

AWM78

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

AWM78 Class 340 - HMAS TELEMACHUS

File number: AWM78/340/2

Title: AWM78 340/2 - February 1952 - August
1954



RCDIG1072983

"TELEMACHUS"

L. of P. 1952-54

[340/2]

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS

OPEN

Declassification Authority—Defence Records

This record has been reviewed and has been

declassified by the Department of Defence

(Navy) with effect from: 17 Dec 90

Authority Dig (N) Admin 18-13.

Reviewer: LCDR R. L. Smith (RANEM)

Signature: R. Smith Date: 12 MAR 91

Please Return To
NAVAL ARCHIVES BRANCH

History (D 9.6)

Naval Public Relations Section,
Navy Office,
Melbourne.
Released in Canberra - 22/5/1956

SUBMARINE TO BEGIN GRAVITY SURVEY IN SOUTH PACIFIC

The Royal Navy Submarine TELEMACHUS will leave Sydney on June 1st to begin an ocean gravity survey that will help scientists to gain knowledge about the composition and structure of the surface of the earth.

Announcing this today the Minister for the Navy (Senator the Hon. Neil O'Sullivan) said that the survey would take about two months and would form part of the programme arranged for the International Geophysical year.

It would embrace portions of the South Pacific, including the Tasman Sea.

A marine pendulum which had been brought to Australia by Mr. H.M. Traphagen, of the Lamont Geological Observatory, of New York, would be used in the investigations. Mr. Traphagen and Mr. S. Gunson, a geophysicist of the Australian Bureau of Mineral Resources would be embarked in the TELEMACHUS, which would visit Wellington, Auckland and Tonga.

While the TELEMACHUS was in New Zealand waters she would exercise with ships of the Royal New Zealand Navy and maritime aircraft of the Royal New Zealand Air Force.

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CONFIDENTIAL

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336-112-89

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

July - August 1954

4th N.M.

D.A.W.O.T.

D. of P.

H.P.B.

D.G.S.

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

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

D. of M.

D.D.M.

D.N.L.

D.E.(N).

D.O.U.W.

D.N.M.S.

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

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

DA.O. ← 16/12

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R. 3/11

11

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1/11/5

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336-112-89

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D.O.D.

D.C.N.S.

1st N.M.

D.C.N.P.

2nd N.M.

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

D.N.I.

D/D.P.S.

D.T.S.R.

D.N.C.

S.N.B.

3rd N.M.

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

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DEPT. OF THE
NAVY

4336 112 89

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FROM..COMMANDER(S/M), FOURTH SUBMARINE SQUADRON, BALMORAL
NAVAL DEPOT, SYDNEY.

DATE..13 September, 1954

Ref No.2/20/4.

TO ..FLAG OFFICER IN CHARGE, EAST AUSTRALIAN AREA.
COPIES TO:-SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
SECRETARY, NEW ZEALAND NAVAL BOARD, WELLINGTON
FLAG OFFICER, SUBMARINES, GOSPORT, HANTS.
COMMANDING OFFICER, HMS TELEMACHUS.

HMS TELEMACHUS-REPORT OF PROCEEDINGS.

Submitted,

The Report of Proceedings for HMS TELEMACHUS during the period 6 July to 6 August, 1954 when the submarine was in New Zealand waters is forwarded for your information.

2. It was with regret that HMS TELEMACHUS had to be recalled from New Zealand before completing the arranged programme, but this was necessary in order to cope with heavy A/S commitments at Hong Kong, and as HMS TACTICIAN had developed main battery defects. At least 10 submarine working days were lost to the New Zealand Authorities as a result of this recall.

3. The visit, however, has certainly been a valuable one and there is no doubt that the New Zealand Authorities made full use of the submarine.

4. It is a pleasure to record the friendly reception given to submarines of this Squadron during such visits to New Zealand. The co-operation between all the Services appears to be excellent, and the Commanding Officer, HMS TELEMACHUS has done all in his power to make the visit a successful one.

5. The communication records forwarded are of particular interest. The new VH/F aerial referred to was fitted by depot ship staff as an experiment in order to communicate with aircraft when submerged. If trials are successful, steps will be taken to fit all submarines of this Squadron with a similar type aerial.

6. Arrangements have been made to send HMS THOROUGH to New Zealand for three weeks during March, 1955.

E. J. D. Turner
(E.J.D. TURNER)
COMMANDER, (S/M).

ENCL. HMS TELEMACHUS-REPORT OF
PROCEEDINGS

HMS TELEMACHUS-REPORT OF EXERCISE SWORDFISH
HMS TELEMACHUS-COMMUNICATION TRIALS.

CONFIDENTIAL.

H.M.S. TELEMACHUS - REPORT OF PROCEEDINGS
FOR THE PERIOD 6TH JULY TO 6TH AUGUST 1954.

FROM THE COMMANDING OFFICER, H.M.S. TELEMACHUS.
DATE 6th August 1954 Ref. No. X/121/1
TO THE COMMANDER (S/M), FOURTH SUBMARINE SQUADRON,
 SYDNEY.

The following report of proceedings of Her Majesty's Ship TELEMACHUS under my command is submitted, covering the period 6th July to 6th August 1954 in NEW ZEALAND and FIJIAN waters.

2. TELEMACHUS slipped and proceeded in accordance with your DTG 272335Z/June at 1400K, 6th July. Shortly after sailing it was found that the Cook, at the last minute, had decided to exchange the unknown pleasures of foreign parts for the native delights of AUSTRALIA. Accordingly, after passing over the measured mile, TELEMACHUS returned to HUNTER BAY and picked up a relief. After a trim dive in Area NAM TARE, course was shaped for CAPE REINGA.

3. After the preceeding ten days of glorious autumn weather it was depressing to find ourselves sailing in company with a "low" which was routed at ten knots from BASS STRAITS to WELLINGTON. It had been hoped to carry out dived exercises with No. 11 Squadron R.A.A.F. on passage, but by the evening of 6th July there was a full gale blowing from the south west and depth keeping would have been impossible at periscope depth.

4. The passage to NORTH CAPE was uneventful. The first depression was succeeded, after a four hour lull, by a second and worse one and exercises with Sunderlands of the NEW ZEALAND TERRITORIAL AIR FORCE had to be modified. It is indicative of the weather conditions that one aircraft passed two miles away down our starboard side without sighting us.

5. By 1300M on 11th July, having gained the lee of the land, the weather had moderated sufficiently to allow us to carry out a successful ASP 41. The morning of 12th July found us sailing up HAURAKI GULF amongst the pleasantly green coloured islands somewhat reminiscent of the FIRTH OF CLYDE.

6. We entered AUCKLAND harbour at 1000M on 12th July and berthed alongside H.M.N.Z.S. BLACK PRINCE at CALLIOPE Wharf on the DEVONPORT or north side of the harbour. On arrival I called on the Captain (Captain J.F. WHITFIELD, D.S.C., Royal Navy). I later called on the NAVAL OFFICER-IN-CHARGE, AUCKLAND (Captain M.L. HARDIE, D.S.C., Royal Navy) and the CAPTAIN SUPERINTENDENT, AUCKLAND DOCKYARD (Captain T.B. SHAW, D.S.C., Royal Navy).

7. BLACK PRINCE had been detailed as host ship and Lieutenant J.D. GRESSON, R.N.Z.N. as Liaison Officer. The ship's company had been invited to dinner in BLACK PRINCE and were given a magnificent meal of roast chicken. Arrangements were made for them to be victualled on board TELEMACHUS whilst being accommodated in BLACK PRINCE. Meanwhile the officers were entertained in the wardroom of BLACK PRINCE, where we were victualled and accommodated.

/.... 8. In the afternoon

8. In the afternoon I attended a meeting with the Staff and representatives from ships and the R.N.Z.A.F. at which the local Exercise Programme was drawn up (see copy attached as Appendix 'A').

9. The Exercises carried out consisted of basic A/S training, generally leaving harbour at 0700 each morning and returning at about 1700. As the harbour traffic, which includes ferries similar to those in SYDNEY, were completely unacquainted with the appearance of a submarine, the Naval Officer-in-Charge ruled that we were not to enter harbour after dark. This involved spending one night at anchor which provided a much needed break from the gay whirl of social affairs.

10. As the visit to AUCKLAND was considered to be a purely operational one, it was decided not to open the ship to the general public. Every afternoon and evening in harbour, organised parties from the three Services, and from such bodies as the Sea Cadets etc. were shown round. In all about 400 people looked round.

