D. RAFFAN, R.A.N.R. joined the ship on 12th April.

Training.

53. Good progress is being made with a higher rates training class and about 16 ratings should be ready for examinations for Petty Officer and Leading Seaman in May.

Sport and Recreation.

54. This has been a good month, four soccer matches, two Australian Rules, one Rugby, one Hockey and one Cricket match having been played. In addition tennis parties have been landed where ever possible. The enthusiasm for sport is most gratifying and it has been only bad weather or lack of grounds which has prevented an even greater number of games being played.

Health and Conduct of the Ships Company.

55. The health and conduct of the ships company has been satisfactory.

.....has been satisfactory.)

FLAG OFFICER COMMANDING
5 MAY 1954
H.M. AUSTRALIAN FLEET

CAPTAIN.

Enclosures.

Appendix "A" Monthly Steaming Figures.

Appendix "B" Whale Observation Report.

Appendix "A" to ANZAC's letter 20/1/4 dated 2nd. May, 1954.

REPORT OF PROCEEDINGS FIGURES APRIL, 1954.

Distance steamed during the month	6,697.3 miles.
Hours underway during the month	476 16/60
Distance run per ton Oil Fuel.	4.05 miles.
Distance steamed since commissioning	127,898.1 miles.
Average speed since commissioning	14.3 knots.
Total Hours underway since commissioning	8,959 49/60
Date of commissioning	14th. March, 1951.

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Speeds in excess of economical:-

(1) As required for Royal Escort Duties.
(2) When acting as planeguard Destroyer for H.M.A.S. VENGEANCE.

(3) Saturday 10th. - Sunday 11th. April.

(a) 14 hours.

(b) 18 knots.

(c) 4.2 tons/hour.

(d) 4.3 miles/ton.

(e) Speed of Fleet ordered by F.O.C.A.F.

(4) Thursday 15th. - Friday 16th. April.

(a) 12 hours.

(b) 16 knots.

(c) 3.5 tons/hour.

(d) 4.6 miles/ton.

(e) Speed of Fleet ordered by F.O.C.A.F.

(5) Friday 16th. April.

(a) 8 hours.

(b) 15 knots.

(c) 3.1 tons/hour.

(d) 4.8 miles/ton.

(e) Speed of Fleet ordered by F.O.C.A.F.

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APPENDIX "B"

WHALE OBSERVATION REPORT

Nil.

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Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 20/1/4

H.M.A.S. ANZAC
at Fremantle.

31st March, 1954.

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

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

H.M.A.S. ANZAC - REPORT OF PROCEEDINGS.
MARCH, 1954.

Sir,

I have the honour to submit the Report of Proceedings for the month of March, 1954, of H.M.A.S. ANZAC under my command.

1st March - 3rd March. Passage Melbourne to Sydney.

2. At the beginning of the month H.M.A.S. ANZAC was alongside No 14 SOUTH WHARF, RIVER YARRA at the close of a brief Royal Tour visit to MELBOURNE.

3. At 0945K ship cast off and proceeded to rendezvous with H.M.A.S. AUSTRALIA, wearing the flag of the Flag Officer Commanding, H.M.A. FIeet. The rendezvous was effected off Hovell Beacon at 1300K and the two ships proceeded in company for SYDNEY.

4. On passage, Radar Calibration, Starshell Functioning, O.O.W. Manoeuvres and two Dummy Torpedo Firing Exercises were carried out. The latter were substituted for Torpedo Firings as the sea and swell state on passage would have made the recovery of torpedoes difficult.

5. At 0530K Wednesday, 3rd, on completion of a Dummy Torpedo Attack, H.M.A.S. ANZAC preceded H.M.A.S. AUSTRALIA into harbour and at 0700K secured alongside H.M.A.S. TOBRUK at Cruiser Wharf, GARDEN ISLAND.

3rd March - 7th March. At SYDNEY.

6. During this replenishment period in SYDNEY, the ship was painted overall and generally cleaned up in an attempt to acheive the standard required of the Royal Ferry. With Dockyard assistance a more suitable ladder was installed from the Starboard waist to the forecastle deck to enable Her Majesty to leave H.M.A.S. ANZAC by barge.

7th March - 18th March. Barrier Reef Cruise.

7. At 1000K, Sunday, 7th, H.M.A.S. ANZAC sailed in company with H.M.A.S. AUSTRALIA wearing the flag of the Flag Officer Commanding, H.M.A. Fleet and proceeded Northwards.

8. The passage North was generally uneventful and made in fine weather although the swell again prevented torpedo firings. Radar Calibration, Surface Plotting and Communication Exercises took place daily. During the afternoon of Tuesday,

(.....9th, H.M.A.S. ANZAC

..... of Tuesday)

9th, H.M.A.S. ANZAC proceeded ahead at 10 knots while H.M.A.S. AUSTRALIA carried out National Service Firings. At 2215K the same day the two ships were onee more in company.

9. At 0900K Wednesday, 10th, H.M.A.S. ANZAC received correspondence from H.M.A.S.AUSTRALIA by heaving line transfer and during the afternoon while H.M.A.S. AUSTRALIA exercised sea boats crews H.M.A.S. ANZAC proceeded ahead at 10 knots, rejoining at 1800K.

10. At 0615K Thursday, 11th, ship anchored in Cid Harbour for a final "spit and polish" day while H.M.A.S. AUSTRALIA proceeded to HAYMAN ISLAND to collect a glass bottomed boat and then carried out a reconnaissance of the LINDEMAN ISLAND area.

11. This day spent at anchor proved of great value and enabled the ship to be made fully ready for her Royal Ferry duties which were to commence the following afternoon.

