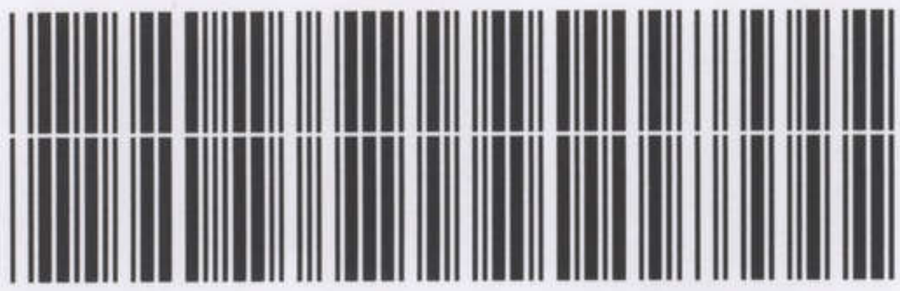
AWM78

Reports of Proceedings, HMA Ships and Establishments

HMAS BALLARAT

Item number: 49/1

Title: December 1942 - January 1946



AWM78-49/1

[49/1] Part

"BALLARAT"
L. of P.

JW/CB

DEPT. OF NAVY
2026/7/842
SECRET

BALLARAT

014157

9 - MAR 1943

CONFIDENTIAL

The Commanding Officer,
H.M.A.S. "BALLARAT".

STEAMING SPEED.

With reference to letter of Proceedings for H.M.A.S. "BALLARAT" for the month of December, 1942, I am directed by the Naval Board to inform you that full speed steaming is not to be resorted to except when it is imperative to do so.

for Secretary.

6/3

1st Lieut

Submitted
Lieut Commander
HTN

5/3/43

10/3
HW

6

P.A.
10/3

83

2026/7/842

SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

C.7338/2.

SUBJECT: HMAS "Ballarat" Letter of Proceedings Dec 1942

D P.S. 29/1 operation Hammer 11th-19th.

DCNS 30/1

1st N 1/2

RECEIVED 26 FEB 1943 D.O.T.M.

S.N.B 3/2

2 N.M. 3/2

5 FEB 1943

3.N.M. 9.2

D.O.D. There seems to have been some unnecessary steaming at full speed.
Les. 10/2

D.D.P.S. 11/2

DPS(N) 10/2

DS(N) 28/2 Propose letter to C.O. informing him that full speed steaming is not to be resorted to except when imperative to do so

S/DF(N) Average speed is high indicating that full speed is frequently used
20/2

25/2 DOTM 26/2

1/3 HPB 1/3

NSO 2/3

ENG. & CONST. 22 FEB 1943 L

ENG. & CONST. 16 FEB 1943 BRANCH

Ny

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No.

FROM COMMANDING OFFICER H.M.A.S."BALLARAT".

TO SECRETARY NAVY BOARD.

DATE 18th JANUARY, 1943.

SUBJECT LETTER OF PROCEEDINGS FOR MONTH OF DECEMBER 1942.

DEC 1st to 11th At Milne Bay carrying out A/S patrol as required.

11th 2005L Alongside wharf embarking 258 troops and stores for Hammer operation.
1842L Anchored awaiting departure.

13th 0255L Weighed and proceeded in company with Colac and Broome to rendezvous off Cape Sudest with landing barges.
2000L Ships in company closed up for action stations. Speed 12 knots.
2235L Reduced speed on approaching reefs North of Oro Bay considerable number located with A/S transmitter requiring very careful navigation at various speeds and course.

14th 0013L Anchored approximately one mile South East of Cape Sudest. Further progress considered unwise due to shallow water and numerous reefs.
0045L Unidentified aircraft arrived overhead and dropped parachute flares.
0100L One landing barge arrived alongside Colac, further flares dropped Due to the other seven barges being some distance away, the possibility of attack from the air at any moment and an approaching enemy surface force reported by air recconnaissance it was decided to abandon any attempt to land troops in this vicinity.
0130L Weighed anchor and proceeded in heavy rain and thunder storm in southerly direction, ships in company losing sight and contact with each other.
0625L Ships in company in visual contact proceeded in single line in direction of Cape Nelson.
0927L Anchored in Maclaren Harbour, Cape Nelson.
1335L A.A. action stations aircraft unidentified.
1442L Weighed and proceeded out of harbour, cruising at various speeds and courses waiting for dark in company with Colac and Broome.
1600L Sighted H.M.A.S.Lithgow escorting S.S.Karsik astern, bound for Oro Bay.
1845L Proceeded at 12 knots in direction of Oro Bay.
2000L Lithgow and Karsik passed heading for Oro Bay, ship's company closed up at action stations from dusk to dawn.
2350L Anchored in Oro Bay.
2359L Commenced disembarking troops and equipment with landing barges also using whaler towed by motor boat.

15th 0405L Completed disembarkation.
0420L Weighed anchor and proceeded out of Oro Bay in direction of Cape Nelson at reduced speed waiting for Colac and Broome to complete.
0830 Colac and Broome joined us and proceeded at full speed for Milne Bay.
2240L Approaching Gili-Gili, Milne Bay.
2316L Secured alongside Kurumba and commenced fuelling.

16th 0700L Slipped from Kurumba and anchored.
0901L Alongside wharf to load ammunition and stores.
1248L Slipped and anchored off Gili-Gili.
1628L Alongside wharf and embarked 95 troops for Sledge hammer operation
1645L Slipped and anchored off Gili-Gili.

17th 0303L Weighed and proceeded with Colac and Broome to Porlock Bay.
1145L Passed Whyalla off Goodenough Island.
2030L Anchored in Porlock Bay, ship's company closed up at action stations from dusk to dawn.
2 220L Weighed anchor and proceeded alongside Stella at jetty, disembarked 80 troops and stores.
2340L Slipped and proceeded alongside S.S.Dessikoko at anchor and embarked 180 troops and stores.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

DEC 18th 0050L Completed embarkation and anchored waiting for Broome to carry out similar operation.
0255L Weighed and proceeded in company with Colac and Broome to cruise off Cape Nelson waiting for darkness before proceeding to Oro Bay to disembark troops.
1830L Off Cape Nelson. Proceeded at 12 knots for Oro Bay.
2240L Off Oro Bay, 3 unidentified aircraft overhead.
2318L Anchored in Oro Bay.
2320L Commenced to disembark troops to motor landing barges.
19th 0220L Disembarkation completed weighed and proceeded out of Oro Bay.
0300L Proceeded in company with Colac and Broome to Milne Bay.at 12 knots
2052L Anchored off Gili-Gili at Milne Bay.
20th 1136L Proceeded alongside Kurumba for fuel.
1422L Finished fuelling and anchored off Gili-Gili until 1148L/22.
22nd 1148L Weighed anchor.
1151L Proceeded at full speed to assistance of crashed R.AA.F. bomber in sea two miles from Gili-Gili.
1200L At scene of crash. Plane sank at 1156L, three of crew of four picked up and taken to Gili-Gili by U.S. motor torpedo boat.
1210L Proceeded at 11 knots to rendezvous with S.S.Taroona in Coral Sea
1930L Hailed and identified S.S.Woora bound Milne Bay.
23rd 0500L Sighted convoy escorted by Swan.
0615L S.S.Taroona detached from convoy and proceeded escorted by Ballarat to Milne Bay.
2040L Anchored off Gili-Gili, Milne Bay until -
25th 1008L Weighed anchor and proceeded to assistance of S.S.Mulchra aground in Raven Channel, East Cape.
1300L At Raven Channel signalled S.S.Mulchra who was then afloat and proceeding.
1315L Proceeded at full speed to Milne Bay.
1440L Stopped.
1445L U.S. motor torpedo boat with N.O.I.C. Milne Bay aboard hailed us.
1450L Proceeded full speed to Gili-Gili.
1621L Anchored off Gili-Gili.
1721L Weighed and proceeded to Townsville.
1955L Cleared China Straits and set course for Grafton Passage via recognised route.
26th No incident to report. Steaming at 11 knots. Weather good.
27th 0856L Euston Reef Beacon abeam, reduced speed and proceeded through Grafton Passage.
1024L Fitzroy Island abeam and proceeded inside Barrier Reef to Townsville.
1640L Passed S.S.Gorgon at anchor off Mouribyan Head.
1800L Signalled U.S.S.John Mathews bound for Cairns.
28th 0640L Entered bouyed channel Townsville.
0705L Secured alongside Stuart.
1245L Slipped from Stuart and proceeded up river to Hyne wharf for boiler clean.
1328L Fast alongside.
29th 0800L Commenced boiler cleaning.
30th as 29th.
31st as 30th.

A D Barling
Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

P.T.O.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

H.M.A.S."BALLARAT".

MONTH OF DECEMBER, 1942.

The general good health of ship's company has been maintained.

Great satisfaction has been expressed by all members of ship's company during this month at the more frequent delivery of mail while operating from New Guinea. This service is considered the greatest asset to the welfare of ship's company.

The ship generally is in good condition with the exception of the boiler brick work which due to excessive steaming hours, over the boiler cleaning period, requires substantial repairs, now being carried out.

Distance steamed	2509 miles.
Hours under weigh	224 hours.
Average distance per ton fuel	8.2 miles.
Total distance steamed since 30th August, 1941	37665 miles.
Average Speed	11.54 knots.
Steaming time	3261 hours.

J. D. Barling

Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

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TO SECRETARY NAVY BOARD.

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St 4539

Royal Australian Navy.

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J. D. Barling

Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

H.M.A.S."BALLARAT".

MONTH OF DECEMBER, 1942.

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J.D. Barling

Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

U/M 27/3

CONFIDENTIAL

2026/7/1276

DEPARTMENT OF THE NAVY

MINUTE PAPER.

