

AWM78

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

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DUPLICATE

REPORT OF PROCEEDINGS

H.M.A.S. "TOBRUK"

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Reviewer: LCDR R. L. Smith (RANEM)

Signature: R. Smith Date: 12 MAR 90

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*Mr. Kelly
9.12.65*

5193.12.15

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

9th February, 1952.

FO2FE2/960/7.

THE COMMANDER-IN-CHIEF,
FAR EAST STATION.

(Copies to :-

The Commanding Officers,
H.M.S. BELFAST, H.M.S. ALACRITY,
H.M.S. ST. BRIDES BAY, H.M.C.S.
CAYUGA, H.M.A.S. TOBRUK,
H.M.N.Z.S. TAUPO.

The Canadian Naval Headquarters.
The Australian Commonwealth Navy
Board.)

H.M. SHIPS BELFAST, ALACRITY, ST. BRIDES BAY, H.M.C.S.
CAYUGA, H.M.A.S. TOBRUK AND H.M.N.Z.S. TAUPO -
REPORTS OF PROCEEDINGS.

The accompanying Report of Proceedings of the Commanding Officer, H.M.S. BELFAST for the period 22nd December, 1951 to 8th January, 1952 covers the period during which he carried out the duties of Commander Task Element 95.12 on the West Coast of Korea, while I was embarked as Commander Task Element 95.19 and Officer in Tactical Command West Coast. The events of the patrol are fully covered in my 46th Report of Proceedings forwarded under cover of my letter FO2FE2/960/13 of 9th January, 1952. Accompanying this report are the reports of proceedings of the Commanding Officer, H.M.S. ALACRITY who carried out the duties of Commander Task Unit 95.12.1, the Sokto-Chodo Unit Commander from the 2nd to 11th January after relieving the Commanding Officer, H.M.S. MOUNTS BAY, whose report was forwarded under cover of my letter FO2FE2/960/3 of 21st January, 1952. Also attached are the Reports of Proceedings of the Commanding Officer, H.M.C.S. CAYUGA from 19th December, 1951 to 4th January, 1952 in the Sokto-Chodo area, which includes a most interesting report of Operation "Cheerful", the raid to capture the islands of Ung-Do and Chong Yong Do, primarily to test out the enemy's intentions, and also to keep him guessing as to ours; the report of the Commanding Officer, H.M.N.Z.S. TAUPO covering the period 23rd to 31st December, and that of the Commanding Officer, H.M.A.S. TOBRUK from 1st to 9th January, during which these ships were in turn employed in the Haeju area in defence mainly of Yongpyong-Do (this unit has now been constituted as Commander Task Unit 95.12.4); and of the Commanding Officer, H.M.S. ST. BRIDES BAY, who was sent to visit the Han river from 23rd to 28th December, which it was thought might be a critical period during the Cease Fire negotiations when an attack by the enemy across the Han might be possible.

/ 2. As most.....

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(Page 2 of the Flag Officer, Second-in-Command, Far East Station's letter No. F02FE2/960/7 of 9th February, 1952.)

2. As most of the general matters of policy have been dealt with in my 46th Report of Proceedings it is not intended to enlarge on these reports here. The reports raise a number of technical points which will be dealt with separately.

3. The communication difficulties referred to by the Commanding Officer, H.M.S. ALACRITY have been receiving attention and some improvement has been reported latterly.

4. The comments in the Communication Appendix to H.M.S. BELFAST's report are concurred in. The whole question of the communications of the various Intelligence organisations is in a state of flux, which only time will straighten.

5. The use of encrypted callsigns with Typex on tactical circuits has been taken up on another paper and is still under consideration.

6. The Report of Proceedings of the Commanding Officer, H.M.C.S. CAYUGA shows the great advantages enjoyed by the Canadian destroyers with their H.D.W.S. Radar and more extensive command facilities. The exercise of command of the element by the Commanding Officer, H.M.S. MOUNTS BAY in H.M.C.S. CAYUGA was referred to in the Report of Proceedings of the Commanding Officer, H.M.S. MOUNTS BAY (F02FE2/960/3 of 21st January, 1952).

7. H.M.N.Z.S. TAUPO, who started originally on the "Green Park" patrol round Paengyongdo, was transferred to the Haeju area in view of the increased threat there. She held the fort in this area until 29th December, during which time she carried out some useful work in support of the inner Islands of the estuary, north of Yongpyong-do. There was a slight misunderstanding over the matter of giving support to islands under attack, without prior clearance from "Leopard" or his agents, but this was satisfactorily resolved and I concur in the action taken by the Commanding Officer, H.M.N.Z.S. TAUPO in support of Sosuap-To, and in intercepting and holding off the refugee junks during the subsequent night, during the course of which one junk was sunk. As mentioned in my 46th Report of Proceedings it is better to let the enemy capture the smaller inshore islands and leave the local guerillas to continue their activities without drawing attention to them by bombardments, unless specially called for. These may also kill useful agents. This policy was subsequently agreed with Major McKEEN, ("Leopard"), but in the case of larger and more important islands and those in the approaches to them, of course, the local Defence Commander will ask for any assistance he requires direct.

8. I fully endorse the remarks in paragraph 4 of the Commanding Officer, H.M.A.S. TOBRUK's covering letter. Despite the failure of both turbo generators, H.M.A.S. TOBRUK remained on patrol and continued to carry out all functions required, carrying the action load on her diesel dynamos at the expense of domestic requirements. It was a very cold period.

9. The

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(Page 3 of the Flag Officer, Second-in-Command, Far East Station's letter No. FO2FE2/960/7 of 9th February, 1952.)

9. The establishment of an Observation Post described in paragraph 4 of the Report of Proceedings of the Commanding Officer, H.M.S. ST. BRIDES BAY, is a practical step towards enabling ships' fire to be effectively deployed if the enemy attempts a crossing. It has not been possible to obtain the services of a shore fire control party for what appears to be a most important key position. The Commander Task Force 95 was ultimately persuaded to refer the matter to higher authority, although he would have preferred that this was provided from ships resources. The services of a well established team already ashore would be particularly important if it was necessary to take a cruiser up the Meiomou Channel to give support. To demonstrate this potentiality, I took H.M.S. BELFAST up as far as the entrance to Sonkmodo/Sudo, Latitude 37° 37' N, Longitude 126° 10' E, on 4th January, the furthest point so far reached by a ship of this size. However I am now informed that no shore fire control party can be made available by the Army, or the United States Navy, therefore if required the cruiser will have to land their own observers.

10. All the Commanding Officers refer most favourably to Lieutenant PAK CYNN DO, R.O.K.N., the Commanding Officer of R.O.K. A.M.C. 302. I have had similar reports from the Commanding Officer, H.M.S. MOUNTS BAY and elsewhere. There have been equally unfavourable reports on the Commanding Officer, R.O.K. A.M.C. 315 from many other sources as well, including H.M.S. WHITESAND BAY and U.S.S. EVERSOLE. With the arrival of Commander MIN, there has been a considerable all round improvement in the cooperation of the R.O.K. Navy.

Max T. ...

REAR ADMIRAL.

Enclosures:

The Commanding Officer, H.M.S. BELFAST's Report of Proceedings of 8th January, 1952.

The Commanding Officer, H.M.S. ALACRITY's letter No. C/94 of 14th January, 1951.

The Commanding Officer, H.M.S. ST. BRIDES BAY's letter No. 11/843 of 30th December, 1952.

The Commanding Officer, H.M.N.Z.S. TAUPO's letter No. 3/50/2241 of 9th January, 1952.

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

The Commanding Officer, H.M.C.S. CAYUGA's letter number DCA(S) 1926-355/30 of 8th January, 1952.
DFE(S) 1926-355/30

(to the Commander-in-Chief, Far East Station and the Canadian Naval Headquarters)

The Commanding Officer, H.M.A.S. TOBRUK's letter No. 0207/3 of 11th January, 1952.

(to the Commander-in-Chief, Far East Station and the Australian Commonwealth Navy Board)

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H.M.A.S. TOBRUK,
At KURE,

14th January, 1952.

The Flag Officer Second-in-Command
Far East Station.

(Copy to - The Task Element Ninety Five Point One Two).

REPORT OF PROCEEDINGS - 1ST - 9TH JANUARY,
1952.

Sir,

I have the honour to forward the Report of Proceedings of H.M.A. Ship under my Command for the period 1st - 9th January, 1952, in accordance with your Operation Order 2 - 51, Appendix J, Section B.

2. The intelligence is an extract from the turnover notes to H.M.C.S. CAYUGA on 9th January, 1952.

3. The friendly islands in the HAEJU area are mostly capable of being defended from the sea by one ship. My greatest difficulty was the lack of a defined area of responsibility. I consider that such definition would add to the efficiency of the naval defence.

4. From the ship's point of view this patrol, with several days of below freezing temperatures, was an acute test of personal endurance with no heating in the ship. I am proud of the cheerful fortitude of my people.



I have the honour to be,

Sir,

Your obedient servant,

(SGD.) RICHARD PEEK

COMMANDER, R.A.N.
COMMANDING OFFICER

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APPENDIX "A" TO H.M.A.S. TOBRUK'S REPORT OF PROCEEDINGS 1ST JANUARY
TO 9TH JANUARY, 1952.

A CHRONOLOGICAL SUMMARY OF EVENTS.