12. At 1900K the ship weighed and rejoined H.M.A.S. AUSTRALIA at 1930K in WHITSUNDAY PASSAGE. Both ships then proceeded for TOWNSVILLE.

13. H.M.A.S. ANZAC was detached at 0530K, Friday, 12th off Cape Cleveland and proceeded into TOWNSVILLE securing alongside No. 1. Breakwater Pier at 0700K. At 0800K ship dressed overall. On completion of fuelling the ship was warped across to Concrete Pier East Side.

14. The Flag Officer Royal Yacht, Vice Admiral E.M.C. ABEL SMITH, C.B. C.V.O., came aboard at 1430K and soon after wards approximately three tons of baggage belonging to the Royal Household were embarked. At 1515K the advance party of the Household Staff and representatives of the press arrived and were accommodated in the Wardroom.

15. At 1545K ship was manned and a guard paraded and at 1600K the cars of the Royal Procession drove slowly onto the wharf. Her Majesty the Queen and His Royal Highness the Duke of Edinburgh came onboard at 1604K and for the first time in the history of the Royal Australian Navy the ROYAL STANDARD flew from the masthead of an Australian Warship in Australian Waters. It was indeed a proud moment for us all.

16. Her Majesty was met by the Flag Officer Royal Yacht who presented me. After Her Majesty had inspected the guard I presented the officers to Her Majesty and the Duke of Edinburgh.

17. At 1610K H.M.A.S. ANZAC proceeded to the Royal Yacht which was anchored off MAGNETIC ISLAND. During the short passage Her Majesty and His Royal Highness had afternoon tea in my cabin. Her Majesty then rested on B Deck while His Royal Highness came onto the Bridge.

18. At 1705K ship secured alongside S.S. GOTHIC and Her Majesty and His Royal Highness disembarked at 1710K. After transferring the Household Staff and baggage to GOTHIC H.M.A.S ANZAC slipped and remained under way in the vicinity until 1800K when GOTHIC, H.M.A.S. AUSTRALIA and H.M.A.S. ANZAC proceeded in company for FITZROY ISLAND.

19. The passage to FITZROY ISLAND was uneventful and made in perfect weather. At 0800K, Saturday, 13th, GOTHIC and H.M.A.S. AUSTRALIA anchored in the lee of FITZROY ISLAND and H.M.A.S. ANZAC lay to preparatory for proceeding alongside the Royal Yacht.

(.....20. At 0915K ship

.....the Royal Yacht)

20. At 0915K ship secured alongside S.S. GOTHIC and at 0930K the Flag Officer Commanding H.M.A. Fleet arrived onboard. At 1000K after the Flag Officer Royal Yacht and members of the Royal Household had embarked, Her Majesty the Queen and His Royal Highness came onboard and H.M.A.S. ANZAC proceeded for CAIRNS. On passage Her Majesty and His Royal Highness inspected ten Chief and Petty Officers and ten Junior Ratings. On completion a photograph was taken on the forecastle of the officers and Ship's Company with Her Majesty the Queen and His Royal Highness the Duke of Edinburgh.

21. During the remainder of the passage Her Majesty and His Royal Highness, together with the Flag Officer Royal Yacht, and the Flag Officer Commanding H.M.A. Fleet, were in my cabin where morning tea was served.

22. At 1120K H.M.A.S. ANZAC secured alongside No. 1 Wharf CAIRNS and ten minutes later Her Majesty and His Royal Highness disembarked and after meeting the Mayor of CAIRNS commenced the Royal Progress through the City.

23. At 1145K, with the assistance of a tug, the ship was turned through 180° and resecured alongside No.1 Wharf with her bows to seaward.

24. At 1330K Her Majesty the Queen and His Royal Highness re-embarked and the ship proceeded to rejoin GOTHIC.

25. On passage the Flag Officer Commanding H.M.A. Fleet entertained Her Majesty, His Royal Highness, the Premier of Queensland and Mrs. Gair, Mr and Mrs Harrison and the Lady Alice Egerton at luncheon in my cabin. The remainder of the Household and staff including the Flag Officer Royal Yacht and General Berriman were entertained in the Wardroom.

26. At 1500K H.M.A.S. ANZAC anchored in the vicinity of S.S. GOTHIC and at 1510K Her Majesty and His Royal Highness proceeded to H.M.A.S. AUSTRALIA by barge.

27. At 1700K all three ships weighed and proceeded for LINDEMAN ISLAND anchoring off there at 1230K the following day.

28. During the afternoon Her Majesty the Queen and His Royal Highness the Duke of Edinburgh landed on SEAFORTH ISLAND and inspected and photographed coral formations. At 1650K having embarked the glass bottomed boat, H.M.A.S. ANZAC proceeded for HAYMAN ISLAND, exceeding economical speed in order to arrive before sunset. Having returned the boat to the Manager of the ROYAL HAYMAN HOTEL, ship returned to LINDEMAN ISLAND anchoring in her previous berth at 1935K.

29. In the evening I had the honour and pleasure of supping on board H.M.A.S. AUSTRALIA as a guest of the Flag Officer Commanding H.M.A. Fleet and of meeting members of the Royal Household and Staff. Three Officers from H.M.A.S. ANZAC were entertained at dinner and a cinema show on board S.S. GOTHIC by members of the Royal Household.

30. At 0330K all ships proceeded for MACKAY, S.S. GOTHIC anchoring to the North of FLAT TOP ISLAND at 0830K. H.M.A.S. ANZAC proceeded alongside at 0915K and embarked baggage and passengers for MACKAY.

(.....31. At 1000K

.....for MACKAY.)