SUBJECT H.M.A.S. "Ballarat" REPORT OF PROCEEDINGS.

January 1946

S.N. 15/3

S.M.N. 8/3

D.N. 11/3

D. of P. 14/3

T.E. 15/3

P.N.I. later

Ops. (N) 18/3

D.S. 19/3

D.F. (N) 21/3

D.D.T.M.

D.N.M.S. 26/3

H.D.S. 27/3

N.A.2.N.M. 27/3

N.D.

D.N.I. N.H.R.O.

28/3

23/2

CONFIDENTIAL

152B

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026-7-1276

C.441/45.

SUBJECT: HMAS "Ballarat" Report of Proceedings January 1946

D.P.S 27/2

C.T.S.R 1/3/46

D.O.D 1/3

for D.C.N.S 5/3

1st N.M. 4/3

N. 5/3

St 6339

Orig.

Commonwealth of Australia.

Department of The Navy.

RECEIVED 20 FEB PM 6 NAVY DEPARTMENT

DEPT. OF NAVY 2026. 7. 1276 SECRET

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "BALLARAT."

Date 14th February, 1946. *Reference No.*

To TheSecretary, Naval Board, Navy Office, Melbourne.

Subject REPORT OF PROCEEDINGS - H.M.A.S. "BALLARAT."

HN

Submitted for the information of the Naval Board, herewith report of proceedings for the period 1st to 31st January, 1946.

Tuesday 1st January to Thursday 31st January	Ship at Nelson Pier, Williamstown, manned by fire party. Ship's Company on long leave.

2. Acting Commander N.R. Read, RA.N was discharged to Torrens A?M. 4th February, 1946 and Acting Lieutenant-Commander H.A.Bennett, R.A.N.R.(S) assumed command.

3. Steaming figures for the month of January:-

Distance steamed during the month	Nil
Hours under way during the month	Nil
Average Speed	Nil
Fuel expended	Nil
Distance per ton of fuel	Nil

SINCE COMMISSIONING ON 30th AUGUST, 1941.

Total distance steamed	138,161.8 miles
Time under way	14,544.9 hours
Average speed	9.5 knots
Average speed per month	2607 miles

4. Progress report of "BENDIGO" for the month of December, 1945 is attached.

5. The conduct and health of the Ship's Company during the month has been good.

H.A.Bennett.

A/LIEUTENANT COMMANDER, R.A.N.R.(S)

2/2 R.

CONFIDENTIAL

2026/7/ 1276

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Ballarat" REPORT OF PROCEEDINGS. December 1945

S.N.B.

2 N.M.

N.M.

D. of P.

D.R.M.

D.N.I.

Ops. (N)

N.5.

D.E.(N)

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

N.5.

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

D.N.M.S. BRANCH
26 FEB 1946
NAVY OFFICE

18/1

108B

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1276

C.441/45.

SUBJECT: Hmas "Ballarat" Reports of Proceedings December 1945

D.P.S. 18/1

D.T.S.R. 23/1

D.O.D. 24/1

D.C.N.S. 24/1

D.S.P.N.M. 24/1

21/1 N.S. 24/1

Orig. DEPT. OF NAVY 2026-7-1276. SECRET

FROM. The Senior Officer, 21st. Minesweeping Flotilla, H.M.A.S."BALLARAT".

DATE. 3rd. January, 1946. REF.NO. 212/90/1

TO. The Secretary, Naval Board, Navy Office, Melbourne.

ACK. BY. A.S. 1330Y 16 JAN 1946 INIT.

SUBJECT. REPORT OF PROCEEDINGS - H.M.A.S."BALLARAT".

Submitted for the information of the Naval Board, herewith report of proceedings for the period 1st. to 31st. December 1945.

Saturday 1st.December.	On passage Thursday Island to Townsville. 1530 Berthed alongside West Pier.
Sunday 2nd. December.	At Townsville.
Monday 3rd. December.	At Townsville.
Tuesday 4th. December.	At Townsville and on passage from Townsville to Sydney with small launch in tow. "GOULBURN" and "TOOWOOMBA" in company.
Friday 7th. December.	1005 Stopped to transfer tow to M.L.1326.
Saturday 8th.December.	0405 "BENDIGO","BATHURST" and "GOULBURN" in company.
Sunday 9th. December.	1134. Entered Sydney Harbour. 1240. Berthed at Village Point Wharf.
Monday 10th. December.	1040. Vice Admiral J.W. Rivett Carnac D.S.C. visited ships and inspected ship's companies and addressed them. 1804. Proceeded to Melbourne in company with "BENDIGO".
Tuesday 11th. December.	On passage.
Wednesday 12th.December.	On passage.
Thursday 13th. December.	0659. Berthed alongside No.11 South Wharf in River Yarra.
Friday 14th. December.	Visit by First Naval Member. Address to ship's companies of "BALLARAT" and "BENDIGO".
Saturday 15th. to Thursday 20th. December.	At South Wharf.
Tuesday 18th. December.	Ship's Company entertained by City of Ballarat.
Thursday 20th. December.	0900. Proceeded to Nelson Pier,Williamstown. Leave period of 45 days commenced.
Friday 21st. to Monday 31st. December.	Ship at Nelson Pier manned by fire party.

2. Steaming figures for month of December.

Distance steamed during the month.	1847.7 miles
Hours under way " " "	207 hours
Average speed.	8.9 knots
Fuel expended	103.5 tons
Distance per ton of fuel.	17.83miles
Since commissioning on 30th. August 1941.	
Total distance steamed.	138,161.8 miles
Time under way	14,544.9 hours
Average speed	9.5 knots
Average distance per month.	2621 miles.

3. The conduct and health of the Ship's Company has been good throughout the period.

4. ENCLOSURES.

Letters of proceedings for month of November for "LISMORE", "TOOWOOMBA", "BURNIE" "MARYBOROUGH", "BATHURST" "BENDIGO".

Reg on their seperate files.

W S Parkinson

LIEUTENANT, R.A.N.V.R.
for A/COMMANDER R.A.N.
SENIOR OFFICER 21ST MINESWEEPING FLOTILLA (A.D.L)

19/2

144B

2026/7/1276

CONFIDENTIAL

DEPARTMENT OF THE NAVY.

MINUTE PAPER

21st M.S.F.

SUBJECT: H.M.A.S. "Ballarat" REPORT OF PROCEEDINGS.

November 1945

S.N.B. 17/1

2 N.M. 21/1

3 N.M.

D. of P.

D.R.

D.N.I. (Later)

Ops. (N) 16/2

N.5.

D.E. (N) 8/2

D.O.T.M.

D.N.M.S. 15/2

H.P.B. 19/2

N.A.2.N.M. 20/2

N.5. 21/2

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

Miss French
Suggest as one to Nestel
& one as 21 MSF
Ballarat
21/2

H - 21/2 F.

13/12

717

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

20261/7/1276

C.441/45.

SUBJECT: Hmas "Ballarat" Report of Proceedings November 1945

D.P.S. 14/12

21/12

DTSR

D.O.D. 20/12

DCNS 15/1

7/1

for 1STNM

17/1

16/1

Orig.

From: The Senior Officer 21st Minesweeping Flotilla, H.M.A.S. "BALLARAT."

Date: 5th December, 1945 Reference No. 211/90/1

To: The Secretary, Naval Board, Navy Office, Melbourne.

Subject: REPORT OF PROCEEDINGS FOR NOVEMBER, 1945.

No. 26/3

Submitted for the information of the Naval Board the following report of proceedings for the month of November, 1945.

2. DIARY OF EVENTS, H.M.A.S. "BALLARAT" - Zone time -8.

Friday 2nd November	0544H cast off and proceeded to sweep in the vicinity of Chapel Island. 1609H berthed alongside Butterfield and Swires Pontoon. P.M. Commander N.R. Read, R.A.N called on the Captain of the Chinese Gunboat "CHUNGTZE". P.M. Captain of the Chinese Gunboat "CHUNGTZE" called on Commander Read.
Saturday 3rd November	0945H slipped to allow H.M.S. "HART" with Captain Escort Forces onboard, to make fast to pontoon. 1047H securedalongside H.M.S. "HART."
Monday 5th November	1148H cast off and secured alongside pontoon at 1206 after H.M.S. "HART" had departed with Captain Escort Forces onboard. P.M. Chinese Naval ratings shown over ship.
Tuesday 6th November	0550H slipped and proceeded to sweep in the vicinity of Chapel Island. At 1650 when leading the flotilla into harbour at 11 knots a magnetic or accoustic mine exploded about 20 feet astern. There were no casualties. A report has been forwarded (M.S.21's letter No. 148/88/15 dated 17th November, 1945). "BENDIGO" towed "BALLARAT" into harbour, both ships berthing at 1847 alongside Butterfield and Swires Pontoon.
Wednesday 7th November	P.M. Students of Amoy Girls School were shown over ship
Sunday11th November	A.M. I paid p.p.c. call on Admiral T.P. Liu, Chine Navy. P.M. Admiral T.P.Liu returned my p.p.c. call in person.
Monday 12th November	0859H proceeded to Hong Kong with H.M.S. "WIDEMOUTH BAY" in company astern.

ZONE TIME -9.

Tuesday 13th November	1244I berthed alongside H.M.S. "MOON" at Hong Kong. 1330I Captain Dalrymple Smith, Chief Staff Officer to Flag Officer Western Area came onboard and examined damage and heard my verbal report. 1625I slipped and proceeded into No.3 dock Whampoa Docking Company for inspection of mine damage.
Wednesday 14th November	1030I Captain (E) J.G.C. Given, R.N, Fleet Train Engineer Officer and Constructor Commander S.J. Palmer R.N. M.C.D. Hong Kong Dockyard inspected the ship in dock. 1130I I reported to Vice Admiral Edelston, Flag Officer Western Area, British Pacific Fleet on board H.M.S. "ANSON."