11. Divisions were held on board on Sunday, 11th July. Captain J.F. WHITEFIELD, D.S.C., Royal Navy, very kindly inspected the ship's company and spoke to every man on board. On Thursday, 23rd July, we had the pleasure of welcoming on board Captain V.J.H. VAN DER BYL, D.S.C., Royal Navy, the Second Naval Member of the NEW ZEALAND Navy Board. He was accompanied by Captain WHITEFIELD and Captain HARDIE.

12. It was possible to arrange two soccer matches at AUCKLAND. The first, against the local R.N.Z.N. 2nd XI we won 4 - 1, and the second, against the R.N.Z.A.F. at WHENUAPAI we won 7 - 0. For the officers, the more mundane sports of drinking, dining and dancing had to suffice. The highlights of these were the AUCKLAND Garrison Ball on Thursday 16th July when I was the guest of the Officer Commanding, 9th Coast Regiment (Colonel J. HORROCKS M.C.), and the AUCKLAND Navy League Ball on Saturday, 24th July. The latter only just avoided overlapping with Harbour Stations.

13. The Exercises were without incident, and fortunately only two serials had to be cancelled due to weather. On each day at sea we took a large number of passengers. On the first day's Exercises we took members of the Press and of the NEW ZEALAND Broadcasting Service. The latter bought with them a tape recorder to record material for a subsequent programme. In all, we took 97 people to sea. In connection with the Press it is worth mentioning that our "notices" were invariably strictly accurate - a pleasant change from some newspapers' practice.

14. Before we left, two bus loads of the ship's company were taken to see the geysers at ROTORUA. These trips, which were much enjoyed, were kindly organised for us by the Reverend ASHLEY-BROWN, the FLYING ANGEL chaplain, and by Mr. Wilson, the chairman of the AUCKLAND Navy League. The Navy League most generously bore part of the cost.

15. The change in our programme came as a big disappointment as we had received so much kindness in AUCKLAND that NEW ZEALAND waters had become a second home to us. Amidst so much, it may be invidious to select any particular persons for their kindness; however, we shall none of us forget that of Mr. and Mrs. WILSON, who not only made arrangements for the ship's company, but also attended most assiduously to the
/....officers' recreation.

officers' recreation. Nor shall we forget H.M.N.Z.S. BLACK PRINCE who throughout our time at AUCKLAND looked after us quite magnificently and proved a perfect host and depot ship.

16. At 0900 Mike on Sunday, 25th July, we sailed from AUCKLAND to SUVA in company with H.M.N.Z.S. HAWEA (S.O.) and KIWI. Apart from vile weather with a torrential downpour for 36 hours and EXERCISE SWORDFISH (see Appendix 'C') the passage was without incident.

17. We arrived at SUVA at 1600 on Friday 30th August and berthed alongside HAWEA at JELICOE Wharf. We were met on arrival by the Naval Liaison Officer (Lieutenant Commander WOODS), the Director of Naval Operations, FIJI (Lieutenant Commander MACKENZIE) and by the Harbour Master (Captain HARNESS). The H.M.N.Z.S. HAWEA kindly placed her galley and washplaces at our disposal.

18. The following forenoon, accompanied by the Commanding Officers of H.M.N.Z.S. HAWEA (Lieutenant Commander TULLOCK) and KIWI (Lieutenant Commander TWOMEY), I waited on His Excellency, the Governor (Sir Ronald GARVEY K.C.M.G., K.C.V.O., M.B.E.). Later we called on the Commander, FIJI Military Forces (Colonel T.C. CAMPBELL, D.S.O., M.C.) and the Commanding Officer, R.N.Z.A.F. FIJI (Wing Commander LEPTINE). With the last I arranged to carry out ASP 42 followed by ASP 41 on sailing from SUVA. Later in the forenoon His Excellency returned my call informally, walked through the boat and refreshed himself in the wardroom.

19. Most regretfully we took our departure from SUVA at 1400M on Saturday 31st July. Since then the ship's company have arrayed themselves in multi-coloured shirts and sarongs, and seem to have sustained themselves almost entirely on coconut. After clearing the reef we contacted a Sunderland aircraft and carried out ASP 42. The subsequent ASP 41 was cut short after 25 minutes by further torrential rain which reduced visibility to 500 yards. Subsequently the weather cleared and for the second time only since leaving SYDNEY we sailed under a cloudless sky on a calm sea.

20. The remainder of the passage passed without incident except for a further day of fair weather - making four days in all since leaving SYDNEY. H.M.S. TELEMACHUS Secured at BALMORAL East Buoys at 1830K on Friday, 6th August.

COMMUNICATIONS.

Communications throughout presented few difficulties, largely due to the special arrangements made by H.M.A.S. HARMAN which worked excellently. The L/F component of Broadcast BELLS could be read throughout on the surface. Broadcast WILLIAM VICTOR was never really satisfactory and was sometimes unreadable. This has been reported to H.M.N.Z.S. IRIRANGI.

2. SHIP/SHORE was generally good, although it was not always possible to raise HARMAN, IRIRANGI or AWARUA. AWARUA seemed easier to work than IRIRANGI.

3. Opportunity was taken to sample the L/F component of BELIS, Broadcast HOW, SEATTLE and YOKOSUKA whilst at sea. The results are tabulated and forwarded herewith.

/...4..The new WH/F aerial

4. The new VH/F aerial broke at the base when operating Seaguard in a heavy swell. This was repaired by H.M.N.Z.S. BLACK PRINCE who also gave valuable assistance by exchanging a defective TCS power supply, and by loaning crystals. On examination of the original aerial it appeared that the joint between the feed and the aerial was not water-tight, and so it may be that only the bare end of the feed was radiating. Even so it was possible to talk to an aircraft flying at 1000 ft. 20 miles away whilst at periscope depth. Since being repaired there has been no opportunity to carry out further trials. It is considered that the cable at present fitted is unsuitable as the core is too weak.

5. Some classified traffic was received encyphered in the HERCULES system using a key list which we do not hold. I personally checked with the C.B. Officer that we had all the necessary books before sailing.

6. I should like to draw your attention to the good work which has been done by Petty Officer Telegraphist D.C. WATTERS, P/JX 216434, who ran his department in a markedly efficient manner. Nor, indeed, is this the first occasion on which I have been very glad to have him as my P.O. Tel.

RECOMMENDATIONS.

I can most unhesitatingly recommend that submarines should pay more frequent visits to NEW ZEALAND. It is perhaps not fully realised the great interest which is shown in them. From the afternoon before our arrival and for the next three days we were front page news in both the morning and evening papers; even PETROV had to give way to us. We received a large number of letters from people of all ages and apparently from all walks of life asking for information. But all this was transcended by the interest and keenness shown by the three Services. Applications for trips to sea and to look round in harbour were heavily oversubscribed and had to be strictly rationed. The Exercises went without a hitch. Everywhere we went we felt we were among friends, and it gave me personally great pleasure to work with a team who were intent on getting the greatest benefit from our visit.

2. The meat supplied through the contractor at AUCKLAND was, with the exception of some excellent pork, considerably inferior to that supplied by PIAYFAIRS. There was considerable wastage due to abnormal fat and gristle. On future visits it would be better to top up to capacity in SYDNEY. In this connection I should like to record our gratitude to The Base Supply Officer, H.M.N.Z.S. PHILOMEL, who did much to help us with victualling and with the Contingent Account.

(Sgd). R.M. STAFFORD.
Lieutenant Commander
in Command.

Enclosures

- APPENDIX 'A' - AUCKLAND Exercise Programme.
- APPENDIX 'B' - Tests of Submarine Broadcasts.
- APPENDIX 'C' - EXERCISE SWORDFISH, Report of Proceedings.

C O N F I D E N T I A L. APPENDIX "B"
REPORT ON VLF STATIONS FROM H.M.S. TELEMACHUS AS REQUIRED BY N.Z.N.B.
AFTER N.Z. CRUISE.

YOKOSUKA, JAPAN, CALL SIGN "NDT" ON 17.3 Kc/s.