- 1st January: 1500 Relieved H.M.S. WHITEBAND BAY in HAEJU APPROACHES, anchored off TAE SUAP TO.
- 1900 Alarm signals observed from TAE SUAP TO, illuminated area to the north. (Signals were later proved to be false).
- Area to the north of TAE SUAP TO and SO SUAP TO illuminated with starshell during the night.
- 2nd January: 0103 Second Turbo Generator failed. From this time onward ship was on emergency diesels only with minimum light and no heating. When the armament was required even cooking had to cease.
- 0745 H.M.N.S.S. HAWEA in company.
- 0930 Captain of HAWEA on board for conference.
- 1215 Called on HAWEA and met Donkeys 8 and 12
- 1445 ROK craft alongside with wounded.
- 2135 Commenced to illuminate over north of SOSUAP TO and TAE SUAP TO and area north of YONG MAE DO.
- 3rd January: 0735 Sighted squadron L.S.T.'s for evacuating of refugees from TAE YONP'YONG DO.
- 0820 Weighed and proceeded to anchor north west of TAE YONP'YONG DO to cover evacuation.
- 1100 L.S.T.'s commenced evacuation.
- 1130 HAWEA bombarded KAN-DONG, SURYONG-DONG area.
- 1700 Weighed and proceeded to anchor off TAE SUAP TO.
- 2215 LST 602 with Swanny Force in company arrived.
- 2300 Commenced illuminating.
- 4th January: 0330 HAWEA left the area.
- 0810 Weighed and proceeded alongside LST 602 to disembark ammunition.
- 1050 Slipped from LST 602 and proceeded to west channel.
- 1110 Came to anchor, bombarded reported enemy troop concentrations on KAN DONG, SURYONG-DONG area.
- 1145 Weighed and proceeded, came to anchor north west of TAE YONP'YONG DO.
- 1556 H.M.S. BELFAST sighted and came to anchor 4 cables astern.
- 1620 Called on BELFAST and Flag Officer Second-in-Command, Far East Station, after he arrived in HAWEA with P.C. 702 in company

- 4th January:
(continued)
- 1745 Weighed and proceeded, came to anchor off TAE SUAP TO. Lieutenant SHIN, R.O.K.N., joined.
- 5th January:
- 0040 Commenced illumination.
- 0600 Alarm signals observed from SOSUAPTO, illuminated area to the north. (Later proved to be a false alarm). BELFAST, HANNA and P.C. 702 left the area.
- 1120 Bombaraded troop concentrations on KANDONG, SURYONG-DONG area.
- 1345 LST 602 came to anchor 4 cables astern.
- 1640 Junks alongside. later proceeded to SOSUAPTO.
- 2305 3 LCVP's (Swanny Force) left to patrol north of SOSUAPTO.
- 2350 LST 602 weighed and proceeded and came to anchor off TAE YONP'YONG DO.
- 6th January:
- 0130 3 LCVP's (swanny Force) detected returning to LST 602.
- 0205 Commenced illumination.
- 0900 Weighed and proceeded, came to anchor in west channel.
- 1015 Bombaraded enemy troops in KANDONG, SURYONG DONG area.
- 1115 Weighed and proceeded, came to anchor of TAE YONP'YONG DO.
- 1600 Weighed and proceeded, came to anchor of TAE SUAP TO.
- 2040 Illuminated area to north of YONG HAE DO (reported invasion. later proved to be false).
- 7th January:
- 0330 Commenced illumination.
- 0600 LST 602 left the area.
- 0705 Weighed and proceeded.
- 1050 Secured alongside R.F.A. BROWN RANGER at TE CHUNG TO, commenced to fuel.
- 1253 Completed fuelling, slipped and proceeded.
- 1335 Met H.M.S. CEYLON and H.M.S. BELFAST.
- 1640 Came to anchor of TAE SUAP TO, bombaraded troop concentrations at CHOMI-DO.
- 1725 Weighed and proceeded, came to anchor off TAE SUAP TO.
- 2330 LST 602 in company.
- 8th January:
- 0530 Commenced illumination.
- 0805 Bombaraded KYE DO to cover raiding party.
- 1335 Weighed and proceeded, came to anchor in west channel.

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8th January:
(continued)

- 1650 Bomberded KANDONG and SURYONG DONG area.
1710 Weighed and proceeded, came to anchor off
TAE YONP' YONG DO.
2125 Weighed and proceeded, came to anchor off
TAE SUAP TO.
2355 H.M.C.S. CAYUGA in company.

9th January:

- 0145 Relieved by CAYUGA, weighed and proceeded
for KURE.
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APPENDIX "B" TO H.M.A.S. TOBRUK'S REPORT OF PROCEEDINGS 1ST JANUARY
TO 9TH JANUARY, 1952.

INTELLIGENCE.

TAE YONP' YONG DO

This island holds an Air Force intelligence team and an Air Force Distress Unit, and is an important radar and radio station. Donkey 13 is believed to be on this island. A company of troops garrison the island and defence positions have been erected on the north coast. Landing beaches are on the east and west coasts. The air distress unit has established a VH/F station at YB375722. The defence Commander has a fast motor launch for inter island travel and for calling on ships.

YONG MAE DO.

The island is menaced by invasion as 900 troops have been reported on the island of CHOMI-DO. The ideal time for invasion is at low water as the mud banks dry, and the island may be reached without the aid of junks. Alarm signals are three to four signal lights or starshells. The island is believed to be garrisoned by 100 troops and guerillas. Funnybones 3, who is a Korean and who speaks fairly good English, is on the island which is also the proper station for Donkey 13.

TAE SUAP TO and SOSUAPTO.

The threat of invasion to these islands is now small although junks have been reported in the vicinity at night. Alarm signals are six red flashes or signal lights fired vertically. Donkeys 12 and 8 are on these islands.

MUDO.

MUDO is garrisoned by 250 guerillas and the threat of invasion is small although enemy forces are known to be on the coast.

ISLANDS.

The chain of islands between YUKTO and TAEYONP' YONG DO are uninhabited.

DEFENCE.

Most of the targets are outside destroyer gun range and those within are considered to be unworthy of night harassing fire. A TARGAP is to be provided to the ships in the approaches in order to harass targets outside gun range and to boost the morale of the defenders. The TARGAP is to be on target for one hour a day.

Starshells have been expended to the north of SOSUAPTO on the ebb tide and between CHOMI-DO and YONG MAE DO at low water.

Swanny Force in L.S.T. 602 has been operating to the north of SOSUAPTO at night.

DONKEYS and WOLFPACKS.

It seems that the islands are not yet ready to change to the Wolfpack organisation and the Donkey set up is still in existence.

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DONKEYS and WOLFPACKS (Continued)

Donkey 8's organisation is practically non-existent and is established on SOSUAP TO. It seems likely that the island is still recovering from the invasion and that a new radio set has not been obtained.

Donkey 12 is the main source of information in the area. He has a childlike faith in the efficiency of starshell to deter enemy junk movements off his island and he suggests times and places for starshell and gun fire, but these have to be refused on the grounds of economy in ammunition. He has a motor junk at his disposal.

Donkey 13 has remained silent.

Funnybones 3 is a good source of information.

COMMUNICATIONS.

All circuits are voice.

Captain O'Connell (C/S Charlie Fox) uses 4605 kc/s. He keeps an intermittent watch and initial contacts are made via 121.5 mc/s. He has a SCR300 (channel 30) at his disposal.

The U.S.A.F. Air Distress Unit (C/S Downing Charlie) keeps a continuous watch on 121.5 mc/s. The station is used to relay brief messages to Charlie Fox and requests for him to set watch on either SCR 300 or 4605 kc/s.

No code names are used with the circuits.

Donkey 12 keeps a constant watch while the remainder keep an intermittent watch. The air stations appear to use this frequency for inter air station communication and thus a great deal of interference has been experienced.

Ship's requirements.

- (a) Constant Watch
 - (1) F.R. broadcast
 - (2) 4755 kc/s
 - (3) 2600 kc/s
 - (4) 121.5 mc/s
 - (5) 72.9 mc/s (communications between ships).
- (b) Intermittent Watch
 - (1) 4605 kc/s
 - (2) 37.2 mc/s (This frequency is set up on the SCR610 and is used to communicate with Swanny Force when operating, 2700 mc/s is used as a standby frequency).
 - (3) 142.74 mc/s (This frequency is used to communicate with the TARCAP).

GENERAL INTEREST.

Tides are based on MOTO (755a) and tidal information is contained in China Sea Pilot Vol. 111, page 504.

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H.M.A.S. TOBRUK,
At Sea.

6th September, 1951.

Captain (D),
10th Destroyer Flotilla.
H.M.A.S. WARRAMUNGA.

(Copy to - The Flag Officer Commanding H.M. Australian Fleet).

H.M.A.S. TOBRUK - REPORT OF PROCEEDINGS - AUGUST,
1951.

Sir,

I have the honour to report the proceedings of H.M.A.S. TOBRUK under my Command for the month of August, 1951.

AT SYDNEY.

2. On Wednesday, 1st August, the ship, which had been exercising in the NEWCASTLE area with H.M.A.S. SYDNEY, returned to SYDNEY and secured to No. 1 Buoy at 1505.
3. The free days in SYDNEY were spent embarking stores and ammunition assisted by working parties from AUSTRALIA. Considerable changes also took place in the Ship's Company.
4. On Saturday, 4th August, the ship was dressed overall in honour of Her Majesty's the Queen's Birthday.

SYDNEY TO HERVEY BAY AND AT HERVEY BAY.

5. At 1600 Monday, 6th August, the ship slipped and proceeded in company with H.M.A.S. SYDNEY for HERVEY BAY. Flying operations were carried out on passage and the ships anchored in BUSTARD BAY in the dog watches of 9th August.
6. At 0455 on Friday, 10th August, both ships weighed and after flying operations, the Flag Officer Commanding H.M. Australian Fleet, Rear-Admiral J.A.S. ECCLES, C.B., C.B.E., embarked from H.M.A.S. SYDNEY as did a number of SYDNEY's officers and men who were BRISBANE natives. Course was set for BRISBANE at 1605.