12/12F

Thursday 15th November A.M. Captains and Officers entertained in H.M.S. "ANSON."
P.M. Captain and Wardroom Officers attended farewell "at home" to Captain Escort Forces onboard H.M.A.S. "CAIRNS."
at 1828I undocked and proceeded alongside tanker "BISHOPDALE" to fuel.

Friday 16th November 0903I slipped and proceeded with flotilla in company to Morotai, via Mindora and Mindanao Straits.

Thursday 22nd November 1503I berthed alongside tanker "BRITISH UNITY" at Morotai.
1835I slipped and anchored in vicinity of H.M.A.S. "PLATYPUS". Call on N.O.I.C. MOLLUCCAS was paid and returned.

Friday 23rd November A.M. embarked 3 officers and 20 other ranks from the A.I.F. at Morotai for onward passage to Australia.
I visited H.M.A.S. "FREMANTLE" and "BURNIE" and walked around the ships, inspected the ship's companies at divisions and said good bye to the officers and ship's companies.
1332I weighed and proceeded with flotilla in company for Thursday Island.

Wednesday 28th November At 1330K anchored off Main Wharf, Thursday Island. Call was paid by and returned to the N.O.I.C. Thursday Island
1628K weighed and proceeded with H.M.A.S. "BENDIGO" in company for Townsville.
1712 K proceeded to the assistance of U.S. Tanker "PINE RIDGE" agroundin position Goods Island Lighthouse bearing 149 - 1·68 cables. After an unsuccessful attempt to tow her off from the stern it was decided to make another attempt on high water at 2126. At 2108 with "BENDIGO" made fast alongside the tanker, towing was commenced, the tanker going full astern on her engines. The tanker commenced to come astern at 2113. When the tanker reported she was afloat at 2118 she was towed into open water and given her position. On being told there was no damage "BALLARAT" and "BENDIGO" proceeded to H.M.A.S. "MARYBOROUGH".
At 0001(K) proceeded with H.M.A.S. "MARYBOROUGH" TO Townsville at 10 knots, H.M.A.S. "BENDIGO" having taken over "MARYBOROUGH'S" tow.

Friday 30th November On passage.

2. MOVEMENTS OF 21st MINESWEEPING FLOTILLA AND ASSOCIATED SHIPS.

1st November A.M. "CAIRNS" arrived Amoy from communication run.
P.M. Chinese Gunboat "CHUNGTZE" arrived from Shanghai and secured alongside Butterfield and Swires southern pontoon.

2nd November "BALLARAT", "BENDIGO", "BATHURST", "BURNIE" and "CAIRNS" continued sweep in Chapel Island area. "FREMANTLE" sailed from Amoy for Hong Kong on communication run.
H.M.A.S. "CAIRNS" anchor was foul on leaving harbour. Separate report has been forwarded.

3rd November H.M.S. "HART" with Captain Escort Forces onboard arrived Amoy and secured alongside Butterfield and Swires northern pontoon. "BALLARAT" secured outside "HART."

4th November "MARYBOROUGH" arrived Amoy from Swatow.

5th November	H.M.S. "HART" sailed for Hong Kong "GOULBURN" arrived Amoy from Hong Kong.
6th November	"BALLARAT", "BATHURST", "BENDIGO", "BURNIE" and "MARYBOROUGH" continued search of Chapel Island area. Chinese Gunboat "CHUNGTZE" sailed. "CAIRNS" landed lighthouse personnel on Chapel Island. "TOOWOOMBA" sailed fromSwatow for Hong Kong for boiler clean.
7th November	"BENDIGO" sailed for Hong Kong on communication run. "MARYBOROUGH", BATHURST", "BURNIE" and "GOULBURN" completed searching Chapel Island area.
8th November	"FREMANTLE" arrived at Amoy from communication run
9th November	Tanker "DARST CREEK" sailed from Amoy for Hong Kong.
10th November	H.M.S. "WIDEMOUTH BAY" escorting British S.S. "ANHUI" arrived at Amoy.
11th November	At 0520 "BENDIGO" arrived Amoy from communication run. 0900 "MARYBOROUGH","BATHURST", "BENDIGO" "BURNIE" "CAIRNS" "FREMANTLE" and "GOULBURN" sailed for Hong Kong.
12th November	"BALLARAT" and "WIDEMOUTH BAY" sailed from Amoy for Hong Kong.
16th November	The 21st Minesweeping Flotilla consisting of "BALLARAT," "BATHURST," "BURNIE", "MARYBOROUGH", "CAIRNS", "FREMANTLE" "BENDIGO", "GOULBURN" and "TOOWOOMBA" sailed from Hong Kong.
22nd November	At 1400 the flotilla arrived at Morotai. All ships fuelled, some fresh provisions were embarked. Draft of Army and Naval personnel embarked in all ships for passage to Australia.
23rd November	1332(I) flotilla sailed in company.
25th November	0800(I) "FREMANTLE" and "BURNIE" detached to proceed to Darwin.
27th November	0924 "CAIRNS" detached to proceed to Merauke to embark army personnel for passage to Thursday Island. 2000 "TOOWOOMBA" detached to proceed towards Darwin to rendez vous with Catalina aircraft to land one rating seriously ill. Rating was disembarked but subsequently died.
28th November	1330 "BALLARAT", "BATHURST," "BENDIGO", "GOULBURN" and "MARYBOROUGH" arrived at Thursday Island. "BENDIGO" proceeding alongside for fuel remainder to anchor. "BATHURST" fouled Hovell Rock Buoy on entering and had to remain in harbour to clear propellors with aid of diver. "MARYBOROUGH" with army boat "COOMBAR" in tow proceeded to sea when it was secured. "GOULBURN" took H.M.A.S. "KANGEMBE" in tow and proceeded. 1712 "BALLARAT" proceeded in company with "BENDIGO". On clearing the harbour "MARYBOROUGH" was found at anchor off Tacker Point adjusting her tow. He reported that tanker in vicinity of Harrison Rock Buoy was aground and had asked for assistance. "BALLARAT" and "BENDIGO" closed tanker "PINE RIDGE" and rendered assistance. Separate report is attached. "MARYBOROUGH" after proceeding ran aground on Sunk Reef at 1820. Reports on "BATHURST" and "MARYBOROUGH" will be forwarded when received from the ships concerned. On clearing "PINE RIDGE", "BALLARAT" and "BENDIGO" closed "MARYBOROUGH" and "BENDIGO" took over "MARYBOROUGH'S" tow and proceeded independently at 2345.
29th November	At 0001 "BALLARAT" proceeded with "MARYBOROUGH" in company.

3. H.M.A.S. "KALGOORLIE", "LISMORE" and "WHYALLA" have not been in company during the period but apparently regard themselves as part of the 21st Minesweeping Flotilla as they are still forwarding reports through me. There seems to be some precedent for this in that since the formation of this flotilla ships refitting have remained part of it. It is not known whether these ships have retained our distinctive marking namely a red band round the funnel.

4. On leaving Amoy Rear Admiral Liu wrote me a personal note regretting the departure of the flotilla, thanking us for services rendered and expressing the wish that all of us would havethe opportunity of returning to Amoy in normal times. A copy of the letter is attached.

5. On sailing from Hong Kong the following signals were received:-

(a) To 21st M.S.F. From F.O.W.A.

The 21st M.S.F. are the last R.A.N. Association to break away from the B.P.F. I have personal knowledge of your abilities and your recent work of sweeping Chinese Ports has enhanced your reputation. Good bye and good luck and happy homecoming.

D.T.G. 151536 November.

(b) To 21st M.S.F. From C. in C. Hong Kong.

The Royal Australian Navy has here at Hong Kong performed another notable service to the Empire. I wish you all a happy homecoming.

D.T.G. 152322 November

(c) To 21st M.S.F. From C.E.F. and Staff.

We wish you a good trip straight through and all good luck for the future.

D.T.G. 152347 November

(d) To 21st M.S.F. From Commodore Hong Kong

Good bye, good luck and thank you for all you have done.

D.T.G. 160001 November.

Replies were made to all of these signals.

6. On arrival at Morotoi on the 22nd November the flotilla ceased to be part of the British Pacific Fleet. The Commander in Chief marked the occasion in sending me the following message.

To M.S.21 (R) A.C.N.B., C.E.F. From C in C B.P.F.
V.A.(Q) N.O.I.C. "MADANG"

On leaving my operational control I wish to record my appreciation of your fine service with the B.P.F. During the earliest days of escorting and these later ones of minesweeping you have maintained a reputation of reliability and efficiency. I wish you every luck and success in any task that may lie ahead of you and a safe return to Australia.

D.T.G. 220719 November.

7. The flotilla contingent fund was wound up on the 15th November in Hong Kong, all remaining moneys being turned over to the Supply Officer, H.M.S. "KELANTAN" and accounts were forwarded to the Supply Officer, H.M.A.S. "KUTTABUL."

8. The conduct and health of the ships company of H.M.A.S. "BALLARAT" has been very good throughout the period.

9. The bearing of libertymen from the flotilla has remained good.

10. During the visit of Rear Admiral Fisher to Amoy he asked that some material be prepared for the press. I put Lieutenant John Leggoe, R.A.N.V.R. of H.M.A.S. "BATHURST" in charge of this work as he is in private life an Australian Journalist. He has carried out this work well. A number of articles appeared in the Hong Kong papers and some have been forwarded to the Australian papers. It is understood that the Flag Officer Western Area is forwarding you copies of all articles that have appeared in the Hong Kong Press.