DATE	TIME"Z"	POSITION				/CODEPTH	QRK	QSA	REMARKS	
9/7/54	0355	34degs	009mins	S, 166degs	21mins	E.094	0	5	5	V.G.
9/7/54	1325	30degs	12mins	S, 167degs	37mins	E.094	0	3	3	QRN
10/7/54	0415	33degs	48mins	S, 169degs	00mins	E.101	0	5	5	V.G.
10/7/54	1705	34degs	17mins	S, 171degs	33mins	E. 101	0	3	3	
14/7/54	0134	36degs	40mins	S, 175degs	20mins	E.127	0	5	5	
"	0151	"	"	"	"	" 25FT	5	5		QRNS
"	0153	"	"	"	"	" 31FT	1	2		QRN4
"	0157	"	"	"	"	" 32FT	0	0		
"	0205	"	"	"	"	" 34FT	1	2		
"	0224	"	"	"	"	" 32FT	2	2		
14/7/54	0210	36degs	40mins	S, 175degs	20mins	E. 230	35FT	0	0	
15/7/54	0300	36degs	38mins	S, 175 degs	20mins	E.047	35FT	0	0	
19/7/54	0200	36degs	40mins	S, 174degs	50mins	E. 240	37FT	0	0	
20/7/54	0221	36degs	40mins	S, 174degs	50mins	E. 180	38FT	0	0	
"	0224	"	"	"	"	150 "	"	1	1	
"	0225	"	"	"	"	140 "	"	2	2	
"	0227	"	"	"	"	120 "	"	1	2	
"	0229	"	"	"	"	090 "	"	1	1	
"	0234	"	"	"	"	340 "	"	2	2	
"	0236	"	"	"	"	305 "	"	2	2	
"	0238	"	"	"	"	270 "	"	1	1	
25/7/54	2330	36degs	20mins	S, 174 degs	50	E. 351	0	4	4	
26/7/54	2000	33degs	03mins	S, 175degs	30mins	E.010	0	4	4	
27/7/54	0500	27degs	30mins	S, 176 degs	10mins	E. 010	0	4	4	
"	2007	23degs	56mins	S, 176degs	39mins	E.060	30FT	1	1	
"	2012	"	"	"	"	118 "	"	0	0	
"	2017	"	"	"	"	190 "	"	0	0	

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NOTE:- ALL TESTS CARRIED OUT WITH RECEIVER B29 AND AERIAL OUTFIT
"AL7"

C O N F I D E N T I A L APPENDIX "B".
REPORT ON VLF STATIONS FROM H.M.S. "TELEMACHUS" AS REQUIRED BY N.Z.N.B.
AFTER N.Z. CRUISE
HARMAN, AUSTRALIA, CALL SIGN "VHP" ON 44 Kc/s.

DATE	TIME "Z"	POSITION	/CO	DEPTH	QRK	QSA	REMARKS
10/7/54	1705	34degs 17mins S, 171degs 33mins E.	101	0	5	5	V.G.
14/7/54	0136	36degs 40mins S, 175 degs 20mins E.	127	0	5	5	
"	0138	" " " "	127	0	5	5	
"	0205	" " " "	230	38FT	4	4	
15/7/54	0300	36degs 38mins S, 175 degs 20mins E.	047	35FT	0	0	
19/7/54	0200	36degs 40mins S, 174degs 50mins E.	240	37FT	5	5	V.G.
20/7/54	0214	36degs 40mins S, 174degs 50mins E.	220	38FT	5	5	V.G.
"	0216	" " " "	205	"	2	3	
"	0218	" " " "	195	"	1	2	
"	0221	" " " "	180	"	0	0	
"	0225	" " " "	130	"	4	4	
"	0227	" " " "	120	"	5	5	
"	0229	" " " "	090	"	5	5	
"	0230	" " " "	075	"	5	5	
"	0233	" " " "	025	"	4	4	
"	0235	" " " "	340	"	1	1	
"	0236	" " " "	305	"	4	4	
"	0240	" " " "	270	"	5	5	
24/7/54	2330	36degs 20mins S, 174 degs 50mins E.	351	0	5	5	
25/7/54	2000	33degs 03mins S, 175 degs 30mins E.	010	0	5	5	
26/7/54	2000	32degs 25mins S, 175degs 35mins E.	010	0	5	5	
27/7/54	0100	27degs 30mins S, 176degs 10mins E.	005	0	5	5	
27/7/54	2000	23degs 56mins S, 176degs 39mins E.	005	30FT	0	0	
"	2005	" " " "	030	"	1	1	
"	2012	" " " "	118	"	0	0	
"	2017	" " " "	190	"	2	3	

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NOTE: - ALL TESTS CARRIED OUT WITH RECEIVER B29 AND AERIAL OUTFIT
 "AL"

C O N F I D E N T I A L APPENDIX "B"

REPORT ON VLF STATIONS FROM H.M.S. "TELEMACHUS" AS REQUIRED BY N.Z.N.B.
AFTER N.Z. CRUISE.

OAHU, HONOLULU, CALL SIGN 16.68 OR 19.8 Kc/s.

DATE	TIME "Z"	POSITION	/CO	DEPTH	QRK	QSA	REMARKS
9/7/54	0350	34degs 09mins S, 166degs 21mins E.	094	0	3	4	QRM 5 FM NDT.
9/7/54	1320	34degs 12mins S, 167 degs 37mins E.	094	0	2	3	QRM 4
10/7/54	0410	33degs 48mins S, 169degs 00mins E.	101	0	2	2	QRM 5 FM NDT.
10/7/54	1710	34degs 17mins S, 171degs 33mins E.	101	0	0	0	
14/7/54	0139	36degs 40mins S, 175 degs 20mins E.	127	0	5	5	QRM 5 FM NDT
14/7/54	0200	" " " " " "	230	38FT	2	3	
15/7/54	0300	36degs 38mins S, 175 degs 20mins E.	047	35FT	0	0	
19/7/54	0200	36degs 40mins S, 174degs 50 mins E.	240	37FT	0	0	
20/7/54	0219	36degs 40mins S, 174degs 50mins E.	195	38FT	2	2	
"	0220	" " " " " "	185	"	3	3	
"	0222	" " " " " "	170	"	3	3	
"	0227	" " " " " "	120	"	0	0	
"	0229	" " " " " "	090	"	0	0	
"	0240	" " " " " "	270	"	0	0	
25/7/54	2330	36degs 20mins S, 174 degs 50mins E.	351	0	3	3	
26/7/54	2000	33degs 03mins S, 175degs 30mins E.	010	0	2	3	
27/7/54	0500	27degs 30mins S, 176degs 10mins E.	005	0	4	4	
27/7/54	2000	27degs 56mins S, 176degs 39mins E.	005	30FT	0	0	
"	2002	" " " " " "	030	25FT	2	3	
"	2012	" " " " " "	118	30FT	0	0	
"	2017	" " " " " "	127	"	0	0	

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NOTE: - ALL TESTS CARRIED OUT WITH RECEIVER B29 AND AERIAL OUTFIT "ALB".

CONFIDENTIAL APPENDIX "B".

REPORT ON VLF STATIONS FROM H.M.S. "TELEMACHUS" AS REQUIRED BY N.Z.N.B.
AFTER N.Z. CRUISE.

SEATTLE, U.S.A. CALL SIGN "NLK" EXPERIMENTAL ABOUT
18.5 Kc/s.

DATE	TIME "Z"	POSITION	/CO	DEPTH	GRK	QSA	REMARKS
20/7/54	0215	36degs 40mins S, 174 degs 40mins E.	220	38FT	2	3	
"	0217	" " " "	210	"	2	3	
"	0218	" " " "	195	"	1	1	
"	0222	" " " "	170	"	0	0	
"	0223	" " " "	160	"	0	0	
"	0225	" " " "	140	"	0	0	
"	0226	" " " "	120	"	0	0	
"	0229	" " " "	090	"	0	0	
"	0230	" " " "	075	"	1	1	
"	0231	" " " "	025	"	2	2	
"	0235	" " " "	340	"	0	0	
"	0237	" " " "	305	"	0	0	
"	0239	" " " "	270	"	0	0	
"	0240	" " " "	270	"	0	1	
27/7/54	0500	23degs 56mins S, 176degs 39mins E.	195	0	3	3	
"	2018	" " " "	190	30FT	1	2	

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NOTE:- ALL TESTS CARRIED OUT WITH RECEIVER B29 AND AERIAL
OUTFIT "ALB".

APPENDIX 'C'
TO THE COMMANDING OFFICER, HMS TELEMACHUS' LETTER NO.
D/121/1 DATED 6th AUGUST.

CONFIDENTIAL.

HMS TELEMACHUS-REPORT OF PROCEEDINGS.

FROM THE COMMANDING OFFICER, HMS TELEMACHUS.

DATE 30th July, 1954

Ref No X/120/4.

TO THE DIRECTOR OF NAVAL OPERATIONS, SUVA.
(COPY TO:-THE COMMANDER(S/M), FOURTH SUBMARINE SQUADRON,
SYDNEY).