AT BRISBANE. PASSAGE TO HERVEY BAY AND AT HERVEY BAY

7. A pilot was embarked at the Pile Light at 0610, Saturday 11th August, and the ship secured to NEWSTEAD WHARF at 1048.
8. The Flag Officer Commanding H.M. Australian Fleet disembarked at 1200, 11th August, and during the day Lieutenants R.J. RUST, R.A.N., and E.J. MELZER, R.A.N., both from leave and BATAAN joined the ship.

That afternoon 8 members of the Rats...../

That afternoon 8 members of the 'Rats of Tobruk' organisation including the President and State Secretary were shown over the ship and entertained onboard. That evening the First Lieutenant represented the ship at a Returned Soldiers League dinner.

9. After a brief visit, during which the BRISBANE papers unfairly referred to us as a ferry but gave the ship's 'milk bar' good publicity, the ship slipped and proceeded for HERVEY BAY at 0830 Sunday, 12th August.

10. After transferring libertymen to SYDNEY in HERVEY BAY, Monday, Tuesday and Wednesday were spent in flying exercises - both ships anchoring in BUSTARD BAY each evening.

Passage to SYDNEY and at SYDNEY.

11. On Thursday, 16th August, after further flying, course was set for SYDNEY in company with H.M.A.S. SYDNEY. An uneventful passage ended when the ship secured alongside H.M.A.S. HOBART at Oil Wharf on the morning of Saturday, 18th August. Mr. L.J. MCGREGOR, Acting Commissioned Engineer, R.A.N., joined during the day and there were further extensive changes in the ship's company.

A/S Training from SYDNEY.

12. From Tuesday, 21st August to Friday 24th August, TOBRUK exercised daily outside SYDNEY with TELEMACHUS training T.D.3 classes from RUSHCUTTER.

At SYDNEY.

13. During the afternoon of Saturday, 25th August, a signal was received ordering TOBRUK to JAPAN instead of BATAAN. Although the matter remained under discussion until Monday, preparations for departure were commenced immediately.

14. During the week which followed the situation onboard can but be described as organised chaos with all manner of stores, ammunition and fuel being embarked, the Dockyard working on last minute defects, and scores of men joining and leaving the ship.

15. On Tuesday, 25th August, TOBRUK was held off Oil Wharf while HOBART was shifted into dock. KANGAROO subsequently berthed alongside.

16. At 1400 Thursday 30th August, Commander T.K. MORRISON, O.B.E., D.S.C, R.A.N., and I exchanged commands. It had been a very crowded few days and it will be surprising if there are no accounting errors in the outfit of Confidential Books handed by me from BATAAN. I took the opportunity during the afternoon of waiting of the Flag Officer Commanding H.M. Australian Fleet and on his Chief Staff Officer, Captain J.C. MORROW, D.S.O., R.A.N. Lieutenant Commander (L) C.F. LYMPOSS, R.N., and Surgeon Lieutenant N.M. BAIRD, R.A.N., joined during the afternoon. It was unfortunate that the Medical Officer could not join in sufficient time to inoculate officers and key personnel before sailing with the more virulent vaccines. However he had only joined BATAAN on Monday, 23rd August.

17. On Friday, 31st August the Flag Officer Commanding H.M. Australian Fleet returned my call and spoke to the ship's company. During the forenoon I paid a brief call on Captain D.H. HARRIES, R.A.N., H.M.A.S. SYDNEY. Captain Superintendent, Sydney, had allowed wives and families of my ship's company to visit GARDNER ISLAND and this privilege was greatly appreciated. At 1500 I slipped and proceeded to rendezvous with SYDNEY for the passage to MANUS. Lieutenant A.W. SIMPSON, R.A.N. joined during the forenoon.

TRAINING.

18. During the first three weeks of the month the minute Ship's Company precluded training and in the last week there were too many last minute preparations. It is intended to start classes immediately.

CONDITION OF THE SHIP.

19. The appearance of the ship is improving now that more hands are available. At the moment she is clean but there is much detailed work to be done.

RECREATION AND WELFARE.

20. There has been no organised recreation or welfare during the month.

MORALE AND CONDUCT

21. In the very few days I have had onboard I have been most impressed with the feeling of contentment onboard. With a full war complement onboard conditions on the messdecks are of necessity crowded but everyone is in good heart.

22. On leaving SYDNEY there was only one absentee, who was a last minute draft from BATAAN. My predecessor has reason to be proud that of the dozen or so petty leave breakers on the last morning, only one was of his old ship's company, the remainder being crash draftees having a final fling.

23. One Warrant was read during the month but with this exception the conduct has been excellent.

HEALTH

24. The health of my ship's company is good.

MECHANICAL

25. Hull is in good condition. The machinery is capable of full power. Boilers are in good condition. No. 1 boiler was cleaned during July, and No. 2 boiler during August. Main Engines and gearing are in excellent condition and routine examinations are up to date.

Auxiliary Machinery is in good condition, but routine examinations are not up to date, as two Engine Room Artificers only were available during the last refit, and ship has since been employed on follow up duties with SYDNEY. Four auxiliary engines were examined during week ending 31st August in SYDNEY, and it is hoped to carry out further examinations in MANUS.

The Fareed lubrication system was drained, drain tanks cleaned and system refilled with Oil OM 88 during the week. There was no time to flush around first, but if opportunity arises, oil will be completely changed on the Far East Station. All auxiliaries with the exception of the steering gear were drained and flushed before refilling with OM 88.

26. The Steering gear is still charged with Oil OM 65. It is intended to leave this until return to Australia, owing to the time involved in bleeding the hydraulic system of air when refilling.

All refrigerators and air conditioning machinery is performing well.

DEFECTS AND ALTERATIONS AND ADDITIONS.

27. The following important work was carried out by Garden Island Dockyard during week ending 31st August, 1951.

1. Funnel Cowl fitted.
2. Stowage for Gunnery equipment and spares progressed.
3. Bosch fuel pumps for 100 KW English Electric Diesel Generator Fractured crankshaft repaired by welding. Unfortunately as a result this pump and its flywell are no longer standard size. A separate report will be raised.
4. "A" Turret Elevation Servo Unit, fixed coil repaired.
5. "B" Turret. Hunting in Elevation found to be caused by damage to control lever for pump swash plate.
6. Ammunition davit supplied for midships Bofors Deck, and fitting progressed.

28. Cockatoo Dockyard also connected up oil fuel tank heating circuits. Nos. 1, 2, 3, 4, 7, 8, 9 and 10. Oil Fuel tanks now have increased arrangements fitted but as original reducing valves are still fitted, little benefit will be gained.

29. Cold weather action. Nothing has been done in this respect. However, drawings of the MESSdeck heating arrangements in BATAAN were obtained from Cockatoo, as well as enough old heating coils to fix up 4 Messdeck heaters. It will be attempted to have these fitted on the Far East Station. Other arrangements will be improvised by ship's staff as found necessary.

I have the honour to be,

Sir,

Your obedient servant,

Richard Park

COMMANDER, R.A.N.
COMMANDING OFFICER.



APPENDIX TO REPORT OF PROCEEDINGS - H.M.A.S. TOBRUK
AUGUST, 1951.

- | | |
|---|-------------------------------|
| (a) Distance steamed during month | 3488.9 miles |
| (b) Hours under way during month | $254\frac{10}{60}$ hours |
| (c) Average distance steamed per ton of fuel. | 4.24 miles per ton main fuel. |
| (d) Total distance steamed since commissioning on 8th May, 1950. | 20553.95 miles |
| (e) Total hours under way since commissioning on 8th May, 1950. | $1555\frac{41}{60}$ hours. |
| (f) Economical speed was exceeded while attending upon H.M.A.S. SYDNEY. | |

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ENCLOSURE No. 6 To F.F. 1343/1140/38

H.M.A.S. TOBRUK,
At Sydney.

3rd August, 1951.

The Flag Officer Commanding
H.M. Australian Fleet.

(Copy to - Captain (D) 10th Destroyer Flotilla).

H.M.A.S. TOBRUK - REPORT OF PROCEEDINGS - JULY, 1951.

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my Command for the month of July, 1951.

2. All times are Zone minus 10 hours.

3. The ship was in Dockyard hands until the 13th July when the refit officially ended. However, work was still carried out on certain items the most important of which were:-

- (a) Heating in Oil Fuel tanks
- (b) Stowages for armament spare gear
- (c) Fitting of cowl to the funnel

4. On the evening of 18th July, information was received that we were to relieve H.M.A.S. ANZAC as follow up destroyer as soon as possible to allow her a period in Sydney before proceeding to Korea. The main problems were:-

- (a) The provision of a steaming party
- (b) Cleaning of oil fuel tanks and fuelling
- (c) Embarking as much ammunition as possible to get some weight into the ship.
- (d) To get the refrigerator repaired and working

5. The steaming party was provided mainly from H.M.A.S. SYDNEY and from shore Establishments in Sydney.

The ship fuelled on Thursday, 19th July, and was shifted by tugs to No. 1 buoy at 0800 on Friday, 20th July, where 50% of ammunition was embarked. A party of 30 ratings was loaned by H.M.A.S. AUSTRALIA to assist in embarking ammunition.

6. The ship sailed at 1100 on Saturday, 21st July, and proceeded to Jervis Bay. Economical speed was exceeded to train the new Engine Room personnel. The ship arrived at Jervis Bay and anchored in B2 berth off Captain's Point at 1740. H.M.A.S. SYDNEY and ANZAC were already at anchor.

7. H.M.A.S. ANZAC proceeded to Sydney at 0800 and we proceeded to sea to train the Engine Room personnel and sea boats crews. Ship returned to anchor at 1200.