11. In the successful conclusion of the work of this flotilla the keenness ability and team spirit of the junior officers in command have been most marked. It is most gratifying that approval should have been given for them to be granted the rank of Acting Lieutenant Commander

12. H.M.A.S. "BALLARAT'S" steaming figures for November, 1945.

Distance steamed during themonth	.....	3872·3 miles
Hours under way during themonth	.....	367·2 hours
Average Speed	.....	10·5 knots
Fuel expended	.....	302·48 tons
Distance per ton of fuel	.....	12·4 miles

SINCE COMMISSIONING ON 30th AUGUST, 1945.

Total distance steamed	.....	136314·1 miles
Time under way	.....	14337·9 hours
Average Speed	.....	9·6 miles
Average distance per month	.....	2684 miles

13. ENCLOSURES.

(a) Letter of proceedings for "LISMORE" - October, 1945.
(b) Copy of letter from Rear Admiral T.P. Liu.
(c) Report to Flag Officer Western Area, British Pacific Fleet on visit of 21st Minesweeping Flotilla to Amoy and Swatow. A list of relevant papers is given (a) and (b) have already been forwarded to Naval Board, (c) and (e) have only been forwarded to the Flag Officer Western Area. d (i) and d (iv) are attached. Other copies are not available.
(d) Report of assistance rendered to U.S. Tanker "PINE RIDGE

ACTING COMMANDER IN COMMAND
SENIOR OFFICER 21st MINESWEEPING FLOTILLA

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S.N.B.

2 N.M.

3 N.M.

D. of P.

D.R.

D.N.I. (Later)

Ops. (N)

N.5.

D.E. (N)

D.O.T.M.

N.M.S.

H.E.B.

N.A.2.N.M.

N.5.

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

3/12

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C.441/45.

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D.P.S. 3/12

DTSR 3/12

DOD 6/12

DCNS 9/12

1STNM 13/12

N.S. 13/12

4/120

Orig
~~Dup.~~

N5 28/3/45

From: The Commanding Officer, H.M.A.S. "BALLARAT."

Date: 11th November, 1945. Ref. No. 210/89/8

To: The Secretary, Naval Board, Navy Office, Melbourne.

Subject: REPORT OF PROCEEDINGS FOR OCTOBER, 1945.

Submitted for the information of the Naval Board the letter of proceedings for the period 6th - 31st October, 1945. (The period 1st - 5th October is covered by the report for September.)

From the 6th - 10th October ship was at anchor off Kowloon. H.M.A.S. "BURNIE" and "FREMANTLE" proceeded to Amoy on the 8th October.

At 0700, 10th October weighed and proceeded from Hong Kong for Amoy. Ships in company "TOOWOOMBA", "GOULBURN", "MARYBOROUGH", "BATHURST" and "MILDURA".

At 1240, 11th October anchored in Amoy Inner Harbour. Captain paid official call on Rear Admiral T.P. Liu, Admiral in Charge of Amoy Area. This call was returned by the Chief Staff Officer, Captain Chin.

At 0600, 12th October proceeded to carry out clearing sweep of entrance to Amoy Harbour, returning to anchor at 1526.

At 0600, 13th October weighed and continued sweep. 1300 berthed alongside Butterfield and Swires Pontoon. In the evening an Official Dinner was given by Admiral T.P.Liu, Chinese Navy, to the Commanding Officers and Flotilla Staff.

At 0625, 15th October slipped and proceeded to continue sweep. Lieutenant Commander Plank, U.S.N.R. and Lieutenant Liu, C.N, embarked to watch sweeping. At 1045 "GOULBURN" exploded a mine in her sweep. This proved to be the only mine encountered in this field. At 1430 ordered remainder of flotilla into harbour while "BALLARAT" and "FREMANTLE" commenced single sweep in confined waters. Sweep parted on an uncharted obstruction. The sweep was recovered, close inshore, with assistance from "FREMANTLE". Returned to anchorage at 1715.

The 16th and 17th October were spent in harbour, analysing sweeping completed. Rear Admiral Douglas Fisher, Flag Officer Western Area, British Pacific Fleet arrived by plane 1200H, 16th and left 1100H, 17th October.

At 0631, 18th October weighed and proceeded with "BATHURST" in company to complete sweep of entrance to harbour. At 1130 completed this area. "FREMANTLE", "GOULBURN", and "BURNIE" investigated obstructions and weighed dans, on completion returned to harbour. The ship remained in Amoy until the 22nd October.

At 0631, 22nd October proceeded on searching sweep of approaches to Amoy for a minefield reported from Intelligence Sources in Tokio. 1753 anchored in Hu-I-Tai Bay. At 0702 weighed and continued sweep anchoring in Liau-lu Bay at 1654.

At 0631, 24th October weighed and continued sweep. Due to rough weather and fact that 30% of area had been searched, with no result, it was considered that no mines existed and ship returned to harbour. Fuelled alongside "DARST CREEK". At 1415 slipped and proceeded to anchorage.

25th October remained in harbour, collecting stores from "FREMANTLE", who had returned from Hong Kong with stores and mail for the Flotilla.

At 0702, 26th October proeeeded to carry out clearance sweep in Western Part of Formosa Channel, returning to harbour at 1913.

On 27th October shifted anchorage to abreast pontoon. Commanding Officer and Staff attended a dinner given by the Chinese Admiral to the Governor of Fukien. The Commissioner of Chinese Customs, Mr Rouse, entertained Officers of the Flotilla and "DARST CREEK" at a Cocktail Party.

At 0602, 29th October weighed and continued sweep in Formosa Channel returning to harbour at 1740. It was decided that afternoon sweeping was impracticable due to the north east monsoon causing a rough sea.

At 0600, 30th October commenced searching sweep further to the east, in an endeavour to discover position of reported mine line, no mines having been encountered in previous two days. Returned to berth at Pontoon at 1541. The ship remained in harbour on the 31st October.

2. Summary of movements of the Flotilla during the month

1st - 4th	Flotilla consisting of "BALLARAT", "BATHURST", "BENDIGO" "BURNIE", "CASTLEMAINE," "FREMANTLE," "GOULBURN", "MARYBOROUGH", "MILDURA", "TOOWOOMBA" sweeping in Mirs Bay.
4th A.M.	"CASTLEMAINE" detached to Hong Kong to return to Australia.
4th & 5th	Sweeping in Bias Bay - returned to Hong Kong P.M. "BENDIGO" commended boiler clean.
8th	"BURNIE" and "FREMANTLE" sailed for Amoy.
9th	"BURNIE" and "FREMANTLE" arrived at Amoy. "CAIRNS" arrived Hong Kong and joined the Flotilla - commenced boiler clean.
10th	"BALLARAT," "BATHURST", "GOULBURN", "MARYBOROUGH" "MILDURA" and "TOOWOOMBA" aailed for Amoy.
11th	"BALLARAT" with ships in company arrived at Amoy.
12,13 & 15th	Flotilla sweeping entrance to Amoy.
17th	"MARYBOROUGH" and "TOOWOOMBA" detached to Swatow, arriving there same day. "MILDURA" detached to Hong Kong for Australia. "BENDIGO" arrived with tanker "DARST CREEK."
18th	Sweeping continued in Amoy Harbour. "CAIRNS" arrived from Hong Kong.
19th	"FREMANTLE" sailed for Swatow and Hong Kong for communication run
22, 23rd & 24th	"BALLARAT," "BATHURST," "BENDIGO", "BURNIE", "CAIRNS" and "GOULBURN" commended search of area south of Quemoy Island anchoring in vicinity each night and returning to Amoy Inner Harbour p.m. 24th October. "FREMANTLE" joined P?M.

25th "BURNIE" sailed for Swatow and Hong Kong in communication run.

26th "BALLARAT", "BATHURST", "BENDIGO", "GOULBURN", "CAIRNS" and "FREMANTLE" sweeping in Formosa Channel. "GOULBURN" detached to Hong Kong for boiler clean P.M. Remainder returned to Amoy.

27th "CAIRNS" sailed for Swatow and Hong Kong in communication run.

29th "BALLARAT", "BATHURST", "BENDIGO" and "FREMANTLE" sweeping Formosa Channel.

30th "BATHURST" sailed for Communication run. "BALLARAT", "BENDIGO" and "FREMANTLE" sweeping in Formosa Channel - returning to Amoy P.M.

31st "BURNIE" rejoins.

3. During this month Commanding Officers of H.M.A.S. "GOULBURN" and "BURNIE" have both been relieved. Lieutenant Commander P.J. Sullivan, R.A.N.R.(S) of "GOULBURN" being relieved by Lieutenant E.K. Connor, R.A.N.R. and Lieutenant Commander E.M. Andrewartha, R.A.N.R. of H.M.A.S. "BURNIE" by Lieutenant K.J. Hopper, R.A.N.R.

4. Drafting has been carried out between ships proceeding south and those remaining on the station as far as possible but it has been necessary to maintain adequate key ratings. In the cases of "CASTLEMAINE " and "MILDURA" this drafting was kept to a minimum as it has been accepted as a principle that in ships which have been a considerable time away from home ports, Officers and ratings should be given the opportunity of some leave.

5. The ships of this flotilla were the first ships to enter Mirs Bay, Bias Bay, Amoy and Swatow since the Japanese collapse, and since arrival at Amoy I have been acting as the Senior British Representative in that port. Lieutenant-Commander M.W. Lancaster has been carrying out similar duties in Swatow under my orders. There are as yet no British consuls at either port.

6. The flotilla was transferred to the operational control of Commodore Hong Kong on 1st October, but reverted to the direct control of Flag Officer, Western Area, on sailing for Amoy.