The following report of proceedings of Her Majesty's Ship TELEMACHUS under my command during EXERCISE SWORDFISH is forwarded in accordance with the orders for the Exercise. All times Zone MIKE.

2. Before the Exercise commenced, consideration was given as to the best way to achieve its aims, and as a result it was decided as far as possible to snort by day and operate on the surface by night, thus producing as many incidents as possible. However, the weather was such as to prevent this.

3. At the start of the Exercise TELEMACHUS was in a position about fifty miles ahead of the Orange convey. A trim dive was carried out and I then decided to surface and remain there as I did not consider that in the weather conditions prevailing an aircraft, other than one fitted with radar comparable to AN/AIS 20, would have much chance of detecting a snort mast.

4. A surface patrol was established and at 0930 a Sunderland aircraft was sighted to the northwest about 8 miles away. I remained on the surface until I was quite sure that I had been detected. A dived patrol was then commenced in the same position. A lot of periscope was used and the Seaguard mast raised from time to time to give the aircraft a target to attack. Judging from his actions and a smoke marker dropped at 1008 his tracking was accurate. At 1045, this aircraft disappeared to the northwest and in the hope of attracting him back again I started snorting. I stopped snorting at 1113 when the aircraft re-appeared.

5. At 1130 the weather started to deteriorate with heavy rain squalls, and at 1155 I surfaced. At 1355 a Sunderland was sighted to the eastward and, having been detected, I dived at 1358. The aircraft tracked us accurately until 1500. At 1525 I surfaced, only to find that ten minutes later the Sunderland had returned, so at 1539 I again dived. This aircraft was twice detected on Seaguard at ranges of 4 miles.

...../2

CONFIDENTIAL

PAGE 2 TO THE COMMANDING OFFICER, HMS TELEMACHUS' LETTER
NO. X/120/4 DATED 30th JULY, 1954. - - - - -

6. At 1737 I surfaced, and it appeared likely that the convoy had already passed and was to the north of us. This was confirmed 1800 when a radar detection of HAWEA was obtained. At 1830 course was set for a new patrol position which was established on the surface at 2100.

7. At 2320 a radar detection was made to the north-west and at 0054 a green grenade was fired to indicate a salvo of six long range pattern runners. Course was then altered to the northward to establish a patrol position for a dawn dived attack.

8. During the night the weather further deteriorated with a rising wind and sea and continuous heavy rain. At 0635 a Sunderland aircraft was sighted which detected us, but I did not dive as I was trying to pass my signal DTG 281810(position report). Having passed this signal I dived at 0725. Visibility continued to worsen until, through the periscope, it was less than 1000 yards. Furthermore the radar would not look over the waves unless we were at so shallow a depth as to keep on breaking surface. So at 0730 I again surfaced and immediately detected HAWEA bearing 196, 8800 yards. I remained on the surface to allow the aircraft to home HAWEA, and when the latter was about 3 miles away, I dived and went to a safe depth.

9. At 0826, PCA 8 was initiated. HAWEA was heard to pass overhead at 0847. At 0913, having carried out normal surfacing procedure, I surfaced. Visibility was again very bad, and to make matters worse the wave guide had flooded. This was dried as much as possible, but the radar was never more than 50% efficient.

10. The weather, especially the visibility, continued to worsen, so I decided to remain in contact with HAWEA so that if the weather did improve no time would be lost in carrying out an attack.

11. At 1340 an aircraft was sighted to the southward, and by 1418 visibility had improved sufficiently to be able to see HAWEA and KIWI. At 1428 an aircraft was sighted orbiting the surface forces. This aircraft turned towards and at 1435 marked us with a smoke marker. It is considered that this is a dangerous practice and contrary to SISAX para 510.

12. By 1440 the visibility had improved sufficiently to dive. A long range attack was carried out on KIWI and a "Deepfield" signal broadcast. As neither ships nor aircraft appeared to take any action, at 1501 I surfaced when the Exercise was terminated.

SGN. R.M. STAFFORD,
Lieutenant Commander
in Command.

CONFIDENTIAL

CONFIDENTIAL

HMS TELEMACHUS-PATROL REPORT.

APPENDIX 'A'-NARRATIVE.

ALL TIMES ZONE MIKE.

28th JULY.

0756 Dived in position 23 56S, 176 39E. Circled to sample
broadcast reception
0822 Surfaced Commenced operating Airguard. Established
2122 surface patrol in approximate position 23 55S, 176 40E
0930 Sighted Sunderland aircraft.
0955 Aircraft bearing 340 range 8 miles flying towards.
0938 Dived in position 23 55S, 176 40E. Commenced dived patrol.
1008 Aircraft dropped marker 500 yards ahead.
1045 Aircraft disappeared to the northward.
1054 Commenced snorting.
1113 Aircraft in sight to the north east. Stopped snorting.
1155 Surfaced in position 23 57S, 176 40E.
1355 Aircraft sighted to the eastward.
1358 Dived in position 23 58S, 176 40E
1509 Aircraft disappeared.
1525 Surfaced in position 23 53S, 176 40E
1539 Dived in position 23 54S, 176 41E
1737 Surfaced in position 24 00S, 176 40E
1800 Detected HAWAE bearing 065 range 19000 yards
1830 Set course 020 to establish patrol position for night
attack. Speed 13 knts
2030 Altered course to 010
2100 Established surface patrol in approximate position
23 25S, 176 50E
2324 Detected surface target bearing 183 range 17000 yards.
Commenced night surface radar attack.

29 July.

0054 Fired green grenade and broadcast "Deepfield" signal.
Proceeded to northward for dawn attack
0635 Detected by aircraft in position 22 26S, 176 58E. Did
not dive as I was endeavouring to pass position report.
0725 Dived in position 22 26S, 176 58E
0737 Surfaced owing to bad visibility and poor radar performance
0740 Detected surface echo bearing 196, 8000 yards.
0743 Dived to safe depth in position 22 27S, 176 59E
0826 PCA 8 initiated.
0913 Surfaced in position 22 28S, 177 00E
0917 Proceeded to the northward, keeping in radar contact
with HAWEA.
1340 Sighted aircraft to the southward.
1412 HAWEA and KIWI in sight
1428 Sighted aircraft orbiting surface forces.
1440 Dived in position 21 43S, 177 07E. Commenced long range
attack on KIWI
1501 Surfaced in position 21 43S, 177 07E, Exercise completed

CONFIDENTIAL

PAGE 4 TO APPENDIX 'C' TO THE COMMANDING OFFICER,
HMS TELEMACHUS LETTER No.X/121/1 DATED 6th AUGUST, 1954.

CONFIDENTIAL

HMS TELEMACHUS - PATROL REPORT.
APPENDIX 'B'.

COMMUNICATIONS.

Communications were on the whole good, though considerable trouble was experienced on ship-shore. My signal DTG281810Z took 62 minutes to pass to HARMAN on 8m/cs. Broadcast HOW could just be heard at 26 feet on the optimum course, as could the L/F component of BELIS. A fuller report on communications will be forwarded with the report of proceedings covering the entire period in New Zealand waters.

NATURAL CONDITIONS.

The weather was a deciding factor and imposed a very large degree of unrealism on my movements. In order to provide the aircraft with the benefit of the Exercise it was necessary to remain on the surface to a very large extent.

RECOMMENDATIONS.

In view of the above paragraph, it is considered that the Exercise might have proved of greater value had it been based on ASP.108(Transit Exercise). This would have given the submarine some definite object to achieve apart from just endeavouring to fulfil the aims of the Exercise, and would have made it easier to balance the necessary unrealism due to weather with the necessary steps to achieve that object..

CONFIDENTIAL.

NAVAL PUBLIC RELATIONS SECTION

NAVY OFFICE, MELBOURNE.

Released in Canberra - 3rd July, 1954.

SUBMARINE FROM SYDNEY TO VISIT NEW ZEALAND

The Royal Navy submarine TELEMACHUS will leave Sydney for Auckland (N.Z.) next Tuesday, July 6th.

For a period after her departure from Sydney she will exercise with Neptune anti-submarine aircraft of No. 11 Maritime Reconnaissance Squadron of the Royal Australian Air Force and, on approaching Auckland, with aircraft of the Royal New Zealand Air Force.

She will arrive at Auckland on Monday, July 12th.

Announcing this today the Minister for the Navy and Air (the Hon. William McMahon) said that the TELEMACHUS was one of three Royal Navy submarines based on Sydney to facilitate the anti-submarine training of officers and men of the R.A.N. the R.A.A.F. and R.N.Z.N. and ~~and~~ R.N.Z.A.F. Ships of the R.A.N. were almost constantly engaged in anti-submarine exercises with one or more of the submarines off the New South Wales coast.