8. Follow up duties commenced on 22nd July and continued for the remainder of the month except that the ship was detached between 1330 on Friday, 27th July until 1745 on Sunday, 29th July, to fuel at Sydney. While in Sydney the ship was berthed on H.M.A.S. ANZAC at Fitting Out Wharf. Until 30th July follow up duties were carried out in the Jervis Bay area and on 31st July in the Newcastle area.

9. H.M.P.S. SIND proceeded to sea at 1635 on Sunday, 8th July, being the last ship of the Combined Fleets to sail from Australia. H.M.A.S. SYDNEY proceeded to sea at 1100 on 10th July, for working up practices at Jervis Bay and H.M.A.S. AUSTRALIA (wearing the Flag of the Flag Officer Commanding H.M. Australian Fleet) arrived from a northern cruise at 0900 on 14th July, and berthed at Fitting Out Wharf. H.M.A.S. ANZAC arrived for fuel at 1300 on 18th July and sailed again at 2300 the same day.

TRIALS.

10. Preliminary Torpedo Discharge Trials were commenced on Tuesday, 17th July and were stopped on Thursday 19th July after one torpedo had been discharged from each tube. It is hoped to complete these trials at the end of the month or early in September.

TRAINING.

11. No seamanship training classes have received instruction. The results of the last examinations for higher rate were received. The 4 Leading Seamen for Petty Officer did very well and two of them were commended by the President of the Board. The results obtained by the 7 Able Seamen were most disappointing.

CONDITION OF THE SHIP.

12. The ship went practically straight from Dockyard refit to sea on the 21st July and spent part or all of every day except one of the remainder of the month at sea with a very reduced complement. Rust is becoming apparent in many places but every effort is being made to combat it with the few hands onboard. The Seamen complement including loan ratings was actually 48 short of reduced peace complement.

CONDITIONS ON BOARD AND MORALE.

13. Conditions onboard are satisfactory. I have been pleased with the morale of the Ship's Company. The ratings on loan have worked well and cheerfully.

RECREATION.

14. Few opportunities for games have occurred. A soccer match was played against H.M.A.S. SYDNEY which we lost 2 - 3. Two pick up games of seven-a-side rugby have been played.

HEALTH

15. The health of the Ship's Company has been good.

CONDUCT OF THE SHIP'S COMPANY.

16. Conduct of the Ship's Company has been satisfactory. One rating was sentenced to 14 days detention for drunkenness ashore and causing trouble with the patrol.

I have the honour to be,

Sir,

Your obedient servant.

(SGD.) T. K. MORRISON

COMMANDER, R.A.N.
COMMANDING OFFICER.



APPENDIX TO REPORT OF PROCEEDINGS - H.M.A.S. TOBRUK
JULY, 1951.

- (a) Distance steamed during month - 1314.2 miles
- (b) Hours steamed during month - $110\frac{23}{60}$ hours
- (c) Average distance per ton of fuel - 2.17 miles per ton
main fuel
2.10 miles per ton main
and auxiliary fuel
- (d) Total distance steamed since
commissioning on 8th May, 1951 - 17065.05 miles
- (e) Total hours under way since
commissioning on 8th May, 1951. - $1301\frac{31}{60}$ hours
- (f) Economical speed was exceeded while
attending upon H.M.A.S. SYDNEY and
during training of Engine Room ratings.
-

0207/3.

H.M.A.S. TOBRUK,
At SYDNEY, N.S.W.,
8th June, 1951.

The Flag Officer Commanding,
His Majesty's Australian Fleet.
Copy to :- The Captain (D), 10th Destroyer Flotilla.

H.M.A.S. TOBRUK - REPORT OF PROCEEDINGS - MAY, 1951.

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my Command for the month of May, 1951.

2. All times throughout are Zone minus 10 hours.

3. On 1st May, 1951, H.M.A.S. TOBRUK was in company with H.M.A.S. SYDNEY (Flag Officer Commanding, H.M.A. Fleet) at JERVIS BAY, N.S.W. H.M.A.S. SYDNEY continued to work up the 21st Carrier Air Group and H.M.A.S. TOBRUK carried out attendant destroyer duties until relieved by H.M.A.S. ANZAC when the latter arrived at JERVIS BAY at 1515 on 4th May, 1951. The Flag Officer Commanding, H.M. Australian Fleet flew his Flag in H.M.A.S. ANZAC from 0830, 4th May, 1951, and this was transferred to H.M.A.S. SYDNEY on arrival.

4. H.M.A. Ships SYDNEY and ANZAC sailed from JERVIS BAY at 2130, 4th May, 1951.

5. At 0430 on 5th May, 1951, the ship sailed for SYDNEY carrying out an annual full power trial en route and secured to No. 1 Buoy at 1032.

6. The ship was deammunitioned on 7th May and was moved to Cruiser Wharf, South by tugs at 1430 on 8th May, where she was taken in hand for refit by Garden Island Dockyard and where the first torpedo tube mounting was fitted by the Cockatoo Dock and Engineering Company.

7. H.M.A.S. AUSTRALIA secured to No. 1 Buoy at 0728 on 11th May and sailed again at 1100 on 13th May, wearing the Flag of His Excellency, the Governor of New South Wales (Lieutenant General Sir John NORTHCOTT, K.C.M.G., C.B., M.V.O.). She returned to harbour at 0900 on 18th May, and fired a 17 gun salute when His Excellency disembarked.

H.M.A.S. ANZAC arrived in harbour at 0730 on 18th May and sailed for MELBOURNE at 1500 on 19th May, 1951.

H.M.A.S. SYDNEY (wearing the Flag of the Flag Officer Commanding, H.M.A. Fleet) entered Harbour and secured to Fitting Out Wharf at 0735, 19th May, 1951.

The ship was dressed with masthead flags on 24th May, 1951 - Empire Day - and on 25th May, 1951 - the birthday of Her Majesty, Queen Mary.

The leave period commenced on 7th May, 1951, when approximately one quarter of the ship's Company proceeded on leave. The second leave period commenced on 28th May.

TESTS, TRIALS, and EXERCISES.

8. The annual full power trial was carried out satisfactorily on the morning of 5th May, 1951, en route from JERVIS BAY to SYDNEY.

TRAINING.

9. Higher rates training classes for Petty Officer and

.....cont....

Page 2 of letter No. 0207/3, dated 8th June, 1951, from
the Commanding Officer, H.M.A.S. TOBRUK.

9. (cont)

....Leading Seamen have been receiving instruction during the month in preparation for examinations being held in mid-June. Owing to the fact that a leave period is in progress instruction during the month has been limited.

CONDITION OF SHIP.

10. Since 5th May, 1951, the ship has been in Dockyard hands undergoing annual refit. Painting of mess decks is proceeding. The condition of the ship is generally satisfactory.

RECREATION.

11. The leave period commenced on 7th May, 1951, and no organised sport has been possible during the month.

CONDITIONS ON BOARD AND MORALE.

12. The conditions on board are satisfactory and the morale of the Ship's Company is good.

HEALTH.

13. The health of the Ship's Company has been good during the month. There have been no cases of Venereal Disease.

130 of the Ship's Company underwent periodical Chest X-Ray examinations in H.M.A.S. RUSHCUTTER.

CONDUCT OF THE SHIP'S COMPANY.

14. The conduct of the Ship's Company has been generally satisfactory. There was, however, one case of attempted smuggling of cigarettes, and 7 cases of leave breaking.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) T. K. MORRISON

COMMANDER, R.A.N.,
COMMANDING OFFICER.



APPENDIX TO REPORT OF PROCEEDINGS -
H.M.A.S. TOBRUK - MAY, 1951.

- (a) Distance steamed during the month - 650.73 miles.
- (b) Hours steamed during the month - 38 $\frac{43}{60}$ ths hours
- (c) Average distance per ton of fuel - 2.43 miles per ton Main & Auxiliary fuel.
(d) 2.8 miles per ton Main fuel.
- (d) Total distance steamed since commissioning on 8th May, 1950 - 15750.85 miles.
- (e) Total hours under way since commissioning on 8th May, 1950 - 1191 $\frac{8}{60}$ ths hours.
- (f) Economical speed was not exceeded except ~~for~~ when required for attendant destroyer duties with H.M.A.S. SYDNEY and for annual full power trial on 5th May, 1951.

0207/3

H.M.A.S. TOBRUK,
At Sydney.

14th May, 1951.

The Flag Officer Commanding
H.M. Australian Fleet,
(Copy to - Captain (D) 10th Destroyer Flotilla).

H.M.A.S. TOBRUK - REPORT OF PROCEEDINGS - MONTH
OF APRIL, 1951.

Sir,

I have the honour to report the proceedings of
H.M.A. Ship under my Command for the month of April, 1951.

2. All times throughout are Zone 10.

3. On 1st April, H.M.A.S. TOBRUK was in company
with units of the Combined Fleet anchored in Jervis Bay, all
ships being open to the public from 1400 to 1700 for the
local Jubilee Celebrations.

During the period 2nd to 4th April, ship attended
on H.M.A.S. SYDNEY (wearing the Flag of the Flag Officer
Commanding H.M. Australian Fleet) during fleet exercises
which included Air Strike, Picket, A/S and Screening exercises.

At 2300 on 4th April, ship sailed in company
with H.M.A.S. SYDNEY for Sydney arriving at 0640, 5th April,
securing starboard side to on South East Kurraba Wharf at
0730 to complete with fuel. On completion of fuelling ship
secured to No. 1 Buoy at 1325.

Ship sailed for Jervis Bay at 1100 on 9th April
arriving at 1818. During period 10th to 13th April, evaluation
trials were carried out; returning to harbour daily on
completion.