7. On sailing for Amoy on 10th October, Flag Officer Western Area made the following signal:-

To M.S.21 (R) C.E.F. "BALLARAT," "MARYBOROUGH" "BENDIGO", "TOOWOOMBA", "GOULBURN", "MILDURA", From: F.O.W.A.

"I am confident that the most important work of clearing the way into Amoy will be efficiently and expeditiously performed by the 21st M.S.F. You have set a high standard for yourself in the Hong Kong area which will take a lot of living up to. I hope to come and see how you are getting on next week."

D.T.G. 091500.

When Rear Admiral Fisher visited Amoy on 16th and 17th October he expressed himself well satisfied that we were doing a good job.

8. On arrival at Amoy the Captains of "BURNIE" and "FREMANTLE" opened up contact with the port by making calls on the Admiral, the principal generals and the Mayor. On my arrival I called upon the Admiral only. All calls were returned.

9. "FREMANTLE" and "BURNIE" held a cocktail party to introduce the Captains and Officers of the Flotilla on our arrival on the 11th October. Further particulars of other activities will be forwarded in a report to the Flag Officer Western Area.

10. In carrying out this detached duty I have been lent the following officers:-

Lieutenant E.M.Hunt, R.N.V.R. as liaison officer from Staff of Flag Officer Western Area. Lieutenant Hunt was relieved by Lieutenant Lore, R.C.N.V.R. on the 13th October, 1945.

Surgeon Lieutenant D.W. Bain, R.N.V.R. of H.M.S. "RESOURCE (as Flotilla Medical Officer carried in H.M.A.S. "BATHURST.")

Midshipman (S) B.L. Hammond, R.N. to assist in accountant duties.

11. It has been necessary to make arrangements for paying all attached Ship's Companies and I have approved of ships purchasing limited amounts of fresh provisions locally. To attain this my contingency fund has risen to twelve million yuan in Chinese National Currency, the equivalent of four thousand pounds sterling.

12. The conduct of the Ship's Company of this ship has been good except for a few minor lapses and one case in which I found it necessary to discharge my coxswain to Australia with recommendation for discharge to shore. Leave has been granted in Hong Kong and Amoy when ships have been in port.

13. The conduct of the libertymen ashore has been of a high standard throughout and has contributed to no small extent to the high prestige which this flotilla has attained in all quarters. While at Amoy a number of inter ship games have been played in the local park.

14. The health of the Ship's Company has been good throughout but a large number of both officers and men are needing dental treatment which has not been available in our many moves.

15. Steaming figures for October, 1945.

Distance steamed during the month	1369.8 miles.
Hours under way during the month	161.7 hours.
Average speed	8.47 knots.
Fuel expended	197.84 tons.
Distance per ton of fuel	6.8 miles.
Since commissioning on 30th August, 1941 ..	
Total distance steamed	132431.8 miles
Time under way	13970.7 hours
Average Speed	9.5 knots
Average distance per month	2877 miles

16. Letters of proceedings of the following ships are attached.

SEPTEMBER

"BURNIE"
"KALGOORLIE"
"WHYALLA"

OCTOBER.

"BURNIE"
"FREMANTLE"
"MARYBOROUGH"
"TOOWOOMBA"
"CAIRNS"
"BENDIGO"
"BATHURST"
"GOULBURN"

Registered on separate files.

ACTING COMMANDER, IN COMMAND.
SENIOR OFFICER 21st MINESWEEPING FLOTILLA.

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S.N.B. 17/12

2 N.M. 19/12

3 N.M. 21/1

D. of P.

D.R.

D.N.I. (Later)

Ops. (N) 5/1

N.5.

D.E. (N) 8/1

D.O.T.M. 9/1

D.N.M.S. 11/1

H.O.B.

N.A.2.N.M.

N.5. 16/1

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

16/1 M

17/12 B.

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C.441/45.

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D.P.S. 9/11 — 1 NA 2 NM

Recognition would presumably be in the form of a decoration, seeing that the mine sweeping, though carried out after V.P. Day, could be regarded as an operation under war conditions. 24/11

D.T.S.R. 14/11 — 2 NM 2 Propose C/Cdr N.R. Read receive the commendation of Naval Board. 28/11

Commander N.R. Read has done a good job which has given satisfaction to CinC B.P.F. At one time he commanded a force of 18 minesweepers in active operation. The majority of the crews have been away for long periods. Propose some form of personal recognition.

DOD 15/11

DCNS 19/11

CinC B.P.F. visited ships of 21st & 22nd MSF 19th September, on which were assembled C.O.s, officers & men representative of the 22 ships present. He expressed his high regard for the achievements of Aust. M.S.s. During this period immediate administration of all A.M.S.s and operational control, planning and analysis of all moored minesweeping fell to C.O. Ballarat.

22/11

1ST AM

NA. 11/12.

to 2 W NM 13/12

4/3 N 5 2 DCNS 14/12

16 17/12

NS (for further circulation)

From:- The Commanding Officer, H.M.A.S. "BALLARAT."

Date:- 22nd October, 1945 Ref No. 209/86/7 Orig.

To:- The Secretary, Naval Board, Navy Office, Melbourne.

Subject. REPORT OF PROCEEDINGS FOR SEPTEMBER, 1945.

Submitted for the information of the Naval Board the letter of proceedings for the period 1st - 30th September, 1945. and to 5th October.

1. From Saturday 1st to Wednesday 5th September, 1945, anchoredin Tokio Bay in company with "IPSWICH", "PIRIE" and "CESSNOCK."

On 3rd September, 1945, proceeded alongside Naval Store Wharf, Yokosuka Naval Dockyard, to embark essential naval stores for H.M.S. "KING GEORGE V". After disembarking stores in "KING GEORGE V" proceeded alongside H.M.A.S. "HOBART" who put her entertainment and canteen facilities at the disposal of "BALLARAT". It is, perhaps, not widely realised how much a larger vessels amenities are appreciated by a ship of our class.

On 5th September at 0731 sailed for Subic Bay, under the orders of C.L.S.G. in H.M.S. "PHEASANT", in company with H.M. Sloops "CRANE", "WHIMBREL", "WOODCOCK" and H.M.A.S. "PIRIE" and "CESSNOCK".

At 0930 on the 9th September course was reversed for Buckner Bay, Okinawa to avoid an approaching typhoon and to fuel Australian Minesweepers.

On 10th September, at 0835, while the sloops stood out to sea "PHEASANT" and the Australian Minesweepers entered Buckner Bay. At 1618, on completion of fuelling, stood out to sea the sloops having joined company.

At 0200 on the 13th September C.L.S.G. and sloops parted company to fuel and store before our arrival so as to facilitate an early departure for Hong Kong. "BALLARAT" tookover as Senior Officer. On the 14th September, at 1215, entered Subic Bay. The ships refuelled and departed for Hong Kong at 1645.

On 17th September, at 1136, anchored in minesweepers anchorage to west of Kowloon, Hong Kong. On 18th September assumed Senior Officer Minesweepers, 19 minesweepers being in company. On the same day I reported myself to Rear Admiral Daniels in H.M.S. "ANSON."

On 20th September I attended a minesweeping conference summoned by Captain Escort Forces in H.M.S. "ENCHANTRESS".

Boiler cleaning after 1700 hours was carried out from the 18th - 25th September.

At 0800 on the 25th September, weighed and proceeded to carry out a searching sweep of Repulse Bay in company with "MARYBOROUGH", "TOOWOOMBA" and "BATHURST". At 1725 anchored in Stanley Bay. On 26th September carried out sweep of West Lamma Ch with "GOULBURN" and "MILDURA". At 1242 anchored in Repulse Bay. Returned to Hong Kong and anchored at 1806.

On the 29th September I attended a minesweeping conference summoned by the Commodore, Hong Kong.

On 1st October weighed at 0659 and proceeded to Mirs Bay where a sweep was carried out with "TOOWOOMBA", "MILDURA", "BATHURST", "CASTLEMAINE", "GOULBURN", "BENDIGO", "MARYBOROUGH", "FREMANTLE" and "BURNIE." ~~in Peng Chau Hoi~~ anchoring at 1913. in Peng Chau Hoi.

At 0827 on the 2nd October the sweep was continued, ships anchoring on completion. Owing to vicinity of a typhoon weather was too bad, and sweep was abandoned, the flotilla returning to anchor in Peng Chau Hoi at 1138. On the 3rd October, with the weather still bad, one more lap was completed and ships anchored in Peng Chau Hoi at 1612.

On 4th October weighed and continued sweep. At 1500, sweep in Mirs Bay was completed and the flotilla proceeded to sweep into Bias Bay and anchored off Triple Island at 1816.

On 5th October weighed at0703 and completed 3 more laps before proceeding to Hong Kong and anchoring at 1805.

2. Admiral Sir Bruce Fraser, Commander-in Chief, British Pacific Fleet, having expressed a wish to see the ships companies of the Australian Minesweepers I arranged, on19th September, to have three groups of ships berthed together, each consisting of 3 ships of each section; namely 21st Minesweeping Flotilla, ships attached from 7th Fleet and the 22nd Minesweeping Flotilla. On board these ships were assembled captains, 3 officers and 30 men of each of the 22 ships present. In each group the Commander-in-Chief inspected the assembled men and addressed clear lower deck of the ships berthed together and the representative parties, I accompanied the Commander-in-Chief to each group. In each case the Commander-in-Chief expressed his high regard for the achievements of the Australian Minesweepers and for the hospitality English ships had received in Sydney. At the conclusion the Commander-in-Chief made a signal to me as follows:-

"I much enjoyed my visit to you all to-day."

3. During this period, finding myself the senior Australian Officer in company all the demobilisation drafting of Australian ratings has been my responsibility. This has been a difficult commitment. I have given full discretion to Commander Travers in respect of his flotilla.