31. At 1000K Her Majesty the Queen and His Royal Highness the Duke of Edinburgh came on board and for the last time on this memorable cruise, the Royal Standard was broken at H.M.A.S. ANZAC's masthead. The ship then proceeded into MACKAY, passing close to H.M.A.S. AUSTRALIA en route, while the latter manned and cheered ship and fired a Royal Salute. It was a great moment for a destroyer of the Royal Australian Navy to hoist the "affirmative" for the firing of a Royal Salute and immediately afterwards to instruct H.M.A.S. AUSTRALIA to "Splice the Main Brace". At 1020K ship secured alongside Breast Wharf and ten minutes later Her Majesty and His Royal Highness disembarked.

32. Before disembarking, at a private ceremony in my cabin, Her Majesty most graciously thanked me for the safe passages and invested me with the membership of the Royal Victorian Order, Fourth Class.

33. At 1300K, Monday 15th ship proceeded in company with H.M.A.S. AUSTRALIA for SYDNEY, undressing ship on casting off.

34. The arrangements made by the local authorities at TOWNSVILLE, CAIRNS and MACKAY for the berthing of ANZAC were in all respects most satisfactory and proved the value of my preliminary visit to these ports in November.

35. On passage to SYDNEY it had been hoped to carry out Torpedo Firings but unfortunately minor defects in both Practice Heads prevented this before the swell became too heavy for satisfactory recovery.

36. At 1400K Tuesday, 16th, in order to arrive at SYDNEY early on Thursday, to carry out a Director Test, permission was obtained from the Flag Officer Commanding, H.M.A. Fleet to proceed ahead independently at 14 knots.

37. The remainder of the passage was uneventful and at 0630K, Thursday, 18th, ship secured to No. 1. Buoy, and a stern mooring holding the ship's head on 050°.

18th - 22nd March, at SYDNEY.

38. During this short period in SYDNEY all hands were fully occupied replenishing and storing the ship ready for the forthcoming cruise and long absences from major ports.

39. During the afternoon of Thursday, 18th, I was a member of the Court at a Court Martial held at Naval Headquarters.

22nd - 30th March, SYDNEY to FREMANTLE.

40. At 1100K Monday, 22nd March, ship slipped and proceeded in company with H.M.A.S. VENGEANCE, wearing the flag of The Flag Officer Commanding, H.M.A. Fleet, and H.M.A.S. AUSTRALIA. During the afternoon H.M.A.S. VENGEANCE landed on one Sea Fury with H.M.A.S. ANZAC in the familiar role of Rescue Destroyer.

41. H.M.A.S. VENGEANCE carried out flying operations throughout Tuesday, 23rd. At 1030K H.M.A.S. AUSTRALIA transferred one Steward to H.M.A.S. ANZAC by Jackstay. On completion H.M.A.S. AUSTRALIA proceeded independently for MELBOURNE. At 1600K after a heaving line transfer of mail and correspondence to H.M.A.S. VENGEANCE, H.M.A.S. ANZAC reduced speed to 11½ knots and proceeded independently while the Flagship proceeded ahead to Westernport.

42. At 1100K Wednesday 24th H.M.A.S. ANZAC rejoined H.M.A.S.

(..... VENGEANCE.

.....rejoined H.M.A.S.)

VENGEANCE west of CAPE SCHANCK. At 1215K both ships lay to in the approaches to PORT PHILLIP to allow the Flag Officer Commanding, H.M.A. Fleet to return to H.M.A.S. VENGEANCE from MELBOURNE by helicopter. At 1235K both ships proceeded at 18 knots for ST.VINCENTS GULF. Clocks were retarded half an hour to zone-9½ at 1815K.

43. The passage to St.Vincents Gulf was made in the teeth of a stiff westerly with a heavy swell which prevented any flying operations. However when the calmer waters of INVESTIGATOR STRAIT were reached at midday Thursday 25th, H.M.A.S. VENGEANCE was able to recommence flying operations. During the afternoon H.M.A.S. ANZAC successfully fired and recovered two torpedoes, H.M.A.S. VENGEANCE acting as target.

44. At 1630K Thursday 25th on completion of flying operations. H.M.A.S. ANZAC embarked 240 tons of Furnace Fuel Oil from H.M.A.S. VENGEANCE.

45. A heavy swell prevented flying on Friday 26th. A Surface Plotting Excercise was carried out during the afternoon and during the Dog Watches, H.M.A.S. ANZAC narrowly won a quiz conducted by the Flag Officer Commanding H.M.A. Fleet.

46. Flying operations were possible from 0845 K to 1040 K Saturday 27th. but an increasing swell then prevented their continuance. During the Dog Watches a team of Chief and Petty Officers from H.M.A.S. ANZAC defeated teams from H.M.A.S. VENGEANCE in a quiz conducted by me.

47. The remainder of the passage was uneventful but the continuing swell drastically curtailed daily flying programmes. The final disappointment was the cancellation of a formation fly past over Perth due to the complete absence of wind during the forenoon of Tuesday 30th.

48. At 1005H Tuesday 30th H.M.A.S. ANZAC entered Fremantle Harbour astern of H.M.A.S. VENGEANCE and secured in "Able" Berth VICTORIA QUAY immediately ahead of S.S. GOTHIC, wearing the ROYAL STANDARD. Ships were dressed overall on securing.

30th - 31st March, At Fremantle.

49. The ship was at Fremantle during the remaining days of the month where, as is usual, a large and comprehensive entertainment programme had been arranged by the Citizens of Perth and Fremantle ~~and~~ super-imposed on the final stages of the Royal Tour. With a munber of sporting fixtures and replenishment tasks all hands were kept very fully occupied.

50. On the evening of Tuesday 30th I had the honour to be present at the city of Perth Royal Ball which proved to be one of the highlights of the Royal Visit to Australia, being held in the beautiful grounds of the University of Western Australia.