At 1900 on 13th April, ship sailed for Newcastle
and secured starboard side to No. 2 Kings Wharf at 0900, 14th
April.

Ship sailed from Newcastle at 1000 on 16th April
for Jervis Bay and anchored in position 040 BREAKWATER LIGHT
5 cables at 2230 carrying out A.A. gunnery firings off
Sydney en route.

At 2315 on 18th April, ship sailed for Sydney
securing to No. 1 buoy at 0717, 19th April.

H.M.A.S. SYDNEY with H.M.A.S. TOBRUK in company
sailed at 0930 on 24th April for Jervis Bay and arrived
at 2140 on 25th April.

During the period 24th April until the end of the
month, the ship was required to attend on H.M.A.S. SYDNEY.

VISITS OF IMPORTANT PERSONAGES AND OFFICIAL CALLS.

4. On the 15th April at Newcastle, I had the honour of attending on His Excellency the Governor of New South Wales, Lieutenant General Sir John Northcott, K.G.M.G., C.B., M.V.O., during the opening of the Newcastle Jubilee Celebrations at the Civic Centre and at an Investiture which he held immediately afterwards at the Town Hall.

I was also honoured by being invited to lunch by His Excellency at the Newcastle Club on this day, and to dinner in the evening with His Worship the Lord Mayor of Newcastle when His Excellency was present. After dinner His Excellency, the Lord Mayor and party attended evening service in the Cathedral.

On arrival at Newcastle I called officially on His Worship the Lord Mayor, Mr. Purdie, and he returned my call later in the forenoon. I also called to pay my respects and to thank His Worship the Lord Mayor for the hospitality which had been extended to H.M.A. Ship under my Command. The Lord Mayor came down to the ship shortly before we sailed to say good-bye and watched the ship depart.

On 6th April, I called officially on the Commanding Officer, H.M.A.S. ANZAC, Commander J. Plunkett-Cole, R.A.N., and he returned my call on 20th April.

On 21st April, the ship was inspected by the Flag Officer Commanding H.M. Australian Fleet, Rear Admiral J.A.S. Eccles, C.B.E., and his Staff.

TESTS, TRIALS AND EXERCISES.

5. Evaluation trials of the F.E.P. system were carried out between 10th - 18th April. Numerous firings were carried out at a sleeve target towed by a R.A.A.F. Beaufighter. The results achieved for deflection were very good, but fuse prediction showed a definite bias "over".

Trials of the standard control system were carried out, with very satisfactory results.

It was unfortunate that photographic marking by Firefly aircraft for the A.A. firings was found to be impracticable.

TRAINING.

6. The higher rates training class has continued. The fact of the ship's company splitting up has effected attendance somewhat, despite the fact that they will be examined before leaving for Japan.

CONDITION OF THE SHIP.

7. The condition of the ship is satisfactory. Painting out of small compartments is proceeding. The continued "follow up duties" has made preservation of the weather decks very difficult.

RECREATION

8. A sailing race for whalers was held at Jervis Bay on Sunday, 1st April, the result was as follows:-

First - H.M.A.S. TOBRUK, Second - H.M.C.S. ONTARIO
Third - H.M.A.S. SHOALHAVEN.

H.M.A.S. AUSTRALIA defeated the ship at Australian Rules Football on Friday, 27th April, by 7 goals 5 points to 4 goals 2 points.

RECREATION (CONTINUED)

Two Rugby Union matches were played against H.M.A.S. SYDNEY. The first was played at Rushcutters Bay on Monday, 23rd April, H.M.A.S. SYDNEY winning by 6 points to 3. At Jervis Bay on Sunday 29th April, the ship defeated H.M.A.S. SYDNEY by 16 points to Nil.

Owing to the ship's programme no other organised sport has been possible during the month.

CONDITIONS ONBOARD AND MORALE

9. Conditions onboard during the month have been satisfactory. The morale of the ship's company is good.

HEALTH

10. The health of the ship's company during the month has been good.

CONDUCT OF THE SHIP'S COMPANY.

11. The conduct of the ship's company has been generally satisfactory. There were, however, one case of desertion and 11 cases of leave breaking during the month.

GENERAL REMARKS

12. The ship visited Newcastle for the opening of the Jubilee Celebrations of that city arriving at 0900 on Saturday, 14th April and sailing at 1000 on Monday, 16th April.

His Worship the Lord Mayor, the Council and the citizens of Newcastle did all they could to make our visit successful and enjoyable. Among functions to which Officers and Ship's Company were invited were the Jubilee Cup Race meeting at Broadmeadows, a Mardi Gras in the Civic Park, various dances and to the Picture Theatres.

Ship was open to visitors from 1400 to 1700 on Saturday 14th April.

Officers and ratings attended a "Tobruk Day" ceremony on 15th April at the Cenotaph at 1100. The Commanding Officer laying a wreath on behalf of the ship.

At 1200 on 15th April, 3 officers and 25 ratings attended a "Rats of Tobruk" get together in the Newcastle Drill Hall.

On 15th April, officers and ratings took part in a march from the city to the Civic Park where a Thanksgiving Service was held and the Newcastle Jubilee Celebrations were officially opened by his Excellency the Governor of New South Wales, Lieutenant General Sir John Northcott, K.C.M.G., C.B., M.V.O., for whom Guards of Honour were mounted in King Street opposite the Civic Park, by H.M.A.S. TOBRUK, and the Army.

ADMIRAL'S INSPECTION.

13. The Flag Officer Commanding H.M. Australian Fleet, Rear Admiral J.A.S. Eccles, C.B.E., and Staff inspected H.M.A. Ship under my Command at 0830 on Saturday, 21st April. Ship was secured to No. 1 Buoy at the time.

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

(SGD.) T. K. MORRISON
COMMANDER, R.A.N.
COMMANDING OFFICER

FLAG OFFICER
ENCLOSURE
22 MAY 1951
H.M. AUSTRALIAN FLEET

APPENDIX TO REPORT OF PROCEEDINGS - H.M.A.S.
TOBRUK - APRIL, 1951.

- (a) Distance steamed during the month - 2189.02 miles
- (b) Hours steamed during the month - 152²⁰/₅₀ hours
- (c) Average distance per ton of fuel - 2.97 miles per ton
main fuel
2.82 miles per ton
main and auxiliary
fuel
- (d) Total distance steamed since commissioning- 15100.12 miles
on 8th May, 1950
- (e) Total hours under way since commissioning - 1152²⁶/₅₀ hours
on 8th May, 1951
- (f) Economical speed was not exceeded except
when required for attendant destroyer
duties with H.M.A.S. SYDNEY.

0207/3

H.M.A.S. TOBRUK,
At Jervis Bay, N.S.W.

10th April, 1951

The Flag Officer Commanding
H.M. Australian Fleet.

(Copy to - Captain (D), 10th Destroyer Flotilla).

H.M.A.S. TOBRUK - REPORT OF PROCEEDINGS - MONTH
OF MARCH, 1951.

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my Command for the month of March, 1951.

2. Times throughout are Zone 10 except when stated otherwise when they are Zone 9½.

3. After the Fleet Regatta at Hobart, H.M.A.S. TOBRUK shifted berth to alongside Macquarie Wharf to fuel overnight and then shifted to alongside the south side of Elizabeth Street Wharf at 0600K on 2nd March.

During the period 5th to 14th March, H.M.A.S. TOBRUK was in the Storm Bay area, carrying out exercises with the Combined Fleet, anchoring as requisite in North West Bay. A short period from 0936 on 10th March to 1636K on 11th March was spent alongside Macquarie Wharf so that increased noises in the Main Gearing and flexible couplings could be investigated. This matter has been reported separately vide my letter No. H/A22/1 dated 15th March, 1951.

At 0900K on the 14th March, the ship sailed in company with H.M.A.S. SYDNEY for Westernport arriving there at 0815 on 15th March. Air exercises were carried out en route.

The ship stayed at Westernport until 1155K on 19th March when in company with H.M.A.S. SYDNEY she sailed for Port Adelaide, carrying out further air exercises and anchoring in Yankalilla Bay over night on the 20/21 March.

At 1651K on 21st March, H.M.A.S. TOBRUK secured alongside the Sugar Refinery Wharf, Port Adelaide, and stayed there until 0649K on 27th March when berth was shifted to the Shell Oil Company Wharf to fuel. H.M.A.S. TOBRUK was to have sailed at 1200K on 27th March but H.M.A.S. SYDNEY and H.M.A.S. AUSTRALIA were weather bound and so the ship sailed in company with them the following day at 0715K.

After rendezvousing with the Combined Fleet in the Bass Strait area on the 29th March, convoy exercises were carried out and H.M.C.S. ONTARIO joined the Fleet after acting as a enemy raiding cruiser.

The Fleet anchored at Jervis Bay on the 31st March.

Due to the requirement of ratings to help overcome the dock strike in New Zealand, H.M.N.Z.S. BELLONA and TAUPŌ sailed for New Zealand after the visit to Hobart. H.M.N.Z.S. HAWEA, after a visit to Lounceston, left for the Korea area.

VISITS OF IMPORTANT PERSONAGES AND OFFICIAL CALLS

4. At 1100 on 16th March, I paid an official call on the Commodore Superintendent of Training, Flinders Naval Depot (Commodore R.J. Buchanan, D.S.O., R.A.N.) and at 1100 on the 17th March, he returned my call, spending about an hour walking round the ship.

At 0945, 16th March, 1951, I landed and attended Divisions at the Royal Australian Naval College and Church at the Depot. After being away for about eighteen months I found it most interesting to see the junior years of my time filling the higher positions. It was my impression that the spirit of the College has improved.