4. Immediately upon arrival at Hong Kong I found myself the Senior Officer Minesweepers and had to deal with all minesweeping problems under the various senior officers. The following Australian Minesweepers were incompany:-

21st FLOTILLA	22nd FLOTILLA	ATTACHED FROM 7th FLEET.
"BURNIE"	"CESSNOCK"	"STRACHAN"
"BENDIGO"	"GERALDTON"	"FREMANTLE"
"WHYALLA"	"GAWLER"	"MILDURA"
"MARYBOROUGH"	"WOOLLONGONG"	"WAGGA".
"	"TAMWORTH"	"BATHURST"
	"PIRIE"	"BROOME"
	"LAUNCESTON"	"CASTLEMAINE"

"STAWELL", "GOULBURN" and "TOOWOOMBA" joined during the period and "WHYALLA" and "WOOLLONGONG" were detached to proceed south.

5. During the period the organisation of the port of Hong Kong was in the process of development and Captain Escort Forces being engaged in establishing his headquarters and administering the sloops and frigatesit fell to me to carry on the immediate administration of allAustralian Minesweepers in company, and the operational control, planning and analysis of allmoored mine sweeping. The signal traffic was always heavy and on several days in harbour more than 200 signals passed through the hands of my small signal staff. The traffic seldom fell below a hundred messages. In most cases signals had multiple addresses.

6. From the commencement of operations in the HongKong area, first under the charge of Lieutenant-Commander J.M. Little in H.M. A.S. "MILDURA", then Lieutenant-Commander E.M. Andrewartha in H.M. A.S. "BURNIE" and from 18th September under my charge a considerable amount of minesweeping was carried out. This work is summarised as follows:-

(a) Search of Temporary Fleet Anchorage off Tamkan Island, 29th August, "MILDURA" Senior Officer.

(b) Search of approaches to Hong Kong, 30th August, "MILDURA" Senior Officer.

(c) Search of approach to Stanley Bay 10th Sept, "BATHURST"

(d) Single ship searching sweep from Hong Kong to Canton River through Kap Shiu Mun, 18th September, "CASTLEMAINE"

(e) Clearance of minefield in approaches to Hong Kong, 23 mines swept up out of a field of 25. 14th - 15th September, "BURNIE" Senior Officer.

(f) Search in northern part of Tathong Channel for supposed minefield, 20th September,"BURNIE" Senior Officer.

(g) Search of East LammaChannel, Repulse Bay, Stanley Bay, Taitan Wau and Picnic Bay, 24th - 26th September working in two divisions under "BURNIE" and "BALLARAT."

(h) Clearance of known minefield in Mirs Bay. 42 mines swept in a field of 42, 2nd - 4th October.

(i) Commencement of clearance ofknown minefield in Bias Bay. Six mines swept up, 4th and 5th October.

7. At the conclusion of this period I was very heartened to receive from Commodore Hong Kong the following signal. D.T.G. 060820 Commodore Hong Kong to M.S. 21. "Heartiest congratulations on your magnificent effort last week."

8. On 19th September ships of 7th Fleet were allocated by Captain Escort Forces to the 21st and 22nd Flotillas. "MILDURA", "CASTLEMAINE", "BATHURST" and "FREMANTLE" joining the 21st Flotilla.

9. Operational control of minesweeping was under the charge of Rear Admiral C.S. Daniels, Commanding First Battle Squadron(in H.M.S. "ANSON"), from my arrival in Hong Kong until 20th September, when minesweeping was transferred to Flag Officer Western Area (Rear Admiral Douglas Fisher) and on 1st October to Commodore Hong Kong. Operational charge of L.L. sweepers employed on anti-piracy patrol was retained in H.M.S. "ANSON".

10. In dealing expeditiously with the work in hand I have established the practice of holding a conference of Captain's of Ships of the 21st Flotilla each Saturday morning to review the previous weeks work, discuss the plan for the next weeks work and clear up the multitude of administrative detail. Staff officers from Flag Officer Western Area and Commodore Hong Kong have in each case attended, and on one occasion a representative from the 22nd Minesweeping Flotilla attended. These conferences have been found to be of great value.

11. In this period the 21st Minesweeping Flotilla has been operating as a unit for thefirst time and have now developed into an enthusiastic and efficient team. Allncaptains of ships have done their best to carry out my orders loyally and well, and this spirit has spread to the attached ships and to relief captains.All are, however, hoping for an early return to Australia and a well deserved spell of leave.

12. The general health of the ship's company has been satisfactory, but there have been a few cases of skin complaints one of which, Signalman Walters, become very serious, and he had to be transferred to a ship carrying a doctor at sea, and a number of cases of influenza which developed in the ship between Tokio and Hong Kong. This latter infection apparently came from H.M.A.S. "HOBART" who was suffering from a similar epidemic when we were alongside her.

13. The conductof the ship's company of my own ship has on the whole been satisfactory. There is, as yet, not the high spirit that I would like. This may in some part be due to the long periods which have been spent at sea and to the fact that my Executive Officer was

relieved.

14. Steaming figures for September are given below:-

TOTALS (COMMISSION.)	Distance steamed	131062 miles.
	Average distance per ton oil fuel ...	12.8 miles.
	Time under way	13809 hours.
TOTALS. (MONTH.)	Distance Steamed in month.	3079 miles.
	Average speed	10.1 knots.
	Hours under way	304 hours.

15. On arrival at Hong Kong the boilers had been steaming for 1700 hours without cleaning. When opened up they were in good condition.

16. Letters of proceedings from ships of the 21st Minesweeping Flotilla are attached as follows:-

AUGUST	SEPTEMBER
"BENDIGO"	"BATHURST"
" BURNIE"	"BENDIGO"
"GOULBURN"	~~"BURNIE"~~
"KALGOORLIE"	"FREMANTLE" (and report of visit to Macao)
"LISMORE"	"GOULBURN"
"MARYBOROUGH"	"MARYBOROUGH"
"WHYALLA"	"TOOWOOMBA"
"TOOWOOMBA"	

ACTING COMMANDER.
ROYAL AUSTRALIAN NAVY .

SENIOR OFFICER.
21st MINESWEEPING FLOTILLA.

CONFIDENTIAL
~~SECRET~~

2026/7/ 1276

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Gadarah" REPORT OF PROCEEDINGS. August 1945

S.N.B.

2 N.M.

3 N.M.

D. of P.

D.R.N.M.

D.N.I.

Ops. (N)

N.5.

D.E. (N)

D.O.T.M.

D.N.A.S.

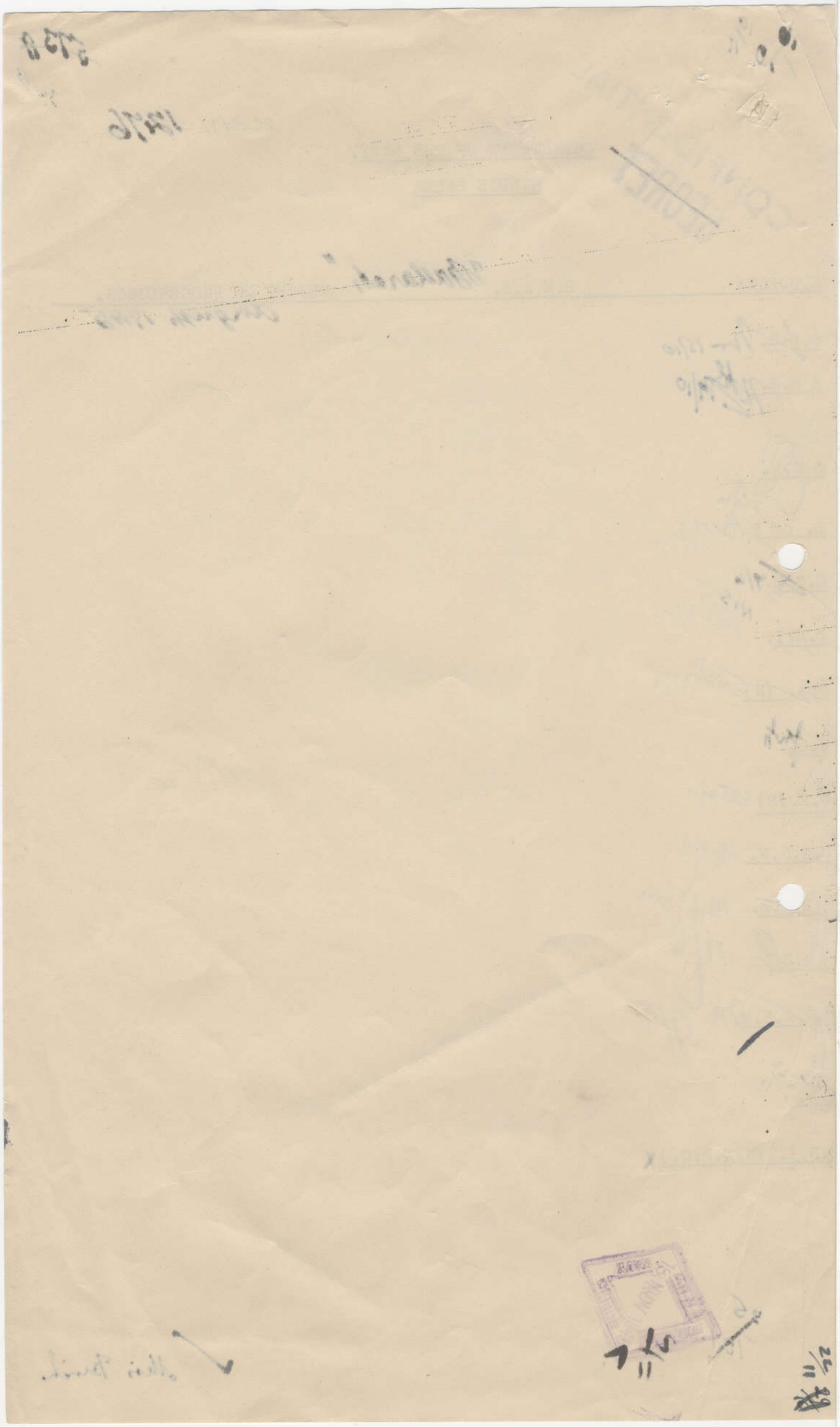
H.P.B.