51. During this short period at Fremantle I had the pleasure of entertaining onboard, the Naval Officer-in-Charge West Australian Area, Acting Captain F.B. MORRIS, O.B.E. and his wife, the Captain of H.M.A.S. LEEUWIN, Commander C.J. STEPHENSON, O.B.E. and his wife, the Captain of H.M.A.S. BATAAN, Commander G.L. FOWLE D.S.C. and his wife, the Captain of H.M.A.S. JUNEE, Lieutenant Commander C.J. COCHRAN, the Captain of H.M.A.S. FREMANTLE, Lieutenant Commander J.W.GOLDER and other local officers and civilians, when the cabin decorations were much admired.

.....Condition of the Ship)

.....were much admired)

Condition of the Ship.

52. The condition of the ship is satisfactory and she is capable of developing full power. Her external appearance is now most gratifying. One turbo generator is at present out of action due to the forward helix of the main gear wheel and pinion being fouled by a set screw. This matter has been reported on separately and it is expected that repairs will be effected in the near future.

Sport and Recreation.

53. As most of the month has been spent at sea opportunities for sport have been very limited. However training for all winter sports has commenced and RUGBY, SOCCER and AUSTRALIAN RULES matches were played in FREMANTLE.

54. Cinema shows have been shown daily at sea.

Health and Conduct of the Ships Company.

55. The health and conduct of the ships company is satisfactory In this most memorable month in the ship's history morale has been high and all hands have performed their unusual duties with cheerfulness and alacrity.

Pressley.

CAPTAIN.

Encl. Appendix "A" Monthly Steaming Figures.

Appendix "B" Whale Observation Report.

(Appendix "A" to ANZAC's letter 20/1/4 dated 31st March 1954)

REPORT OF PROCEEDINGS FIGURES MARCH 1954

Distance steamed during the month	5772.8 miles
Hours underway during the month	458 33/60
Distance run per ton Oil Fuel	3.96 miles
Distance steamed since commissioning	121,200.8 miles
Average speed since commissioning	14.3 knots
Total hours underway since commissioning	8483 33/60
Date of commissioning	14th March, 1951.

Speeds in excess of Economical:-

(1) As required for Royal Ferry and Escort duties.

(11) As required for Flying Operations with H.M.A.S. VENGEANCE

(111) Tues. 2nd March

(a) 2 hours.

(b) 20 knots.

(c) 5.2 tons/hour.

(d) 3.84 miles/ton.

(e) Dummy Torpedo attack T.F.X.1 as ordered by F.O.C.A.F.

(1v) Wed. 3rd March

(a) 2 hours.

(b) 21.5 knots.

(c) 6.2 tons/hour.

(d) 3.46 miles/ton.

(e) Dummy Torpedo attack T.F.X.1. as ordered by F.O.C.A.F.

(v) Sun 14th March

(a) 2 hours.

(b) 27 knots.

(c) 11.2 tons/hour.

(d) 2.41 miles/ton.

(e) Authority F.O.C.A.F. 140108Z March.

APPENDIX "B"

WHALE OBSERVATION REPORT

Nil.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 20/2/4.

H.M.A.S. ANZAC.
at Sea.

2nd March, 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.
FEBRUARY, 1954.

Sir,

I have the honour to submit the Report of Proceedings for the month of February, 1954, of H.M.A.S. ANZAC under my command.

1st February - 3rd February - Royal Escort to S.S.GOTHIC.

2. Monday 1st February found H.M.A.S. ANZAC steaming in company with H.M.A.S. AUSTRALIA wearing the flag of Flag Officer Commanding the Australian Fleet, H.M.A.S. VENGEANCE and H.M.A.S. QUADRANT towards the rendezvous with the Royal Yacht S.S.GOTHIC. The day was dull and overcast with a moderate sea and swell the aftermath of a cyclone which had passed some sixty miles ahead of the fleet. At 0915L H.M.A.S. VENGEANCE, stationed ahead as radar picket, reported contact with "GOTHIC" and H.M.N.Z.S. BLACK PRINCE. The evolution of taking station from ahead went smoothly and shortly after 1030L H.M.A.S. ANZAC was in station 3 cables on the port beam of GOTHIC.

3. During the afternoon H.M.A.S. ANZAC closed H.M.A.S. VENGEANCE to receive press photographs and delivered these and a bag of mail to S.S. GOTHIC by heaving line. The ship then returned to H.M.A.S. VENGEANCE and in somewhat unpleasant conditions, due to the heavy beam swell, transferred a rating requiring a minor surgical operation. The Press Representatives in H.M.A.S. VENGEANCE showed great interest in this evolution, and pictures appeared in the Sydney Newspapers on 2nd February.

4. During the dog watches the fleet was exercised at manoeuvres. At 2359L clocks were put back half an hour to zone - 10½.

5. Tuesday 2nd saw a marked improvement in the weather and throughout the day H.M.A.S. VENGEANCE carried out flying operations commencing with most impressive "Fly-pasts" of all aircraft embarked. At 2359KL clocks were again retarded half an hour to zone - 10.

6. At 0600K Wednesday 3rd H.M.A.Ships SHOALHAVEN and CONDAMINE joined company as additional escort. At 0640K S.S. GOTHIC stopped off Cape Banks to embark a pilot and on proceeding again the escort

(.....formed

.....the escort.)

formed column astern of the Royal Yacht dressing overall by signal from Flag Officer Royal Yacht at 0700. It was indeed an impressive and historic sight to see the fleet led by the Royal Yacht proceeding towards Sydney Harbour.