As the fast, long-distance, long-submersible submarine was the gravest danger that Australia, because of her geographical position, would have to face in another war, the experience and knowledge gained in these exercises was of the utmost value.

DEPARTMENT OF THE NAVY.

4336-12-120.

MINUTE PAPER.

SUBJECT: H.M.S. *Telemachus* REPORT OF PROCEEDINGS.

S.N.B.

A 17/3

28th December 1953 —

21st January 1954

3rd N.M.

19/3

4th N.M.

29/3

D.A.W.O.T.

30/3

D. of P.

1/4

N.5.

2/4

D.N.L.

11/4

H.P.B.

13/4/54

A.A. 2nd N.M.

21/4

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

3 15/4

D. of M.

2/4

D.D.M.

2/4

D.E. (N).

2/4

D.O.U.W.

4/5

D.N.M.S.

1/5

N.5.

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



8/58

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DEPARTMENT OF THE NAVY
MINUTE PAPER

H336-12-120

C.44/45.

SUBJECT: HMS Telemachus Report of Proceedings

28th December 1953 to

21st January 1954

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H.M.S. TELEMACHUS - REPORTS OF PROCEEDINGS

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NAVY REGISTRY

(Commander(S/M) Fourth Submarine Squadron's letter
No.2/20/4 dated 2nd February, 1954.)

II

E.A. 384 /682/2/38
THE SECRETARY, NAVAL BOARD.

Forwarded for the information of the Naval
Board.

Naval Headquarters,
Potts Point, Sydney.

H. A. Shewers

A/REAR-ADMIRAL.

9 - FEB 1954

Enclosure as in Minute I.

4336/12/120

FROM ::: THE COMMANDER (S/M), FOURTH SUBMARINE SQUADRON,
H.M.A.S. PENGUIN, SYDNEY, N.S.W., AUSTRALIA.

DATE ::: 2nd. February, 1954. Reference No. 2/20/4.

TO ::: THE FLAG OFFICER IN CHARGE, EAST AUSTRALIA AREA
NAVAL HEADQUARTERS, POTTS POINT, SYDNEY.

H.M.S. TELEMACHUS - REPORTS OF PROCEEDINGS.

The Report of Proceedings from H.M.S. TELEMACHUS for her cruise to HOBART, PORT LINCOLN and ADELAIDE during the period 28th. December, 1953, to 21st. January, 1954, is submitted herewith.

2. It is obvious that this cruise was a great success and well conducted, and gave the people of South Australia the opportunity to see over a submarine and to extend their hospitality. It is also hoped that such visits have some recruiting value for the Royal Australian Navy.

E. J. D. Turner
(E. J. D. TURNER.)
COMMANDER S/M.



4336/12/120

H.M.S. TELEMACHUS - Report of Proceedings for the Period 28th December 1953 to 21st January 1954.

FROM THE COMMANDING OFFICER, H.M.S. TELEMACHUS.

DATE 21st January 1954 Ref No X/91/4

TO THE COMMANDER (S/), FOURTH SUBMARINE SQUADRON, SYDNEY.

The following Report of Proceedings for the period 28th December 1953 to 21st January 1954 is submitted. A Movement Narrative is attached as Appendix 'A'.

2. The passage from SYDNEY to HOBART was made in good weather. Two yachts taking part in the SYDNEY-HOBART Race were contacted, ELLIDA at 1836K on Tuesday 29th January and MISTRAL II at 1930K the same day. Both were reported to Flag Officer East Australian Area. Conversation with the former was by semaphore, Captain (E)K.M. URQUHART R.A.N. speaking for ELLIDA, and with the latter by flashing. Favourable weather enabled H.M.S. TELEMACHUS to arrive at HOBART at 1930K 30th January and the intention had been to anchor in the Quarantine Anchorage for the night, but just before anchoring R.N.O. TASMANIA's representative made contact using the headlamps of his car and a berth alongside was assured for the night.

3. Hogmanay in HOBART was in keeping with the best Traditions of the Season and of that side of the visit little more need be said.

4. The Commanding Officer called on His Excellency the Governor the following morning and the remaining Official programme may be summarised as follows :-

Friday 31st Dec	pm	-	Visits to the ship of parties from Police Boys Clubs, Scouts and Sea Cadets (total about 100).
Saturday 2nd Jan	pm	-	1400-1730. Open to Visitors (total 1085)
Sunday 3rd Jan		-	1400-1830. Open to Visitors (total 800) 1900. Commanding Officer to supper at Government House.
Monday 4th Jan		-	1030. His Excellency the Governor and his family visited the Ship. 1200. The Commanding Officer called on the Premier of TASMANIA. 1230. The Commanding Officer called on the Lord Mayor of HOBART. 1500. Children's Party. (About 35 children) 1800. The Premier of TASMANIA visited the Ship. 1830. Wardroom Cocktail Party.

/... 5. This Official Programme

5. This Official Programme gives little idea of the enormous amount of private entertaining given and received by both the Wardroom and Ship's Company, and whereas there was seldom an hour of the day (or night) when there was not a visitor on board, there was only the Duty Watch to entertain them from midday until roughly 0300. Our most interesting, and certainly most interested, unofficial visitors were three teams of Blind Cricketers from TASMANIA, VICTORIA and QUEENSLAND who were having their Annual Interstate Matches in HOBART. The hospitality of the city and surrounding country was apparently unlimited and the glories of "Cascade" have, to our knowledge, never been exaggerated. The weather was delightful and it was with great regret that we slipped from Elizabeth Street Pier at 0800K Tuesday 5th January.

6. The weather on leaving HOBART was cold and it was with no regret that we arrived at PORT LINCOLN on a cloudless and windless day. It is a fine natural harbour and the ship berthed at Kirton Point Jetty at 1100. PORT LINCOLN is a medium sized country town which is expanding due to being the natural port for the Western part of SOUTH AUSTRALIA. There is a fish canning factory and a considerable meat freezing industry, both of which seem flourishing. Large quantities of meat and grain are exported and the main import is phosphate for the wheatlands.

7. The Commanding Officer called on the Mayor on Friday afternoon and the call was returned later in the evening. The remaining programme may be summarised as follows :-

Friday 8th Jan

- 1130 - Officers of R.M.V. MINIPPA entertained on board.
- 1900 - Smoko - Returned Service men's League.

Saturday 9th Jan

- 1130 - Officers of S.S. EDENBANK entertained on board.
- pm - Officers and Ratings attended PORT LINCOLN Race Meeting.
- 1400-1730 - Open to Visitors (Total 800)
- 2000 - Civic Sherry Party. Following this the Officers were entertained by the Ex-Naval Men's Association.

Sunday 10th Jan

- 1400-1730 - Open to Visitors (Total 1250)
- 1745 - Ex-Naval Men's Association and wives shown round the ship.
- 2000 - Ex-Naval Men's Association entertained Ship's Company to a Chop (and beer) Picnic.

Monday 11th Jan

- am - Parties of Boy Scouts and other Youth organisations shown round the ship.
- 1230 - Officers' Lunch Party in S.S. EDENBANK.
- pm - Recovered from Curry Tiffin.
- 1800 - Official Cocktail party on board.
- 2000 - Ex-Naval Men's Association Dance for Ship's Company.
- 2130 - Ex-RAAF Association entertain Officers.

/... 8. There was in addition

8. There was in addition a considerable amount of private entertaining both by and for the Wardroom and Ship's Company. It was particularly pleasant to exchange hospitality with the Officers of one of the local passenger ships and of a British Merchantman discharging phosphate at the same pier. Several Officers and ratings were able to see the SOUTH AUSTRALIAN bush at first hand and some of the ratings were able to shoot at Kangaroos (total bag 1 for a large expenditure of ammunition).

9. The local Council is much distressed that the Naval Board is unable to provide a ship for the forthcoming visit of Her Majesty the Queen and ~~we~~ are now fairly sure that our visit was meant to be a substitute, though they are not relaxing their efforts to make the Naval Authorities review the Fleet Programme.

10. On the whole it was a very worthwhile visit to a remote country town, and taking into consideration that it occurred at the end of a blank pay week as well, a most successful one.