On 22nd March, I accompanied the Flag Officer Commanding H.M. Australian Fleet and the Commanding Officers of H.M.A.S. SYDNEY, AUSTRALIA and H.M. Submarine TRIENACHUS to make official calls on His Excellency the Governor of South Australia, Sir Willoughby Norrie, and also on the Chief Justice, (Sir Nellis Napier, and the Premier, Mr. T. Playford. The Ministry entertained us to lunch at Parliament House and after calling on the Right Honorable, The Lord Mayor, he and the Lady Mayoress entertained us at a Civic Reception at the Town Hall.

TESTS, TRIALS AND EXERCISES

5. During the exercises this month, H.M.A.S. TOBRUK has been attendant destroyer upon H.M.A.S. SYDNEY. On the last night of the exercises on the 30th March, this ship was detached with H.M.A.S. AUSTRALIA to go ahead of the convoy and protect it from a raiding cruiser, H.M.C.S. ONTARIO. After detecting the cruiser, a torpedo attack was carried out by this ship. During this exercise, all ships were darkened to simulate wartime conditions.

TRAINING

6. Little training has been possible during the month. Higher rates training classes have been formed and training has been commenced.

CONDITION OF THE SHIP

7. The condition of the ship is satisfactory. The hull was painted on the 22nd March.

RECREATION

8. Thursday, 1st March

A Combined Fleet regatta consisting of Regatta A for large ships and Regatta B for small ships was held in Hobart. Regatta A was won by H.M.A.S. SYDNEY (62) points with H.M.N.Z.S. BELLONA second (52) points. The small ships' Regatta was won by H.M.N.Z.S. HAWEA (44) points with H.M.N.Z.S. TAUPŌ second (41) points. H.M.A.S. TOBRUK tied with H.M.A.S. GULGOA for sixth place with (16) points.

dummy

RECREATION (CONTINUED)

Friday, 2nd March

Two golf competitions were held, one for officers and one for ratings at the Royal Hobart Golf Club. The Officers match was won by Lieutenant Commander Dovers of H.M.A.S. AUSTRALIA. No ratings from H.M.A.S. TOBRUK took part in the rating's competition.

Friday, 16th - Monday 19th March (Westernport Bay)

Combined teams from H.M.A.S. SYDNEY and H.M.A.S. TOBRUK played Flinders Naval Depot at Soccer and Cricket on Saturday, 17th March. The ships' team lost the soccer match by two nil and were beaten by two wickets in the cricket match after having scored 174.

Saturday, 24th March (Adelaide)

An R.A.N. representative Hockey team played a South Australian Hockey Association side and was beaten 4 goals to 2. One Officer and one rating represented H.M.A.S. TOBRUK in this team.

Saturday, 31st March (Jarvis Bay)

Jubilee Celebrations were held ashore and ships of the Combined Fleet were invited to participate in a Sports Carnival with inter-ship competition.

A Cup called the "Jarvis Bay Jubilee Cup" was awarded for the ship with the best aggregate for events on the day which consisted of two 100 yards races, two 200 yards races and one relay race of 4 x 110 yards.

H.M.A.S. TOBRUK and H.M. Submarine TACTICIAN finished with top score of 25 and were awarded the Jubilee Cup.

Owing to the Fleet's commitments and added attractions ashore during the visit of ships to Hobart, Westernport Bay and Adelaide, no further organised sport was undertaken.

CONDITION ON BOARD AND MORALE

9. Conditions on board have been satisfactory despite the increased numbers borne. The morale of the ship's company is good considering that they have been informed that they have to leave the ship after such a short time in her.

HEALTH

10. The health of the ship's company has been very good. Two cases of V.D. occurred during the month.

Good supplies of excellent fresh vegetables in both Hobart and Adelaide were most helpful to the health of all.

CONDUCT OF THE SHIP'S COMPANY

11. The conduct of the ship's company has been generally very good except for a few cases of leave breaking and one case of breaking out from duty.

GENERAL REMARKS

12. The ship was open to visitors on two days in Hobart and three days in Adelaide. Approximately 9,500 visitors came onboard in Hobart and an average of 4,600 on each day in Adelaide.

At Adelaide a class of 50 boys of average age of 11 years from St. Peters College were shown over the ship and H.M.S. TELEMACHUS on the forenoon of Thursday, 22nd March. These boys impressed with their good manners and the interest they took in everything. They were allowed to train and elevate two of the power operated single Bofors which they did with enthusiasm. I understand that three of them are keen to join the Navy.

A close association was maintained with the Rats of Tobruk Association Branches in Hobart and Adelaide.

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) T. K. MORRISON

COMMANDER, R.A.N.
COMMANDING OFFICER



APPENDIX TO REPORT OF PROCEEDINGS - H.M.A.S.
TOBRUK - MARCH, 1951

- (a) Distance steamed during the month - 3956.5 miles
- (b) Hours steamed during the month - 255²²/₆₀ hours
- (c) Average distance per ton of fuel - 3.45 miles per ton
main fuel
3.33 miles per ton
main and auxil-
iary fuel
- (d) Total distance steamed since
commissioning on 8th May, 1950 - 12911.1 miles
- (e) Total hours under way since
commissioning on 8th May, 1950 - 1000⁶/₆₀ hours
- (f) Economical speed was not exceeded except
as required for carrying out attendant
duties with H.M.A.S. SYDNEY and also
as required in the Combined Fleet
exercises.

0207/3

H.M.A.S. TORUK,
At Storm Bay, Tasmania.

18th March, 1951

The Flag Officer Commanding,
H.M. Australian Fleet,

(Copy to - Captain (D) 10th Destroyer Flotilla).

H.M.A.S. TORUK - REPORT OF PROCEEDINGS - MONTH OF
FEBRUARY, 1951

Sir,

I have the honour to report the proceedings of
H.M.A. Ship under my Command for the month of February, 1951.

2. Times throughout are Zone 10.

3. At the beginning of the month H.M.A.S. TORUK
was at Jervis Bay in company with combined Fleet consisting
of H.M.A.S. AUSTRALIA (Flag Officer Commanding H.M. Australian
Fleet), H.M.A.S. SYDNEY, H.M.N.Z.S. BULLOCK (Senior Officer New
Zealand Squadron), H.M.N.Z.S. TAUPU, H.M.P.S. SHANER and SIND,
and H.M.A. Ships SHALHAVEN, CONDAMINE, CULGOA and MURCHISON.

At 0600 on 16th February, the ship sailed in
company with H.M.A.S. SYDNEY for Sydney, securing alongside
Kurraha Wharf for fuelling at 1636.

The ship sailed for Jervis Bay on 20th February,
arriving at 1627 on 20th February.

During the period 21st to 26th February, gunnery
trials were continued and a number of firings carried out.

The ship sailed from Jervis Bay at 0630 on 24th
February and rendezvoused with H.M.A.S. SYDNEY, wearing the
Flag of the Flag Officer Commanding H.M. Australian Fleet, off
Sydney Heads and remained in company with her until arriving
at North West Bay, Tasmania, at 1649 on 27th February.

Off Green Cape, H.M.A.S. SYDNEY and TORUK joined
company with the remainder of the Combined Fleet consisting
of H.M.N.Z.S. BULLOCK (Senior Officer New Zealand Squadron),
H.M.N.Z.S. TAUPU, H.M.P.S. SHANER and SIND, H.M.A.S. AUSTRALIA,
SHALHAVEN, CULGOA, CONDAMINE and MURCHISON, H.M. Submarines
TACTICIAN and TELEGRAPH.

H.M.N.Z.S. HANNA joined the Fleet off Tasman
Island, Tasmania, on 27th February.

At 0630 on 26th February, the Fleet weighed
anchor and proceeded in three groups to anchorages off Hobart
in preparation for the Fleet Pulling Regatta the next day

VISITS OF IMPORTANT PERSONAGES AND OFFICIAL CALLS.

2. On 11th February, I paid an official call on the Senior Officer, New Zealand Squadron, Captain J.H. RUCK-KENNE, O.B.E., D.S.O., R.N. On 21st February I paid an official call on the Commanding Officer of H.M.S. TAUPO, Captain P.L. BURKE, O.B.E., D.S.O., R.D., R.N.Z.N.

On the 28th February, I had the honour to be present on board H.M.A.S. SYDNEY when His Excellency, The Governor of Tasmania, Admiral Sir Hugh Binney, K.C.M.G., K.C.B., D.S.O., called on the Flag Officer Commanding H.M. Australian Fleet, Rear Admiral J.A.S. Hooper, C.B., C.D.E., and met all the Commanding Officers of the Combined Fleet.

TESTS, TRIALS AND MANOEUVRES

3. Whilst operating from Jervie Bay during the period 1st to 15th February, H.M.A.S. TORUK carried out S.A.S. duties with H.M.A.S. SYDNEY, manoeuvres with ships in company and carried on gunnery trials.

After leaving Sydney on 20th February, a passage trial at full speed was carried out and three live squid projectiles were fired.

During the period 21st to 24th February, a radar calibration exercise, firing by 4.5" guns at a static target and a B.P.T. and close range firings at a sleeve target took place.

H.M.A.S. GULGOA was taken in tow on 23rd February. Speed was worked up to revolutions for 11 knots but this speed could not be exceeded as GULGOA experienced trouble with her capstan. Course was altered through 330° while the towing was in progress without any trouble.

During the first part of the cruise before arriving at North West Bay, Tasmania, the ship's company have been exercised at Action Stations and Defence Stations. Whilst proceeding south, aircraft from H.M.A.S. SYDNEY and H.M. Submarine TACTICIAN and ZELWACHER have attacked the Fleet. H.M.A.S. AUSTRALIA acting as a raiding cruiser, was attacked by aircraft whilst trying to close the Fleet and whilst H.M.A.S. AUSTRALIA was shadowing the Fleet, H.M.S. BRISBANE and H.M.A.S. TORUK carried out a torpedo attack on her after dark.