7. At 0745K H .M.N.Z.S.HAWEA steamed down the line manning and cheering ship on passing "GOTHIC".

8. At 0800K GOTHIC entered Sydney Harbour in perfect weather and the many yachts, speed boats and even surf skis which lined GOTHIC's route up harbour were indeed a colourful sight.GOTHIC anchored at 0830K and at 0845K H.M.A.S. ANZAC secured to number 4 Buoy.

3rd February - 8th February - At Sydney.

9. At 1015K Wednesday 3rd - All ships were manned during Her Majesty's passage from the Royal Yacht to Farm Cove. At 1400K ship shifted berth to number 1 buoy and secured aft to a special stern mooring laid by H.M.A.S. KOALA to hold the ships head on 030° for the evenings fireworks display.

10. From 2000 to 2116 with other units of the fleet, the ship participated in what was probably the most spectacular fireworks display ever seen in Sydney. The firings in H.M.A.S. ANZAC were without incident.

11. On Thursday 4th street lining parties for Newcastle were exercised ashore and at 1400K the ship shifted by tugs to number 3 buoy.

12. Again on Friday 5th - after H.M.A.S. AUSTRALIA had moved to oil wharf ship was shifted by tugs to number 2 buoy.

13. During the afternoon of Saturday the 6th H.M.A.S. ANZAC acted as flagship for the R.N.S.A. Regatta. A letter of appreciation was later received from the Honorary Secretary of the R.N.S.A.

14. On the afternoon of Monday 8th the ship shifted berth by tugs to alongside S.S. GOTHIC at number 22 Pyrmont to test the catamarans and the brow which had been constructed on Garden Island for use between S.S. GOTHIC and H.M.A.S. ANZAC during the Barrier Reef Cruise. Certain minor modifications to the brow were found to be necessary. On completion of this test ship was returned to number 2 buoy by tugs.

15. During this period in Sydney the ships company were fully employed repairing the damage to paintwork caused by the inclement weather experienced on passage to the rendezvous with S.S. GOTHIC. Ship dressed overall each day and was illuminated nightly from 2000 to2230.

9th February - At Newcastle.

16. At 2359K Monday 8th H.M.A.S. ANZAC proceeded for Newcastle The passage was made in overcast weather with light rain and at 0715K Tuedday 9th the ship secured alongside Kings Wharf.

17. At 0900K the Lord Mayor of Newcastle Alderman F.J.PURDUE paid an official call on me and this was returned at 0930K.

18. A street lining party of eight Officers and 136 ratings was landed at 1145. Although there was a light drizzle falling the splash of colour provided by the ANZAC company in Number 6's, provided a welcome relief to Newcastle's rather drab streets.

(..... Complimentary

.....drab streets.)

Complimentary remarks regarding the bearing and dress of ANZAC's company were received from many authorities.

19. My first Lieutenant and I, by invitation of the Lord Mayor and Aldermen viewed the Royal Progress and Civic Welcome of Her Majesty from the Special Reserve in Civic Park and afterwards attended a buffet luncheon in the City Hall.

20. At 1730K ship proceeded for Sydney securing to number 2 buoy at 2230k.

10th February - 18th February, - At Sydney.

21. This period in Sydney was comparatively uneventful - the main activity being a continuous struggle in the consistently wet weather to keep the ship up to the standard of smartness required for her Royal Escort Duties, An Official call was made on the Lord Mayor of Sydney, Alderman HILLS and Ialso exchanged calls with the Captain Superintendent, Sydney, Captain, F.N. COOK, D.S.C. R.A.N. and returned the call of the Commanding Officer H.M.A.S. BATAAN, Commander G.L. FOWLE, D.S.C. R.A.N.

22. On Thursday 18th many Officers and ratings and their wives and near relatives proceeded to H.M.A.S. PENGUIN to witness the ceremony on the occasion of the visit of Her Majesty and His Royal Highness. Captain and Mrs Mesley had the honour of being presented to Her Majesty and His Royal Highness in the Wardroom and later attended the Government House Garden Party.

18th February - 20th February - Sydney to Hobart - Royal Escort.

23. At 1730K Thursday 18th H.M.A.S. ANZAC slipped and proceeded to FARM COVE ready to precede S.S. GOTHIC wearing the ROYAL STANDARD out of harbour. At 1800K S.S. GOTHIC cast off and H.M.A.S. ANZAC had the honour of leading her through the crowded lanes of yachts and motor launches (and the inevitable surf ski) through SYDNEY HARBOUR to the Heads.

24. On leaving the Heads at 1900K, H.M.A.S. AUSTRALIA wearing the flag of the Flag Officer Commanding the Australian Fleet and H.M.A.S. ANZAC took station on either beam of S.S. GOTHIC for the passage to Hobart. A "Southerly Buster" made conditions rather unpleasant throughout the night and early morning but from then on the weather rapidly improved.

25. At 0930K, Friday, 19th, a yacht, apparently in distress, was sighted just North of GABO and H.M.A.S. ANZAC was ordered to investigate. The vessel was closed to within half a cable but all efforts to contact her by loudspeaker etc . failed and the rather impressive sight of a destroyer proceeding towards them at 24 knots failed to cause more than a cursory glance from the crew of two. The vessel which had a badly split mainsail was proceeding under power at about ten knots on a Northerly course and trawling. No name or marking could be seen. As all was obviously well, H.M.A.S. ANZAC proceeded to rejoin S.S. GOTHIC and H.M.A.S. AUSTRALIA regaining her station in column at 1200K. At this time Captain Fox One in H.M.A.S. QUADRANT, with H.M.A.S. SHOALHAVEN and H.M.A.S. CONDAMINE in company steamed past S.S. GOTHIC.

26. The remainder of the passage was uneventful. At 0800K 20th February ships dressed overall and at 0835K S.S. GOTHIC stopped South of the Iron Pot Light to embark a pilot.