N.A.2.N.M.

N.O.

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

Miss Birch



551A

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1276

3648....

SUBJECT: Amas "Badarah" Report of Proceedings August 1945

DPS 3/10

D.T.S.R RP 8/10

DOD 11/10

11/10

DCNS

1ST N M 12/10

N5

5/10

Original

RECEIVED
29 SEP 1945
NAVY REGISTRY

DEPT. OF NAVY
SECRET

2026-7-1276

FROM: The Senior Officer, 21st. M/S. Flotilla, H.M.A.S."BALLARAT".

DATE: 1st. to 31st. September 1945. REF. NO. 208/80/1

TO: The Secretary, Naval Board, Navy Office, Melbourne.

SUBJECT. LETTER OF PROCEEDINGS FOR MONTH OF AUGUST 1945 - H.M.A.S."BALLARAT" AS SENIOR OFFICER 21ST. M/S. FLOTILLA

N5 28/3/45

All Times Item.

Wednesday 1st. August to Saturday 4th. August..

On passage to Fuelling Area as Senior Officer Escort of Task Unit 112.2.1 consisting of escorts H.M.A.S."BALLARAT"(S.O.), H.M.A.S. "BURNIE" and H.M.S. "BARLE" and tankers "DINGLEDALE", "SAN AMADO" and V.S.I.S. "FORT WRANGELL". Exercised receiving stores from "FORT WRANGELL" and fuelled all escorts on thursday 2nd, August.

In Lat. 31° 37N, Long. 152° 31E fired at and sank Jap mine by rifle fire.

Saturday 4th. August

P.M. joined forces with H.M.S."ARBITER" and H.M.A.S."NIZAM" whilst endeavouring to rendezvous with the Logistic Support Group 112.2. Aircraft from H.M.S."RULER" of T.U. 112.2 ordered us to rendezvous with this Task Group A.M. Sunday 5th. August.

Sunday 5th. August

A.M. rendezvous with and joined forces with T.U. 112.2 consisting of C.L.S.G. in H.M.S."PHEASANT", H.M.S."CRANE", H.M.Escort Carrier "RULER" and tankers H.M.S."OLNA", "WAVE KING" and V.S.I.S. "GLENAETNY".

Sunday 5th August to Thusrday 30th. August.

At sea in Fuelling Area.

Friday 31st. August;

Entered Tokio Bay at 1031. Anchored in berth D.17.

2. During the period in the Fuelling Area the Fleet was supplied on the 6th, and 7th, 11th, and 18th - 20th. August. The Logistic Support Group remained underway in an area varying between 150 and 600 miles to the east and south-east of Japan. Twenty three ships joined the group and twenty two were detached during the period. A number of drifting mines were sunk by escorts, two falling to "BALLARAT".

3. During the month the following logistical transactions were carried by "BALLARAT" at sea:-

Fuel. Ship was fuelled underway five times, three by Trough Method and two by Buoyant Hose Method. In these a total of 444 tons of fuel oil was embarked.

Provisions and Canteen Stores. Were embarked seven times to a total amount of over 10 tons.

HN

Lubricating Oil. Was embarked once in which eleven 44 gallon drums were received.

Mail and miscellaneous packages were embarked five times and despatched six times.

Personnel. One Officer and 3 Ratings joined from Manus having taken passage in H.M.S."SPEAKER".

Continued:-

4. In assisting with the smooth running of the group, "BALLARAT" was able to supply two cargo nets made on board.

5. Four typhoons were reported in the area during the period, in each case evasive courses were steered by the O.T.C. and only moderately rough weather was experienced.

6. With the concurrence of the Commander Logistic Support Groupin H.M.S. "PHEASANT" arrangements were made to Splice the Mainbrace in compliance with A.G.M. 244A D.T.G. 151010 Aug. This was done on the 16th. August by drawing a bulk supply of rum from "FORT WRANGELL". Ration quantities were then issued to H.M.A.Ships "IPSWICH" and "BURNIE" the balance being transferred to H.M.S. "PHEASANT".

7. The V.H.F. R/T. Set TBY which was originally supplied to work off dry batteries with a total life of 45 hours was by improvisation connected to wet battery for low tension and was in use for a total of 316 hours, and was still effective on arrival in harbour. As the telegraphist complement was fully employed in manning Fox routines throughout the period it was necessary to employ seaman and miscellaneous ratings as R/T. Operators for this all important inter-communication. The S.B.A. became most expert at this work and now describes himself as Sugar Baker Able.

8. "BALLARAT" acted as Senior Officer of screen on the several occasions when "PHEASANT" left the screen to fuel or store.

9. The only ship of the 21st. M/S. Flotilla who has been in company during the month was H.M.A.S. "BURNIE" from 1st. to 18th. August. The disposition of the remainder of the Flotilla is not known.

10. On arrival in Tokio Bay on 31st. August, the ship had completed 36 days of continuous steaming in which a total of 8,196 miles were covered. Except for a brief glimpse at a distance of 26 miles , of the uninhabited rock pinnacle Sumisu Shima in the Nanpo Shoto on 22nd. August no land was sighted from the departure from Eniwetok Attol to the approach to Tokio. No major defects developed during the period. The A/S Set was in continuous operation throughout.

11 On arrival the boilers have been steaming without opportunity for cleaning for 1400 hours.

12. The conduct and health of the Ship's Company has been good throughout. All hands are in good heart but lloking forward to the days when they will be released to their families and are all anxious for detailed news of demobilisation plans.

Steaming figures for month of August are as follows:-

DISTANCE STEAMED DURING MONTH	7218 miles
HOURS UNDERWAY	730 hours
AVERAGE SPEED.	9.88 knots
FUEL CONSUMED.	452 tons
MILES PERTON OF FUEL	15.96 miles
DATE OF COMMISSIONING	30th. August 1941
TOTAL DISTANCE STEAMED SINCE COMMISSIONING	127,983 miles
AVERAGE DISTANCE STEAMED PER MONTH.	2666.3 miles
AVERAGE SPEED	9.47 knots
TOTAL HOURS UNDER WAY	13,505 hours

A/COMMANDER R.A.N.
SENIOR OFFICER 21ST. M/S. FLOTILLA

2026/77

P1 2026-7-1276.

575
576B

DEPARTMENT OF THE NAVY.

MINUTE PAPER

12 OCT 1945
D.O.T.M.

SUBJECT: H.M.A.S. 'Ballarat.' REPORT OF PROCEEDINGS.

July. 1945.

S.N.S.

S.N.M.

3 N.M.

D. of P.

D.R.M.

D.N.I.

Ops. (N)

N.5.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.E.B.

N.A.2.N.M.

N.5.

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

Filing Jewel

19/10B

31/8H

30/8

RESTRICTED

~~SECRET~~

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026-7-1276

3644.

m. Kelly 14/5/65

SUBJECT: H.M.A.S. "Ballarat": Report of proceedings. July 1945.

D.P.S. 30/8

D.T.S.P. 3/9

D.O.D.

D.C.N.S.

1st N.M.

N.S.

31/8 H

FROM The Senior Officer, 21st. M/S. Flotilla, H.M.A.S."BALLARAT".

DATE 2nd. August 1945. REF. NO. 207/77/1 orig

TO The Secretary, Naval Board, Navy Office, Melbourne.

N5 28/3/45

SUBJECT. LETTER OF PROCEEDINGS FOR MONTH OF JULY 1945 - H.M.A.S."BALLARAT" AS SENIOR OFFICER 21ST. M/S. FLOTILLA

Zone times - 10

At 0606, Monday 2nd. July, "BALLARAT" with "WHYALLA", "GERALDTON" and "PIRIE" in company on passage from Brisbane, entered Seeadler Harbour and proceeded to the anchorage off Rara Island.

HN.

2. "BALLARAT" in company with "BURNIE" and "GERALDTON" at 1400, Thursday 12th. July proceeded to sea to escort T.U. 112.2.3.

3. At 1718, Thursday 12th. July, "BALLARAT" and escorts in company carried out close range weapons firings at sleeve target. On completion T.U. 112.2.3 proceeded to Eniwetok.

4. At 2330, 15th. July clocks were advanced one hour to zone -11.

5. At 2330, 18th. July clocks were advanced one hour to zone -12.

6. At 0840, Thursday 19th. July, "BALLARAT" entered Eniwetok via Deep Passage and anchored as ordered.

7. At 1600, Thursday 26th. July with "BURNIE" and H.M.S."BARLE" in company, "BALLARAT" proceeded to sea to escort T.U. 112.2.1 to the Fuelling Area.

8. At 1600 Thursday, 26th. July, clocks were put back one hour to zone -11.

9. At 1800, Monday, 30th. July, clocks were put back one hour to zone -10.

10. During the period in Seeadler Harbour the following A.M.S. were in company:-
21st. Flotilla:- "BALLARAT", "MARYBOROUGH","BURNIE","BENDIGO", "KALGOORLIE" "WHYALLA".
22nd. Flotilla:- "GERALDTON","PIRIE", "LAUNCESTON", "IPSWICH".