11. After an uneventful passage, during which six hours at anchor off PORT WILLINGA (38 16S, 138 27E) were most welcome, berthed at Sugar Company Wharf, PORT ADELAIDE at 0910IK Wednesday 13th January. The Officer of the Guard boarded the ship on arrival and it was at once apparent that the most careful administrative arrangements had been made by H.M.A.S. TORRENS. The main items on the programme were :-

Wednesday 13th Jan

1130	- Officers entertained in H.M.A.S. TORRENS.
1415	- Commanding Officer called on G.O.C. Central Command.
1500	- Commanding Officer called on The Lord Mayor of ADELAIDE.
1530	- Commanding Officer called on the Deputy Premier.
1500	- Company of Master Mariners visited the Ship (9)
1530	- Twelve Officers from Army Headquarters visited the Ship.
1730	- Victoria League entertain the Officers.
1945	- Four Officers and thirty ratings (RANR) from H.M.A.S. TORRENS visited the Ship.

Thursday 14th Jan

1015	- A.D.C. to G.O.C. returned the Commanding Officer's call.
1215	- Commanding Officer called on His Excellency the Governor of SOUTH AUSTRALIA.
1730	- English Speaking Union entertained the Officers
1945	- Four Officers and thirty ratings (RANR) from H.M.A.S. TORRENS visited the Ship.

Friday 15th Jan

1115	- A.D.C. to His Excellency the Governor returned the Commanding Officer's call.
1400	- Ship open to Visitors (total 1400).

/.. Saturday 16th Jan

(Page IV to The Commanding Officer, H.M.S. TELEMACHUS's Letter No X/91/4,
Dated 21st January 1954.)

Saturday 16th January

1400 - Ship open to Visitors (Total 1050)
1800 - Wardroom Cocktail party

Sunday 17th January

am and pm - Ship open for Ship's Company private
visitors.
1800 - Sailed for SYDNEY.

12. The principle snag for the Ship's Company at ADELAIDE was undoubtedly the distance from the Port into the City. In compensation however, it was pay week and it would be true to say that only the most unimaginative sailor failed to make the best use of his time ashore. This was evident from the number of last fond farewells made among the crowd of two thousand odd who came to see the ship sail on Sunday evening. The Returned Servicemen's League and The Ex-Naval Men's League threw open their doors to the Ship's Company, but nevertheless the Licencing Laws were different from HOBART and differently interpreted from FORT LINCOLN's.

13. Communications during the Cruise were most satisfactory. On only two occasions did it take over an hour to raise a shore station (1 hour 10 mins and 1 hour 15 mins respectively) and this compares very favourably with previous experience whilst on detached service. The persistence, in bad conditions, of the shore operators has been much appreciated throughout (HARMAN W/T (VHK) and ANARUA (ZLE)). The breakdown of the VL/F component of the Area Broadcast due to the aerial being struck by lightning on 19th January has been slightly inconvenient.

14. The behaviour of the Ship's Company ashore was excellent and they appeared to be very popular wherever they went. The only offences occurred over the New Year period, with the exception of one leave breaking offence of a total of three, and were of a very minor nature due mainly to high spirits. A great deal was found out about how people live in the remoter parts of AUSTRALIA. A staggering amount of alcohol was consumed. A great number of friendships were made. The whole cruise was very much enjoyed by everyone and it is considered that it was well worth while.

(S. JENNER)
Lieutenant Commander
in Command.

Enclosures

Appendix 'A' - Narrative of Movements.

(The Commanding Officer, H.M.S. TELEMACHUS's Letter No X/91/4,
dated 21st January 1954.)

APPENDIX 'A'

All times KING (Zone -10).

Monday 28th December

1200 Slipped from BALMORAL and proceeded to HOBART, TASMANIA.

Tuesday 29th December

0001 Position - 35 51S, 150 39E.
Weather - Wind lt airs, sky 0, vis 8, waves from 170, ht 4, period 8.
1200 Position - 38 40S, 149 51E.
Weather - Wind NE, 3, sky b, vis 8, waves from 045, ht 6, period 8.
1836 Spoke Yacht ELLIDA in position 39 40S, 149 16E. (My DTG 290836Z)
1930 Spoke Yacht MISTRAL II in position 39 57S, 149 19E. (My DTG 290950Z)

Wednesday 30th December

0001 Position - 40 50S, 149 06E.
Weather - Wind NNE, 3, sky bc, vis 8, waves from 045, ht 4, period 8.
1142 Spoke Fishing Research Vessel DERWENT HUNTER in position 42 40S, 148 30E
1200 Position - 42 43S, 149 22.5E.
Weather - Wind S, 1, sky 0, vis 8, waves from 045, ht 4, period 5.
1946 Secured to Elizabeth Street Pier South, HOBART.

Wednesday 30th December

till At HOBART.

Thursday 5th January

0300 Slipped and proceeded to PORT LINCOLN, SOUTH AUSTRALIA.
1200 Position - 43 33S, 147 21E.
Weather - Wind SW, 3, sky 0, vis 8, waves from 225, ht 10, period 10.

Wednesday 6th January

0001 Position - 42 48.5S, 144 50.5E.
Weather - Wind SE, 3, sky 0, vis 8, waves from 225, ht 4, period 8.
1200 Position - 40 47S, 142 27E.
Weather - Wind SE, 3, sky b, vis 9, waves from 225, ht 6, period 10.
1810 Dived for Trial. Report is being forwarded under separate cover.
1900 Surfaced and proceeded.

Thursday 7th January

0001 Position - 38 52S, 140 00E.
Weather - Wind E, 3, sky b, vis 9, waves from 180, ht 4, period 10.
0502 Dived for Trial.
0615 Surfaced and proceeded.
1200 Position - 37 43S, 138 43E.
Weather - Wind WSW, 1, sky bc, vis 8, waves from 225, ht 8, period 20.
1845 Dived for Trial.
1946 Surfaced and proceeded.

/.. Friday 8th January

(The Commanding Officer, H.M.S. TELEMACHUS's Letter No X/91/4,
Dated 21st January 1954.)

Page II to

APPENDIX 'A'

Friday 8th January

0001 Position - 35 44S, 136 20E
Weather - Wind SE, 2, sky b, vis 9, waves from 225, ht 4, period 8.
1043 Secured alongside Kirton Point Pier, PORT LINCOLN, SOUTH AUSTRALIA.

Friday 8th January

till

At PORT LINCOLN. All times IK (Zone -9½)

Tuesday 12th January

0755 Slipped and proceeded to sea.
1200 Position - 35 04S, 136 33E.
Weather - Wind SSE, 2, sky b, vis 8, waves from 180, ht 3, period 8.
2112 Anchored off PORT WILLUNGA.

Wednesday 13th January

0500 Weighed and proceeded to ADELAIDE.
0800 Entered Channel off PORT ADELAIDE Outer Harbour.
0910 Secured alongside Sugar Company Wharf, PORT ADELAIDE.

Wednesday 13th January

till

At PORT ADELAIDE. All times K (Zone -10).

Sunday 17th January

1730 Slipped and proceeded to SYDNEY.
1910 Left PORT ADELAIDE Outer Harbour Channel.

Monday 18th January

0001 Position - 35 32S, 138 01E.
Weather - Wind SSE, 4, sky b, vis 9, waves from 150, ht 10, period 5.
1200 Position - 37 56S, 139 14E.
Weather - Wind SSE, 4, sky bc, vis 9, waves from 135, ht 10, period 5.

Tuesday 19th January

0001 Position - 38 24S, 144 14E.
Weather - Wind SSE, 4, sky o, vis 7, waves from 180, ht 10, period 10.
1147 Received SM4's DTG 190100 ordering H.M.S. TELEMACHUS to proceed to WESTERNPORT.
1200 Position - 38 58S, 143 47E.
Weather - Wind SE, 3, sky bc, vis 9, waves from 135, ht 8, period 8.
1816 Transferred one Stoker Mechanic to Flinders Naval Depot Work boat in WESTERNPORT Harbour and proceeded to SYDNEY.

Wednesday 20th January

0001 Position - 39 08S, 145 54E.
Weather - Wind S, 3, sky bc, vis 9, waves from 200, ht 6, period 6.
1200 Position - 38 05S, 148 56E.
Weather - Wind WSW, 3, sky o, vis 8, waves from 235, ht 6, period 5.

/..Thursday 21st January

(The Commanding Officer, H.M.S. TELEMACHUS's Letter No X/91/4,
Dated 21st January 1954.)

Page III to

APPENDIX 'A'

Thursday 21st January

0001 Position - 36 18S, 150 30E.
Weather - Wind SE, 2, sky c, vis 8, waves from 180, ht 3, period 10.
0520 Dived for Trial in Area MAB.
0546 Surfaced and proceeded to SYDNEY.
1200 Position - 34 07.5S, 151 14E.
Weather - Wind ENE, 2, sky b, vis 9, waves from 045, ht 6, period 8.
1400 Secured at Balmoral Naval Depot, SYDNEY.