(.....All ships

..... a pilot.)

All ships then proceeded up the Derwent Estuary. Hobart's Acquatic Welcome was most impressive being particularly remarkable for the neatness and uniformity of the yachtsmen's Dress. At 1040K ship secured alongside Princes Wharf astern of S.S. GOTHIC.

20th February - 22nd February - At Hobart.

27. The brief visit to Hobart proved to be a most enjoyable one for all hands. The presence of H.M.S. CEYLON, H.M.N.Z.S. BLACK PRINCE and H.M.C.S. ONTARIO in port, as well as units of the Australian Fleet, in no small way contributed to this.

28. The Resident Naval Officer, Hobart had lunch onboard with me on Saturday 20th.

29. During the afternoon I attended the unveiling of the Sesqui Centenary Memorial by Her Majesty the Queen and later gave tea onboard to the Lord Mayor of Hobart and Lady HARRIS.

30. In the evening I attended the State Government Reception to Her Majesty at the City Hall.

31. On Sunday 21st I attended Divine Service at Saint David's Cathedral when Her Majesty was present and His Royal Highness read the Second Lesson. On this day the ship was open to public inspection and, as is usual in Hobart, the ship was invaded by a large and enthusiastic crowd.

32. On Monday 22nd I attended a Garden Party at Government House and had the honour of being presented to Her Majesty the Queen.

22nd February,- 23rd February - Passage Hobart to Devonport.

33. At 1800K Monday 22nd H.M.A.S. ANZAC proceededfor Devonport. The passage as far as Banks Strait was made at 25 knots to prevent the ships arrival at her destination being delayed by a cyclone which was some 150 miles north east of Eddystone Light. However at 0230k Tuesday 23rd when Banks Strait was reached, the threatening weather rapidly improved and the remainder of the passage was made at economical speed in perfect weather.

34. At 1040K Tuesday 23rd ship entered the Mersey River and secured alongside the Overseas Wharf at 1115.

23rd February - 24th February - At Devonport.

35. On the ships arrival I received an official call from the Warden of Devonport, Councillor HOLMAN, Mr LUCK the local representative in the Federal House of Representatives, Mr RUSSELL the Harbourmaster and Mr GOTT and Mr LUCK representing the local Returned Servicemen's League.

36. At 1345K a street lining party of 140 Officers and men was landed for the Royal Progress through Devonport and again their bearing and smartness provided much favourable comment. At the invitation of the Warden I had the pleasure of witnessing the civic welcome of Her Majesty and His Royal Highness from an official enclosure at Devonport Park.

(.....37

.....Devomport Park.)

37. During the ships short stay every effort was made by local organisations to provide entertainment for the Officers and Ships Company despite their other heavy Royal Tour commitments. Note worthy were a buffet supper and dance for Officers given by the Younger Contingent of the Victoria League, whilst the Ships Company were entertained by the local branch of the Returned Sailors, Soldiers, and Airmens Imperial League of Australia. In the evening, as a guest of the Warden I attended a performance by the local Choral Society of Merrie England.

24th February - 25th February - Passage Devonport to Melbourne.

38. At 1000K Wednesday 24th H.M.A.S. ANZAC proceeded for S.A.R. duties during the Royal Flight to Melbourne. At 1400K after the aircraft carrying the Royal Party had passed overhead company was joined with H.M.A.S. VENGEANCE for flying operations. However gusty south westerly winds caused the abandonment of flying and both ships proceeded at 13 knots for the more sheltered waters of Port Phillip. The unit entered harbour at0140K Thursday 25th and after clearing the South Channel lay to until dawn. Flying operations took place in the Bay from 0630K to 1015K.

39. At 1030K H.M.A.S. ANZAC was detached and proceeded up the Yarra River securing to number 14 South Wharf at 1140K. Shortly afterwards H.M.A.S. WARREGO secured alongside and I exchanged calls with her Commanding Officer, Commander A.H. COOPER, R.A.N.

25th February - 28th February - At Melbourne.

40. The ships stay in Melbourne has been noteworthy for the hospitality and excellent arrangements made for the entertainment of the Officers and ratings. On her arrival, representatives of the Premiers Department visited the Ships Company with tickets and invitations for Dances at Earls Court, Ice Skating and Plaza and Capitol Picture Theatres and these were very greatly appreciated by all.

41. The Captain and Mrs Mesley and two Officers attended the Governor's Royal Ball at Government House on Thursday 25th. The Captain was present at a luncheon given by the Naval Board for the Flag Officer, Royal Yacht and Officers of S.S. GOTHIC on Friday 26th and in the evening with his wife and two Officers was a guest at the Matron's Ball. On Saturday 27th the Captain and Mrs Mesley, Officers and ratings attended the Flemington Race Meeting as guests of the Victorian Racing Club, Captain and Mrs Mesley having lunch with the committee. On Sunday 28th the Captain attended the Dedication by Her Majesty of the forecourt at the Shrine of Remembrance.

Condition of the Ship.

42. The condition of the ship is satisfactory and she is capable of developing full power. The months weather has rendered the task of keeping the ship up to Royal tour standard an uphill one, but the few days of fine weather at the end of the month has allowed a great improvement.

Sport and Recreation.

43. The ships programme and Royal Tour Commitments have limited the opportunities for organised recreation. However training for the Annual Cross Country Race took place daily in Sydney and H.M.A.S. ANZAC won the Clark Cup in the Sailing Regatta at Hobart.

Health and Conduct of the Ships Company.

44. The health and conduct of the ships company has been satisfactory.

Mesley

CAPTAIN.

(Appendencies "A" and"B" to ANZAC's letter 20/1/4 dated 2nd.March 1954.)

APPENDIX "A".