The night before the Fleet's arrival at Storm Bay area, all ships were blacked out so as to exercise wartime conditions for station-keeping. On arrival at Storm Bay area, the submarines carried out further attacks, A/S patrols being flown off by H.M.A.S. SYDNEY.

On the 15th February, the ship whilst attending on H.M.A.S. SYDNEY, rescued the observer of a Firefly aircraft whose wing hit the tripod mast after being "waved off" and which then crashed in the sea. The observer was picked up in 8 minutes from the time of the crash but after an hour's search, no trace was found of the pilot.

TRAINING

4. No seamanship training classes have been possible. A class of three R.C.111 ratings was completed successfully.

CONDITION OF THE SHIP

5. The condition of the ship is only satisfactory. Because of protracted running in moderate seas, a large amount of spray has been coming inboard. This is showing up at the bad spots left by the Dockyard.

CONDITION OF THE SHIP (CONTINUED)

These spots have not been visible or apparent before. Action is being taken to combat them, as opportunity occurs.

CONDITIONS ON BOARD AND MORALE

6. Conditions onboard remain satisfactory. The morale of the ship's company is satisfactory. They have found it difficult to understand the use of a new destroyer on S.A.R. duties but the reasons for this have been explained to them.

RECREATION

7. Sporting activities greatly increased with the Fleet together in Jervis Bay period 31st January to 15th February, 1951. Following is a summary of the various sports played.

February, 3rd - In a golf match, a ship's team of officers and ratings from H.M.A.S. TORRUK defeated H.M.N.Z.S. BELLONA two matches to one with one halved.

A Fleet Sailing race for Galleys and Whalers was also held. The race was won by H.M.N.Z.S. BELLONA's Galley, time 2 hours, 4 minutes which included a handicap of 12 minutes. H.M.A.S. TORRUK's Whaler second, H.M.N.Z.S. BELLONA Whaler third.

February, 4th - H.M.A.S. TORRUK defeated H.M.N.Z.S. BELLONA at cricket by 7 wickets. H.M.N.Z.S. BELLONA 91, H.M.A.S. TORRUK 227.

February, 5th to 9th - Interpart games were played in Water Polo, Tennis and Cricket as the ship's programme permitted.

February, 10th - In order to select a Fleet Cricket Team to play in Hobart, a cricket match Possibles versus Probables was played the latter being defeated.

A Fleet Sailing Race for Galleys and Whalers was held. The race was won by H.M.N.Z. TAUPO's Whaler time 3 hours 6 minutes 40 seconds. H.M.A.S. SYDNEY's Whaler second. H.M.A.S. AUSTRALIA's Whaler third.

February, 11th - H.M.A.S. TORRUK defeated the 11th Frigate Flotilla (H.M.N.Z.S. TAUPO, H.M.A.S. CULGOA) at Water Polo by four goals to three.

H.M.N.Z.S. BELLONA defeated H.M.A.S. TORRUK at soccer six - nil.

February, 12th to 15th - Inter Part games were played to fit in with ship's programme.

February, 16th to 28th - No sport was played owing to ship's operational commitments.

Generally speaking the sporting morale of the ship is very high and the results of the various sports played show the enthusiasm displayed by all onboard.

HEALTH

8. The health of the ship's company during the month has been very good.

CONDUCT OF SHIP'S COMPANY.

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

I have the honour to be,

Sir,

Your obedient servant,

(SGD.) T. K. MORRISON

COMMANDER, R.A.N.
COMMANDING OFFICER



APPENDIX TO REPORT OF PROCEEDINGS - H.M.A.S. TORUK
FEBRUARY, 1951

- (a) Distance steamed during the month - 2820.4 miles
- (b) Hours steamed during the month - 201 $\frac{42}{60}$ hours
- (c) Average distance steamed per ton of fuel - 4.84 miles per ton main fuel
4.15 miles per ton auxiliary fuel and main fuel
- (d) Total distance steamed since commissioning - 2952.6 miles on 8th May, 1950
- (e) Total hours under way since commissioning - 744 $\frac{44}{60}$ hours
- (f) Economical speed was exceeded:-

<u>Date</u>	<u>Time</u>	<u>Reason</u>
20th February	1044 - 1152	Passage trial

Whilst carrying out S.A.R. duties with H.M.A.S. SYDNEY, economical speed has been exceeded many times during the month also during the Combined Fleet exercises.

Duplicate

ENCLOSURE No. 5 To A.F. 42/1140/38

0207/3

H.M.A.S. TOBRUK,
At Jervis Bay.

8th February, 1951.

The Flag Officer Commanding H.M. Australian Fleet,
H.M.A.S. AUSTRALIA.

(Copy to - Captain (D) 10th Destroyer Flotilla,
H.M.A.S. WARRAMUNGA.)

H.M.A.S. TOBRUK - REPORT OF PROCEEDINGS - MONTH OF
JANUARY, 1951.

Sir,

I have the honour to report the proceedings of
H.M.A. Ship under my Command for the month of January, 1951.

2. Times throughout are Zone 10.

3. From the beginning of the month until 1045 on
11th January, H.M.A.S. TOBRUK was alongside Bolt Shop Wharf,
Cockatoo Island and was then shifted by tugs to alongside
H.M.A.S. QUICKMATCH at Oil Wharf, Garden Island being shifted
to Cruiser Wharf, Garden Island, by tugs at 1430 on 12th
January.

At 0948 on 15th January, the ship sailed in
company with H.M.A.S. AUSTRALIA (Flag Officer Commanding H.M.
Australian Fleet), H.M.A.S. SHOALHAVEN, and H.M.A.S.
MURCHISON, anchoring in formation off Captain's Point, Jervis
Bay, at 1904. Manoeuvres, screening exercises, drills and Off
of the Watch manoeuvres were carried out en route.

Due to a very heavy South Easterly swell running
into Jervis Bay, the ship with H.M.A.S. SHOALHAVEN and
H.M.A.S. MURCHISON in company, shifted on 19th January, to
a more protected anchorage in Darling Roads, Jervis Bay
returning to anchor off Captain's Point, Jervis Bay, on 22nd
January.

At 2250 on 23rd January, H.M.A.S. TOBRUK in
company with H.M.A.S. AUSTRALIA (Flag Officer Commanding H.M.
Australian Fleet), H.M.A.S. SHOALHAVEN and H.M.A.S.
MURCHISON, sailed for Sydney and at 0619 on 24th January, the
ship was detached to act as attendant destroyer to H.M.A.S.
SYDNEY whilst she embarked the 20th C.A.G. and anchored off
Captain's Point, Jervis Bay, at 1652 on 24th January.

The ship sailed for Sydney at 0045 on January, 25th,
arriving at 0744 to pick up Dockyard Officials for S.T.A.A.G.
and single Bofors gun functioning trials. After these trials,
the ship returned to Sydney, securing to Neutral Bay buoy
at 1210.

H.M.A.S. TOBRUK remained at Neutral Bay buoy until
1230 on 30th January when she sailed in company with H.M.A.S.
SHOALHAVEN, H.M.A.S. MURCHISON, H.M.A.S. CONDANINE, I.M.S.
RAJPUT, H.M.P.S. SHAMSER, H.M.P.S. SIND and H.M.S.A.S.
TRANSVAAL

Whilst at the Neutral Bay buoy, the ship took part in the Jubilee Celebrations.

TESTS, TRIALS AND EXERCISES.

3. Whilst at Jervis Bay during the period 16th - 24th January, a platoon for the Jubilee Celebration March was landed for squad drill and marching practice with platoons from the ships in company.

Drills and firings also took place to co-ordinate the timing for the pyrotechnic display which H.M.A.S. AUSTRALIA, H.M.A.S. TOBRUK, H.M.A.S. SODALHAVEN, H.M.A.S. CONDAMINE and H.M.A.S. MURCHISON gave at Sydney on the 29th January.

Aircraft were provided by H.M.A.S. ALBATROSS during this period so that tracking runs could be carried out by the main armament and the S.T.A.A.G.'s and single Bofors.

On the 25th January, gun functioning trials of the two S.T.A.A.G and four single Bofors mountings were carried out successfully off Sydney in area M.E.

On the 30th January, the ship in company with H.M.A.S. SODALHAVEN, H.M.A.S. MURCHISON, H.M.A.S. CONDAMINE, I.N.S. RAJPUT, H.M.P.S. SHANER, H.M.P.S. SIND and H.M.S.A.S. TRANSVAAL, took part in an A/S sweep of the approaches to Sydney and then escorted H.M.A.S. AUSTRALIA and H.M.N.Z.S. BELLONA through a area where H.M. Submarine TACTICIAN was patrolling to attack. I.N.S. RAJPUT and H.M.S.A.S. TRANSVAAL parted company on completion of this exercise after which manoeuvres were carried out. H.M.A.S. TOBRUK formed part of the main body that was screened by the other light craft throughout the night.

TRAINING

4. No seamanship training as such has been carried out during the month. Seasonal leave ended on the 15th January. However platoon drill, and practices for the Jubilee Celebrations were carried out.

CONDITION OF THE SHIP

5. The condition of the ship remains satisfactory. To date the aluminum mast superstructures, lockers etc., are showing no signs of deterioration and it is considered that the experiment of using aluminum in sections of the ship exposed to weather is well justified.