DELFUEGO

ARGENTINE

Tidal Information

Place	Lunitidal Intervals		Height above datum of soundings		
	HWF.&C.	LWF.&C.	Mean H.W. Springs	Mean H.W. Neaps	Mean Tide Level
San Sebastian B.	VII ^h 00 ^m		feet	feet	feet
C. Espiritu Santo	VIII ^h 30 ^m		39		
C. Virgins	VIII ^h 30 ^m		39		
First Narrows	IX ^h 00 ^m		39		
Second Narrows	X ^h 00 ^m		23		
Punta Arenas R ^d	XII ^h 00 ^m		6		
Puerto Nuevo	XII ^h 10 ^m		7½		
Bahia Harris	0 ^h 20 ^m		6½		
C. San Isidro	1 ^h 00 ^m		8		
Port Gallant	0 ^h 34 ^m		8		
York Road	2 ^h 00 ^m		9		
Seal Cove	III ^h 10 ^m		4½		
Puerto Curtze	IV ^h 05 ^m		8½		
Field Anch.	1 ^h 00 ^m		4		
Port Tamar	1 ^h 40 ^m		6		
Sholl Bay	XI ^h 45 ^m		6		
Cape Pillar	1 ^h 00 ^m		4		
Evangelistas	1 ^h 00 ^m		5		
Ushuwaia	IV ^h 10 ^m		7½		
P. Almeida	III ^h 20 ^m		5		
Puerto Burnt	2 ^h 10 ^m		3½		
Stewart Harb ^r	2 ^h 50 ^m		4		
Fury Harb ^r	2 ^h 30 ^m		4		
Bahia Sholl	0 ^h 40 ^m		10½	7½	
Bedford Bay	0 ^h 30 ^m		8		
Cape Gloucester	1 ^h 30 ^m		5		
Latitude Bay	2 ^h 05 ^m		4		

See larger scale Chart 3425,
Gable I. to Lapataia Bay.



hich latter is to be

utive No.]

NAVAL PUBLIC RELATIONS SECTION,

NAVY OFFICE, MELBOURNE.

Released in Canberra - 17th December, 1953.

SUBMARINE TO VISIT TASMANIA AND SOUTH AUSTRALIA

The Royal Navy submarine TELEMACHUS, which is one of three submarines based on Sydney to enable ships of the Royal Australian and Royal New Zealand Navies to exercise with them, will visit Hobart from December 31st until January 5th and will then go to Port Lincoln (South Australia).

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The Minister for the Navy (the Hon. William McMahon) said today that, before the TELEMACHUS left Sydney and after her return she would engage in anti-submarine exercises with ships of the Australian Fleet off the New South Wales coast. The ships of the Fleet were constantly exercising with one or more of the submarines, and the experience that officers and men gained in the methods of hunting and destroying submarines was of the utmost value to them.

NAVAL PUBLIC RELATIONS SECTION,

If war broke out again in the foreseeable future, fast, long-range submarines, which could remain submerged for lengthy periods, would be one of the greatest menaces the British Commonwealth and its Allies would have to contend against.

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NAVAL PUBLIC RELATIONS SECTION,

NAVY OFFICE, MELBOURNE.

Released in Canberra - 3rd September, 1953.

SUCCESSFUL EXERCISE BY COAST WATCHERS

Coast Watchers of the Royal Australian Navy's volunteer post-war Coast Watching Organisation had just completed a successful exercise in the sighting and reporting to the Navy of a submarine cruising in Northern Australian waters.

This was announced today by the Minister for the Navy (the Hon. William McMahon).

H.M. submarine TELEMACHUS which was on its way back to Australia from Japan was the submarine used for the exercise.

Mr. McMahon said that the Coast Watchers were not told of the submarine movements or route as they had been deliberately kept secret for the purpose of the exercise. In fact the Coast Watchers did not know that an exercise was being carried out.

TELEMACHUS had been instructed to pass just within range of certain Coast Watching Stations.

The submarine was soon sighted by the Coast Watchers when she entered their areas. Full details, including her course and speed, were immediately wirelessly by the Coast Watchers on their teleradios to the Naval authorities. No reports other than from Coast Watchers were received.

Mr. McMahon said that the vigilance of the Coast Watchers was very gratifying and their success in quickly sighting and reporting an unknown submarine in Northern Australian waters showed the alertness of our defences.

The sighting of a submarine at any time was a difficult task, especially so in areas such as Northern Australian waters, where atmospheric conditions were not always favourable.

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

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6 JUN 1952

D. O. U. W.

4336-112-44

SUBJECT: H.M.A.S. *Telemachus*

REPORT OF PROCEEDINGS.

18th to 28th February '52

S.N. *29/4*

2nd N.M. *30/4*

3rd N.M. *30/4 Jan 13/5*

4th N.M.

D.A.W.T. *15/5*

D. of P.

Ops. (N). *20/5*
21/5

N.B. *4/33*

D.N.L. *23/5*

H.P.R. *26/5*

A.A. 2nd N.M.

NA 3rd NM (x) *P.*

D. of M. *27/5*

D.D.M. *28/5*

D.E. (N). *3/6*

D.O.U.W. *16/6/52*

D.N.M.S. *20/6* *Aug. 7*

H.N.S. *with*

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



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DEPARTMENT OF THE NAVY

MINUTE PAPER

#336-157-44

C.441/45.

SUBJECT: HMS Telemachus Report of Proceedings

18th to 28th February
1952

DCNS March 1/4

1st NM

STOP (for further circulation)

DATA 4/4

DCNP 9/4

DPS

DISC 4-16/4

DOB - to see on return Apr. 30. 28/4 18/4.

2nd NM 22/4
23/4 28/4

STNB (15)

Note: one copy only received.

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27/3/52

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H.M.SUBMARINE TELEMACHUS - REPORT OF PROCEEDINGS
FOR PERIOD 18TH to 28TH FEBRUARY, 1952, INCLUD-
ING A VISIT TO FLINDERS NAVAL DEPOT.

4336	112	44
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(Commander (S/M) 4th S/M Squadron's letter No.S/85B/4807
dated 17th March, 1952.)

III

N.S.W.709/682/2/38

THE SECRETARY, NAVAL BOARD.

(Copies to:- The Flag Officer Commanding,
H.M.Australian Fleet
Commodore Superintendent, of
Training, Flinders Naval Depot
Commander (S/M) 4th S/M Squadron)

Atton Regn

Forwarded for the information of the Naval
Board.

2. The recommendations made by the Commander
(S/M) 4th S/M Squadron will be kept in mind.

N.A. Shower

A/REAR-ADMIRAL.

Naval Headquarters,
Potts Point, Sydney.

21st. March, 1952.

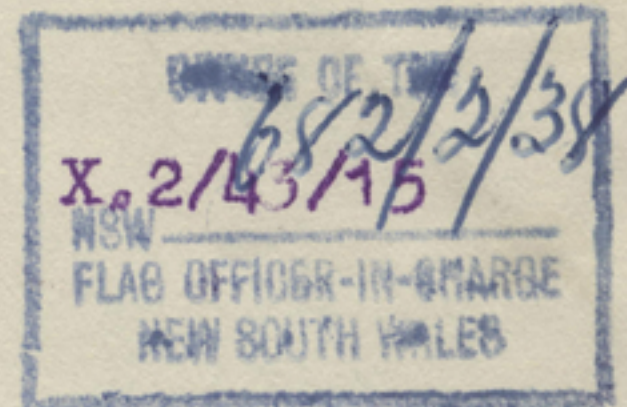
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4336-112-44

(Commanding Officer, H.M.S. TELEMACHUS' letter dated 5th March, 1952).



H.M. SUBMARINE TELEMACHUS - REPORT OF PROCEEDINGS FOR PERIOD
18th to 28th FEBRUARY, 1952, INCLUDING
A VISIT TO FLINDERS NAVAL DEPOT.

II

S/85B/4807

Flag Officer in Charge,
New South Wales.

(Copy to:- Flag Officer Commanding, H.M.A. Fleet;
Commodore, Superintendent of Training.)

Forwarded; It is suggested that a bi-annual
three day visit to Flinders Naval Depot be fitted into
the Submarine programme.

FOURTH SUBMARINE SQUADRON,
H.M.A.S. PENGUIN,
SYDNEY, N.S.W.
17th March, 1952.

ABF/els
(W.G. MEEKE)
COMMANDER, S/M.