REPORT OF PROCEEDINGS FIGURES - FEBRUARY, 1954.

Distance steamed during the month	2234.7 miles.
Hours underway during month	150 20/60 hours.
Distance run per ton oil fuel	3.53 miles
Distance steamed since Commissioning	115,428 miles.
Average Speed since Commissioning	14.4 knots
Total hours underway since Commissioning	8,025 hours.
Date of Commissioning	14th. March, 1951

Speed in excess of Economical:-

(i) As required for Royal Escort duties.

(ii) Acting as attendant destroyer for H.M.A.S. VENGEANCE.

(iii) 22nd - 23rd. February :-

(a) 8 hours in excess.

(b) 25 knots

(c) 9.0 tons/hour.

(d) 2.8 miles/ton.

(e) To comply with A.F.T.M. 15.

(iv) 24th. February:-

(a) 1 hour 30 minutes.

(b) 20 knots.

(c) 5.1. tons/hour.

(d) 3.9 miles/ton.

(e) S.A.R. duties in connection with Royal Tour.

APPENDIX "B"

WHALE OBSERVATION REPORT.

Nil.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 20/1/4.

H.M.A.S. ANZAC.
at Sea.
2nd February, 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.
JANUARY, 1954.

Sir,

I have the honour to submit the report of proceedings for the month of January, 1954, of H.M.A.S. ANZAC under my command.

1st January - 6th January - At Williamstown.

2. At the beginning of the month H.M.A.S. ANZAC was berthed at Dock Pier, Williamstown, completing a 56 day self-refit and leave period.

3. By Sunday, 3rd, the Ship's Company had all returned from leave and for the following five days were busy preparing the ship for sea.

4. The self-refit was completed satisfactorily, and as is usual, the Williamstown Dockyard, within the limits of its resources did an excellent job.

5. On Tuesday, 5th, a rather unique event took place, when at a small ceremony onboard, the Ship was presented with a life Governorship Certificate of the Women's Hospital, Melbourne. This had followed the presentation of a cheque for £400 from the Welfare Fund to the Hospital on the Ship's return from Korea.

6th January - 8th January - Passage Melbourne to Sydney

6. At 1000K, Wednesday, 6th, Ship cast off and proceeded for Sydney. The passage was made in fine weather and opportunity was taken to exercise major ship breakdowns en route. At 0700K, Friday, 8th, Ship secured to No. 1 Buoy, SYDNEY Harbour,

8th January - 11th January - At Sydney.

7. The redecoration and installation of suitable furniture and fittings in the Commanding Officer's Day Cabin and Wardroom for the forthcoming Royal Tour had aroused considerable public interest and the Ship was visited by representatives of the Press on her arrival in SYDNEY.

8. At 1215K, Friday, 8th, I called officially on the Flag Officer Commanding, H.M. Australian Fleet, in H.M.A.S. AUSTRALIA and had the honour and pleasure of remaining to lunch.

9. I called officially on His Excellency the Governor General at Admiralty House on Saturday, 9th January.

10. At 0930K on Monday, 11th, the Commanding Officer, H.M.A.S. BATAAN, Commander G.L. FOWLE, D.S.C,R.A.N., paid an official call

(.....on me

.....an official call)

on me and this was followed at 1015K by the return call of the Flag Officer Commanding H.M. Australian Fleet.

11. At 1045K, Monday, 11th, the Ship sailed for Jervis Bay to act as Attendant Destroyer to H.M.A.S. VENGEANCE during her work-up. After an uneventful passage the ship anchored in Berth C1 at 1745K the same day.

11th January - 22nd January - Operating off Jervis Bay.

12. On arrival I reported to H.M.A.S. VENGEANCE for duty and that evening had the pleasure of dining with the Commanding Officer, Captain H.M. BURRELL, R.A.N.

13. At 0800K, Tuesday, 12th, both ships proceeded for the day's flying operations which consisted entirely of D.L.P.s. Flying operations were carried out according to programme although light winds and some swell caused a temporary postponement of operations during the afternoon. At 2000K Ships returned to harbour and anchored in their previous berths.

14. On Wednesday, 13th, Ships again proceeded at 0800K. The absence of any wind caused flying to be abandoned during the forenoon . During this time H.M.A.S. ANZAC circled H.M.A.S. VENGEANCE to enable a check calibration of V.H.F. D/F to be carried out. In addition both ships practiced taking station from ahead in preparation for joining S.S. GOTHIC on 1st February. At 1315K a light North Easterly breeze enabled flying operations to be resumed. At 1400K a report was received that a man had fallen into the sea off the Drum and Drumsticks and H.M.A.S. ANZAC was detached to assist in the search. The coast was closed to within 4 cables and several disinterested fishing boats interrogated. It was finally learned that the man's body had been landed at JERVIS BAY some half hour before the search began. The search was abandoned and H.M.A.S. VENGEANCE rejoined. On completion of flying operations both ships anchored in JERVIS BAY at 1850K.

15. Light airs again considerably restricted flying on Thursday, 14th, Until operations could commence at 0910K, further practice at taking station from ahead was carried out. Flying completed at 1635K and H.M.A.S. ANZAC then assumed O.T.C. and conducted the Unit to the anchorage in JERVIS BAY at 1715K.

16. On Friday, 15th, a normal day's flying took place until 1515K when H.M.A.S. ANZAC commenced fuelling from H.M.A.S. VENGEANCE. The fuelling operations, in excellent conditions, were satisfactory and included a 180° turn to Port. Ships disengaged in the entrance to Jervis Bay and anchored in their normal berths at 1755K

17. The week-end was spent at anchor - illuminate ship and man and cheer ship being exercised during this period. On Sunday, 17th, I entertained Captain H.M. BURRELL, R.A.N., Commanding Officer of H.M.A.S. VENGEANCE and Captain R. RHOADES, R.A.N., Commanding Officer of R.A.N. Air Station, Nowra, and his wife and daughter to luncheon.