CONDITIONS ON BOARD AND MORALE

6. Conditions on board are satisfactory. Morale is satisfactory.

RECREATION

7. Whilst in Jervis Bay, the ship's cricket team played H.M.A.S. AUSTRALIA on 20th January and defeated the latter by 8 wickets. Scores were as follows:-

Australia 105 - Tobruk 107 for two wickets.

On 21st January the ship's tennis team defeated H.M.A.S. AUSTRALIA by five matches to three.

No further organised sport was arranged during the month owing to the ship's movements.

HEALTH

8. The health of the ship's company has been good. Three cases of V.D. occurred during the month.

CONDUCT OF THE SHIP'S COMPANY

9. The conduct of the Ship's Company was generally satisfactory though a number of leave breaking offences occurred at the end of the month. One rating failed to return from long leave.

I have the honour, to be,

Sir,

Your obedient servant,

(SGD.) T. K. MORRISON

COMMANDER, R.A.N.
COMMANDING OFFICER



APPENDIX TO REPORT OF PROCEEDINGS - H.M.A.S. TOBRUK
JANUARY, 1951

- (a) Distance steamed during the month 686.8 miles
- (b) Hours steamed during the month $58\frac{01}{60}$ hours
- (c) Average distance steamed per ton of fuel 2.53 miles per ton main fuel
2.06 miles per ton auxiliary fuel and main fuel
- (d) Total distance steamed since commissioning on 8th May, 1950 6132.2 miles
- (e) Total hours under way since commissioning on 8th May, 1950 $545\frac{02}{60}$ hours
- (f) Economical speed was exceeded :-

<u>Date</u>	<u>Time</u>	<u>Reason</u>
24th January	1135 - 1236 1250 - 1432	Attendant destroyer for H.M.A.S. SYDNEY carrying out flying practices.

0907/3.

H.M.A.S. TORRE,
AG SEWEEY, H.S.S.,
5th January, 1951.

Return No. 91.

The Flag Officer Commanding, H.M. Australian Fleet,
H.M.A.S. AUSTRALIA.

(Copy to:- Captain (D), 10th Destroyer Flotilla,
H.M.A.S. WARRAMUNGA.)

H.M.A.S. TORRE - REPORT OF PROCEEDINGS - MONTH OF
DECEMBER, 1950.

Sir,

I have the honour to report the proceedings of
H.M.A. Ship under my Command for the month of December,
1950.

2. Time throughout are Zone minus 10.

3. On 1st December, 1950, H.M.A.S. TORRE was shifted
by tugs from alongside H.M.A.S. MURCHISON at Fitting Out
Wharf, GARDEN ISLAND, to Sutherland Wharf, COCKATOO ISLAND.
On 15th December, 1950, the ship was shifted by tugs to
alongside Bolt Shop Wharf, COCKATOO ISLAND. The summer long
leave period commenced on 1st December, 1950.

Whilst at COCKATOO ISLAND, the fitting of four (4)
Mark VII single before and two (2) Mark II Star S.T.A.A.G.
mountings has been progressed and work has been carried out
on the 4.5" mountings and Fire Control system.

In addition, various defects in the ship have been
remedied by the Cockatoo Dock and Engineering Company
Pty. Ltd.

TRAINING.

4. The training of the candidates for higher rate was
completed during the first week of the month but on account
of long leave, no further training has been carried out.

Five (5) Leading Seamen were examined for Petty Officer
and three (3) passed, one (1) is to be re-examined, and
(1) failed. Eight (8) Able Seamen were examined for Leading
Seamen of whom seven (7) passed and one (1) is to be re-
examined.

CONDITION OF THE SHIP.

5. The condition of the ship remains satisfactory.
Maintenance as necessary has been carried out during the
month.

CONDITIONS ON BOARD AND MORALE.

6. The conditions on board are satisfactory considering
that the ship has been in dockyard hands all the month.
The morale of the ship's company is good.

RECREATION.

7. No organised games were played during December owing
to the ship's company being on seasonal leave.

HEALTH.

HEALTH.

8. The health of the ship's company during the month has been good.

CONDUCT OF THE SHIP'S COMPANY.

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

I have the honour to be,

Sir,

Your obedient servant,

(Sgd.) L. M. HINCHLIFFE

Lieutenant-Commander, R.A.N.
THE COMMANDER, H.M.A.S. TORUK



APPENDIX TO REPORT OF PROCEEDINGS - H.M.A.S.
TOBRUK - DECEMBER, 1950.

- | | | |
|-----|---|------------------|
| (a) | Distance steamed during the month..... | 0 miles. |
| (b) | Hours steamed during the month..... | 0 hours. |
| (c) | Average distance steamed per ton of fuel..... | ----- |
| (d) | Total distance steamed since commissioning
on 8th May, 1950..... | 5445.4 miles |
| (e) | Total hours under way since commissioning..... | 485 2/60th hours |

0207/3

H.M.A.S. TOBRUK,
At Sydney.

1 - DEC 1950

The Flag Officer Commanding H.M. Australian Fleet,
H.M.A.S. AUSTRALIA.

(Copy to - The Flag Officer-in-Charge, New South Wales)

H.M.A.S. TOBRUK - REPORT OF PROCEEDINGS - MONTH OF
NOVEMBER, 1950.

Sir,

I have the honour to report the proceedings of H.M.A. Ship under my command for the month of November, 1950.

2. Times throughout are Zone 10.

3. H.M.A.S. TOBRUK was in dry dock at Captain Cook Dock for a half yearly docking at the beginning of the month and was moved by tugs to Oil Wharf, Garden Island, on H.M.A.S. QUALITY on 6th November, 1950.

At 1645 on 15th November, 1950, the ship proceeded to Jervis Bay for further Gunnery Trials arriving at 2330. At 0430 on 17 November, 1950, H.M.A.S. TOBRUK returned to Sydney securing at No. 2 buoy at 1330.

After a inspection by the Flag Officer-in-Charge, New South Wales, the ship slipped from No. 2 buoy at 1320 on 20th November, 1950, and proceeded to Jervis Bay for Gunnery Trials.

Due to defects in the 4.5" armament, the ship returned to Sydney, sailing from Jervis Bay at 2215 on 28th November, 1950, and securing alongside H.M.A.S. MURCHISON at Fitting Out Wharf at 0830 on 29th November, 1950.

INSPECTION BY THE FLAG OFFICER-IN-CHARGE, NEW SOUTH WALES.

4. At 0915 on 20th November, 1950, the Flag Officer-in-Charge, New South Wales and his staff, came on board to inspect the ship. After inspecting the Officers and Ship's Company at Divisions and walking around the messdecks and Superstructure, hands exercised Action Stations and evolutions were carried out. Flag Officer-in-Charge, New South Wales and his staff left the ship at 1145.

TESTS, TRIALS AND EXERCISES

5. During this month, a series of tracking runs have been carried out by the 4.5" armament and the S.T.A.A.G. using aircraft provided by Naval Air Station, Nowra.

A target-towing R.A.A.F. Beaufighter worked from Naval Air Station, Nowra, and provided the ship with a drogue and winged target between 23rd and 28th November, 1950. Firings and tracking runs carried out off Jervis Bay proved successful for the S.T.A.A.G. but the 4.5" armament had several defects and was very temperamental. Due to defects that could not be remedied by ship's staff, the firings were cancelled for 29th and 30th November, 1950, and the ship returned to Sydney two days early. On arrival at Fitting Out Wharf, Garden Island, work was commenced to make good the defects in the

TRAINING

6. Higher ratings seamanship class has continued instruction throughout the month but considerable interruptions were experienced.

The firings carried out by the S.T.A.A.G. and single Bofors have brought about a marked improvement in the standard of training of these guns crews.

CONDITION OF THE SHIP

7. The condition of the ship remains satisfactory. Ship has been painted ~~the~~ new 507C colour during the month.

CONDITIONS ON BOARD AND MORALE

8. Conditions on board remain satisfactory. The morale of the ship's company has been raised by the satisfactory performance of the A.A. Close Range armament.

RECREATION

9. The following games of cricket were played during the month.

November 7th - Representatives from the ship took part in a match Destroyers v WATSON at Trumper Park in the I.Z. competition. WATSON won the match

November 9th - The ship's cricket team played a friendly match with H.M.S. RUSHCUTTER at Balmerai. The ship's team won the match.

Whilst in Jervis Bay on 25th November, 1950, a combined team of Officers, Chief Petty Officers and Petty Officers played the Ship's Company. The Ship's Company won the match.

Individual arrangements were made to take advantage of the local facilities to play tennis and golf. Swimming conditions were good but no organised swimming took place.

HEALTH

10. The health of the ship's company has been generally satisfactory but there has been a disappointing number of venereal disease cases during the month.

CONDUCT OF THE SHIP'S COMPANY

11. The conduct of the ship's company has been satisfactory. Of the members of the ship's company mentioned in my last report one has been sentenced to detention for breaking out of the ship and two for deserting.

I have the honour to be,

Sir,

Your obedient servant.

(SGD.) T. K. MORRISON

COMMANDER, R.A.N.
COMMANDING OFFICER



APPENDIX TO REPORT OF PROCEEDINGS - H.M.A.S. TOBRUK
MONTH OF NOVEMBER, 1950

(a) Distance steamed during the month	766.9 miles
(b) Hours steamed during the month	$63\frac{25}{60}$ hours
(c) Average distance steamed per ton of fuel	2.96 miles main fuel 2.60 miles main and auxiliary fuel.
(d) Total distance steamed since commissioning on 8th May, 1950	5445.4 miles
(e) Total hours under way since commissioning on 8th May, 1950	$485\frac{02}{60}$ hours

MILITARY HISTORY
SECTION

~~1049/21/4/5~~



~~1942 Xmas Books~~

~~H. FLUST. SEA AMB. T. PORT.~~

AWM

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