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SUBJECT... H.M. SUBMARINE TELEMACHUS - REPORT OF PROCEEDINGS
FOR PERIOD 18th to 28th FEBRUARY 1952, INCLUDING
A VISIT TO FLINDERS NAVAL DEPOT.

FROM..... THE COMMANDING OFFICER H.M.S. TELEMACHUS.

DATE..... 5.3.52.

Ref... X.2/43/15.

TO..... THE COMMANDER S/M, FOURTH SUBMARINE SQUADRON.

Submitted:-

Her Majesty's Submarine TELEMACHUS under
my command sailed from Balmoral Naval Depot, Sydney, N.S.W. at
0945, Monday 18th February.

2. On reaching position 120 degrees Macquarie Light 6
miles, TELEMACHUS dived and patrolled at periscope depth. At
1138 H.M.A.S. AUSTRALIA was detected by radar at a range of 6
miles leaving Sydney Heads. Course was shaped to deliver an
attack at a speed of 5 knots necessitated by a very heavy sea
and swell. On completion of the dummy attack TELEMACHUS
surfaced at 1200 and proceeded to the southward at 12 knots
continuing to track AUSTRALIA by radar until contact was lost
at 1515 at a range of 23,000 yards, the target drawing ahead
at 14 knots.

3. Gabo Island was rounded at 1152 on Tuesday 19th and
course shaped for Wilson's Promontory. At 0105 on 20th F.O.I.C.
N.S.W. signal 191438 Z (emergency) was received giving the last
known position of a Firefly aircraft overdue from R.A.N.S.
NOWRA. Course was immediately reversed and TELEMACHUS proceeded
with all despatch to join the search, (Telemachus D.T.G. 191522 Z
refers). It was estimated that the submarine would reach the
position off Jervis Bay at 2100 on Wednesday 20th at 13 knots.

4. Gabo Island was rounded at 1332. At 2315 TELEMACHUS
joined company with H.M.A.S. WAGGA and GLADSTONE and S.A.R's
AIR MERCY and AIR TRAIL in position 35° 55' S 150° 38' E and
proceeded to search the area of probability for the missing
Firefly under the direction of R.A.N.A.S. NOWRA.

5. The search was continued throughout Thursday 21st
by ships and aircraft regrettably without any sign of the aircraft
or its crew. On the instructions of R.A.N.A.S. NOWRA the search
was discontinued at sunset and TELEMACHUS and GLADSTONE proceeded
southwards independently bound for Westernport and Melbourne
respectively. Gabo Island was rounded at 1903.

6. South East...

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PAGE TWO OF THE COMMANDING OFFICER H.M.S. TELEMACHUS LETTER
X.2/43/15 DATED 5.3.52.

6. South East Cape was rounded at 1122 on Friday 22nd and Westernport bay was entered at 1752. At 1911 TELEMACHUS was brought to anchor in 7 fathoms in position 126 Stony Point Light 8.7 cables. The Quarterly Battery Discharge was completed 6 cables short of the anchorage!

7. The Officer of the Guard, Lieutenant GOURLAY R.A.N.V.R. boarded the submarine on arrival with a fund of useful information. It was decided to give all night leave each night and week-end leave to one watch to enable them to go to Melbourne, as it transpired that TELEMACHUS would not be required to take Cadets or recruits to sea for a dive.

8. The submarine crew were made honorary members of of the various messes in F.N.D. and although a run ashore entailed long boat journeys the greater part of the ship's company stopped ashore to enjoy the facilities of the depot. CERBERUS very kindly placed a large launch at our disposal throughout our visit.

9. On Saturday 23rd and Sunday 24th, large parties of Cadet Midshipmen and recruits were shown over the submarine and a party of some 40 W.R.A.N.S. were entertained to tea in the various messes. In all over 250 members of the R.A.N. College and recruit ~~at~~ School visited the submarine.

10. On Sunday 24th the Commanding Officer walked round Divisions at the R.A.N. College at the invitation of the COMMODORE and afterwards attended a very impressive church service in the Drill Hall at which some 1200 members of the Naval Depot were present. Owing to a case of poliomyelitis amongst the Cadet Midshipmen official calls were waived and instead the Commanding Officer lunched with Commodore and Mrs BUCHANAN.

11. It was ~~un~~unfortunate that our one game of cricket, against the R.A.N. Electrical School, had to be cancelled owing to the breakdown of our launch. However the teams found consolation in the canteens, which were kept open an additional 30 minutes on each night specifically for our benefit.

12. On Monday 25th the Commanding Officer walked round the Naval College and lectured to the three senior 'years' of Cadet Midshipmen. The enthusiasm of both term officers and masters and of the Cadet Midshipmen was most impressive.

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/13. It was a....

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PAGE THREE OF THE COMMANDING OFFICER H.M.S. TELEMACHUS LETTER
X.2/43/15. DATED 5.3.52.

13. It was a great pity that our visit was restricted entirely to the week-end because no ship was available in Westernport Bay for the submarine's duty watch to use for laths and other facilities and most of the staff of F.N.D. were away on week-end leave. We were however, looked after very well by Commander POWER and the Staff Officers of the Recruit School. CERBERUS fulfilled our every want in the way of provisions and dealt with four or five at the sick quarters.
14. TELEMACHUS weighed and proceeded at 1300 on Monday 25th shaping course at 12 knots for the Kent Group with the intention of attacking THOROUGH and BARCOO on information signalled as an enemy report by THOROUGH.
15. At 0320 on 26th radar contact was gained on a medium sized ship to the southward. By her movement this was judged to be BARCOO and she was accordingly tracked by radar at ranges between 22,000 and 18,200 yards. It had been the intention to carry out a dived attack at first light but owing to the difficulty of passing the diving signal TELEMACHUS dived only 8 minutes before sunrise, 10 miles on the port bow of the target. At 0638 an attack was carried out on the BARCOO at a range of 2,600 on a 105 track.
16. On surfacing at 0641 it was observed with astonishment that THOROUGH was about two miles astern of BARCOO. At no time had she been detected by radar or asdic, nor was she sighted through the periscope.
17. From 0724 to 1327 an A.S.P. 8 was carried out with H.M.A.S. BARCOO and from 1417 to 1559 an SSX was carried out, TELEMACHUS attacking ~~THOROUGH~~ THOROUGH. During the dog watches Officers of the Watch Manoeuvres were carried out with THOROUGH and BARCOO and from 2050 to 2222 a night radar tracking exercise. This day three dives to 120 feet were made for Bathermograph records as required by F.O.I.C.N.S.W.
18. Gabo Island was rounded at 0438 on Wednesday 27th. From 0804 to 1411 an A.S.P. 8 was carried out with BARCOO, after which a dummy attack was carried out on BARCOO. On completion TELEMACHUS surfaced and acted as a target for THOROUGH with BARCOO weaving independently ahead.
19. During the Dog Watches O.O.W. manoeuvres were carried out with THOROUGH and BARCOO. After dark THOROUGH and TELEMACHUS carried out a co-ordinated surface attack by radar on BARCOO.

/20. On Thursday

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PAGE FOUR OF THE COMMANDING OFFICER H.M.S. TELEMACHUS LETTER
X.2/43/15 DATED 5.3.52.

20. On Thursday 28th off Kiama TELEMACHUS acted as a submerged target for THOROUGH from 0818 to 0856. THOROUGH's H.E. was heard continuously from 0848 to 0904, 260 revs being counted initially. Her transmissions were heard from 0849 until 0852.

21. From 1302 to 1534 an A.S.P. 8 was carried out with BARCOO and at 1645 THOROUGH, TELEMACHUS and BARCOO entered Sydney Heads. TELEMACHUS secured to Balmoral West Buoys at 1722.

21. The usual difficulties with ship-shore communication were experienced during the passage to and from Wessernport and a number of encrypted signals were received apparently corrupt. A separate report has been rendered on these matters.

23. During the co-ordinated attack on BARCOO the Submarine Signal Pamphlet was used. While this publication is undoubtedly needed for communication between submarines it is thought that a better index is required and that a very large number of useful signals should be added to it.

24. The visit of TELEMACHUS to Flinders Naval Depot was appreciated by the officers in charge of the College and of the Recruit School, Commanders Marks and Power and the Commodore expressed the hope that the submarines of this Squadron would pay more visits to F.N.D. It is however considered that from the submarine's point of view, with the inconvenience of having to anchor three miles from the depot, and such visit should take place during the week and that a Frigate should be present to afford the usual facilities.

D.W. MILLS.
Lieutenant Commander
in Command.

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AWM 78.