/and Tuesday, 19th,

18. At 0800K, Monday, 18th, Ships again proceeded to sea for flying operations, anchoring on completion in the Dog Watches. Control parties and close-range gun crews were exercised in tracking a Sea Fury provided by H.M.A.S. VENGEANCE during the latter afternoon.

19. At 0700K, Wednesday, 20th, ships proceeded for a day's flying and exercising with the R.A.A.F.. On clearing Jervis Bay

(.....Weapon Functioning

....clearing Jervis Bay)

Weapon Functioning Trials were successfully carried out by H.M.A.S. ANZAC. However, at 0900K it became apparent that a heavy confused swell would prevent flight operations and the Unit returned to harbour carrying out screening exercises en route.

20. The heavy swell prevailed throughout Thursday and Ships remained in harbour. As the heavy swell was expected to continue on Friday, at 2300K the Unit weighed and proceeded for Sydney. H.M.A.S. ANZAC was detached off MAROUBRA and secured to No. 3 bouy at 0640K, Friday, 22nd.

21. During this period opportunity was taken to send a number of officers and R.P. ratings to H.M.A.S. VENGEANCE for each day's operations and, in turn, a small number of officers from the carrier viewed the day's flying from the "plane-guard".

22nd January - 28th January - At Sydney.

22. An extremely busy period now ensued for all hands as the carrier operations in somewhat inclement weather had played havoc with the Ship's side - and prevented progressing of the painting of the superstructure. However, by a.m. Wednesday the Ship had been painted overall.

23. On Monday, 25th, the ship was moved by tugs to the Outer Trot, Farm Cove.

24. On Friday, 22nd, and again on Monday, 25th, I attended conferences on the Royal Tour in H.M.A.S. AUSTRALIA.

25. On Tuesday, 26th, I called officially on His Excellency the Governor of New South Wales, Lieutenant General Sir John Northcott.

28th January - 31st January - Carrier Operations off Sydney and Proceeding to Rendez-vous with S.S.GOTHIC

26. At 0815K, Thursday, 28th, ship proceeded and joined H.M.A.S. VENGEANCE off the Heads for two day's flying off Sydney.

27. Flying operations proceeded normally until 1600K, Thursday, However, during the night the weather deteriorated considerably and by 1000K, Friday, it was apparent that flying would not be possible, and the Unit returned to harbour, H.M.A.S. ANZAC securing to No. 4 buoy at 1120K.

28. At 1500K the same day, having fueled and watered H.M.A.S. ANZAC sailed in company with H.M.A.S. AUSTRALIA wearing the flag of Flag Officer Commanding H.M. Australian Fleet, H.M.A.S. VENGEANCE and H.M.A.S. QUADRANT to proceed to the rendez-vous with S.S.GOTHIC in Mid TASMAN.

29. On clearing harbour the fleet exercised taking station on S.S.GOTHIC - H.M.A.S. CONDAMINE acting as the Royal Yacht for this occasion. On completion of this manoeuvre course was set in rapidly deteriorating weather for the rendez-vous.

30. On Saturday, 30th, and Sunday, 31st, the Fleet exercised taking station on S.S. GOTHIC with H.M.A.S. ANZAC acting as the latter. A heavy swell and Force 6 winds with much rain made conditions unpleasant and did nothing to improve the appearance of the ships..

31. The end of the month found the ship in company with other units of the Fleet on passage to join S.S. GOTHIC in Mid TASMAN. Unfortunately the recent programme and the unfavourable weather did not permit the appearance of the ship being brought up to the standard desired for such an occasion.

(.....32

.....such an occassion)

32. The condition of the ship is satisfactory and she is capable of developing full power. High speed steaming and unfavourable weather have not made the task of preparing the ship for the Royal Tour an easy one, and the appearance of the ship, though satisfactory, is not up to the standard desired for this memorable occassion. However, every endeavour is being made to reach the desired standard as soon as possible.

Sport and Recreation.

33. Opportunities for organised recreation have been few during the month due to the ship's programme. One cricket match was played against H.M.A.S. VENGEANCE at JERVIS BAY whilst the ship was well represented in the victorious Destroyers and Frigates Team against H.M.A.S. AUSTRALIA. Furthermore a keen interest is being taken in fencing and voluntary classes in this sport are held onboard daily at sea.

Health and Conduct of the Ship's Company.

34. The health and conduct of the Ship's Company have been satisfactory. There has been a marked improvement in morale with the ship coming out of Dockyard Hands and commencing the first stages of the Royal Tour.

CAPTAIN.

Appendices :

"A" Report of Proceedings Figures, January, 1954.

"B" Whale observation report.

(Appendicies "A" and "B" to ANZAC's letter 20/1/4 dated 2 Feb, 1954.)

APPENDIX "A"

REPORT OF PROCEEDINGS FIGURES - JANUARY, 1954.

Distance steamed during the month	2,769.7 Miles
Hours underway during month	206 7/60 Hours.
Distance run per ton oil fuel	3.21
Distance steamed since Commissioning.	113,193.3 Miles.
Average speed since Commissioning.	14.4 Knots.
Total hours underway since Commissioning.	7874 40/60.
Date of Commissioning.	14th March, 1951.

Economical speed was exceeded during the month as required while attending H.M.A.S. VENGEANCE operating aircraft. VENGEANCE's 11061Z January and The Flag Officer Commanding, H.M. Australian Fleet 260346 Z January, refer.

APPENDIX "B".

WHALE OBSERVATION REPORT.

Nil.