Ships were detailed as duty ship and stand by ship in turn. The duty ship carried out A/S. patrol off the harbour entrance, and stand by ship was frequently called upon to carry out other duties such as delivering stores and correspondence.

11. H.M.S."KELANTAN" arrived on thursday, 5th. July, and in acting as Escort Maintenance Ship has been of great assistance in providing for minor repairs, and other facilities.

12. Owing to the wide dispersal of the ships of the 21st. M/S. Flotilla, I have little knowledge of their immediate employment. Reports of Proceedings for June have been received from "BURNIE", "KALGOORLIE", "MARYBOROUGH", "LISMORE", and "WHYALLA" and have been perused. They do not call for any comment. At the end of the month "BURNIE" is the only ship of the flotilla in company, so far as is known the other ships are disposed as follows:-

BENDIGO -	En route from Manus to Eniwetok after docking to repair damaged main injection pipe.
GOULBURN -	En route to Manus from Torres Strait area with floating dock,
KALGOORLIE -	At Brisbane refitting.
LISMORE -	AT Fremantle refitting.
MARYBOROUGH -	Known to have been aground in Manus on 12th. July.
TOOWOOMBA -	At Manus.
WHYALLA -	Escorting between fuelling area and Eniwetok.

Continued:

FROM The Senior Officer, 21st. M/S. Flotilla, H.M.A.S."BALLARAT".

DATE 2nd. August 1945. REF. NO. 207/77/1 orig

TO The Secretary, Naval Board, Navy Office, Melbourne.

SUBJECT. LETTER OF PROCEEDINGS FOR MONTH OF JULY 1945 - H.M.A.S."BALLARAT" AS SENIOR OFFICER 21ST. M/S. FLOTILLA

Zone times - 10

HN.

At 0606, Monday 2nd. July, "BALLARAT" with "WHYALLA", "GERALDTON" and "PIRIE" in company on passage from Brisbane, entered Seeadler Harbour and proceeded to the anchorage off Rara Island.

2. "BALLARAT" in company with "BURNIE" and "GERALDTON" at 1400, Thursday 12th. July proceeded to sea to escort T.U. 112.2.3.

3. At 1718, Thursday 12th. July, "BALLARAT" and escorts in company carried out close range weapons firings at sleeve target. On completion T.U. 112.2.3 proceeded to Eniwetok.

4. At 2330, 15th. July clocks were advanced one hour to zone -11.

5. At 2330, 18th. July clocks were advanced one hour to zone -12.

6. At 0840, Thursday 19th. July, "BALLARAT" entered Eniwetok via Deep Passage and anchored as ordered.

7. At 1600, Thursday 26th. July with "BURNIE" and H.M.S."BARLE" in company, "BALLARAT" proceeded to sea to escort T.U. 112.2.1 to the Fuelling Area.

8. At 1600 Thursday, 26th. July, clocks were put back one hour to zone -11.

9. At 1800, Monday, 30th. July, clocks were put back one hour to zone -10.

10. During the period in Seeadler Harbour the following A.M.S. were in company:-
21st. Flotilla:- "BALLARAT", "MARYBOROUGH","BURNIE","BENDIGO", "KALGOORLIE" "WHYALLA".
22nd. Flotilla:- "GERALDTON","PIRIE", "LAUNCESTON", "IPSWICH".

Ships were detailed as duty ship and stand by ship in turn. The duty ship carried out A/S. patrol off the harbour entrance, and stand by ship was frequently called upon to carry out other duties such as delivering stores and correspondence.

11. H.M.S."KELANTAN" arrived on thursday, 5th. July, and in acting as Escort Maintenance Ship has been of great assistance in providing for minor repairs, and other facilities.

12. Owing to the wide dispersal of the ships of the 21st. M/S. Flotilla, I have little knowledge of their immediate employment. Reports of Proceedings for June have been received from "BURNIE", "KALGOORLIE", "MARYBOROUGH", "LISMORE", and "WHYALLA" and have been perused. They do not call for any comment. At the end of the month "BURNIE" is the only ship of the flotilla in company, so far as is known the other ships are disposed as follows:-

BENDIGO -	En route from Manus to Eniwetok after docking to repair damaged main injection pipe.
GOULBURN -	En route to Manus from Torres Strait area with floating dock,
KALGOORLIE -	At Brisbane refitting.
LISMORE -	AT Fremantle refitting.
MARYBOROUGH -	Known to have been aground in Manus on 12th. July.
TOOWOOMBA -	At Manus.
WHYALLA -	Escorting between fuelling area and Eniwetok.

Continued:

13. Particulars of "MARYBOROUGH's" grounding are not yet known. The ship was still aground when "BALLARAT" sailed at 1400K on 12th. July. It is understood that she was refloated on the next high tide.

14. "BENDIGO's" defect was examined by "BALLARAT's" Engineer Officer who reported that the Main Injection Pipe had a large hole in it between the hull and the Main Inlet Valve. He considered that it had been caused by excessive corrosion. The defect became apparent after firing a depth charge.

15. Health and conduct of Ship's Company remains satisfactory. Whilst at Manus the recreational facilities provided on Rara Island were taken advantage of by organising inter-ship matches amongst the A.M.S.'s present.

Steaming figures for the month of **July** are as follows:-

DISTANCE STEAMED DURING MONTH	3,418 miles
HOURS UNDER WAY	355 hours
AVERAGE SPEED	9.62 knots
FUEL CONSUMED	233 tons
MILES PER TON OF FUEL	14.67 miles
DATE OF COMMISSIONING	30th. August 1941
TOTAL DISTANCE STEAMED SINCE COMMISSIONING	120,765 miles
AVERAGE DISTANCE STEAMED PER MONTH	2569.4 miles
AVERAGE SPEED	9.45 knots.
TOTAL HOURS UNDER WAY	12,775 hours

A/COMMANDER R.A.N.
SENIOR OFFICER 21ST. M/S. FLOTILLA

RESTRICTED

SECRET

2026/7/ 1276

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Ballarat" REPORT OF PROCEEDINGS. June, 1945

S.N.E.

2 N.M.

3 N.M.

D. of P.

D.B.M.

D.N.I.

Cps. (N)

F.S.

D.E. (N)

D.O.T.M.

D.N.M.S.

N.A.2.N.M.

N.5.

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

Mrs Slessor

Miss Friel

D.N.M.S. BRANCH
30 AUG 1945
NAVY OFFICE

19/7.

418A

RESTRICTED SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1276

SUBJECT: Hmas "Ballarat" Report of Proceedings June, 1945.

4/8/1947.

D.P.S 19/7.

DTSR 19/7

D.O.D 21/7

21/7

DCNS

1STNM 22/7

N5.

FROM The Senior Officer, 21st. M/S. Flotilla, H.M.A.S."BALLARAT"

DATE 7th. July 1945. REF. NO. 172/75/4 Reg

TO The Secretary, Naval Board, Navy Office, Melbourne.

SUBJECT. LETTER OF PROCEEDINGS FOR MONTH OF JUNE 1945 - H.M.A.S."BALLARAT" AS SENIOR OFFICER 21ST. M/S. FLOTILLA

NS 28/3/45

All times zone -10

HN.

During the period 1st. to 4th. June "BALLARAT" with "WHYALLA" in company was on passage from Manus to Brisbane. Brisbane River was entered at 0750, 4th. June, ships securing to Brown's Wharf at 1030. Both ships shifted to the Milling Wharf at South Brisbane during the forenoon of 7th. June.

2. "BALLARAT" was moved into dry dock astern of "WHYALLA" at 0900, 9th. June for routine docking and inspection of underwater fittings, remaining there until 0917, 11th. June.

3. On 19th. June Acting Commander N.R.Read, R.A.N. assumed command of H.M.A.S."BALLARAT", and as Senior Officer, 21st. M/S. Flotilla from Commander F.B.Morris.

4. At 0600, 20th. June, "BALLARAT" slipped and proceeded down Brisbane River to the Degaussing Range and later into Moreton Bay where the ship was depermed. Whilst returning to berth at Nixon Smith's Wharf at 1811 "BALLARAT" became unmanageable in the flood tide when rounding Kangaroo Point and collided with H.M.S."WHIMBREL" secured to wharf alongside Dolphins, Evans, Anderson and Phelans Works at Kangaroo Point. "BALLARAT" sustained no damage from the collision but "WHIMBREL" sustained superficial damage to the depth charge equipment on her quarterdeck. Form S.232 was rendered to the Captain Escort Forces, British Pacific Fleet.

5. The period 22nd. to 24th. June was spent carrying out exercises in high angle and low angle day and night firings in Moreton Bay in company with other units of the Escort Forces in accordance with Captain Escort Forces exercise programme. Further runs were made over the degaussing range and compasses adjustedon 23rd. June.

6. At 0502, 25th. June "BALLARAT" with "WHYALLA" in company departed from Pile Light on passage to Manus. At 0930 when off Caloundra anti-submarine exercises were carried out with H.M. Submarine "VORACIOUS" completing at 1230 when submarine returned to Brisbane. "PIRIE" joined at 1245 and non firing exercises with low flying aircraft were carried out between 1320 and 1400 . "GERALDTON" joined at 1500 and all ships proceeded on passage.

7. During the passage ships were exercised in radar tracking, lowering seaboats and manoeuvering.

8. On 30th. June "BALLARAT" with WHYALLA", "GERALDTON" and "PIRIE" in company was still on passage to Manus. Jomard Passage having been passed at 0625, 29th. June.

9. The health and conduct of the Ship's Company remains satisfactory. Whilst in Brisbane the opportunity was taken to grant seven days leave without travelling time to each watch. The second watch was unfortunate in that the floods in northern New South Wales greatly restricted the length of time they had at home.

10 Steaming figures for the month of June are as follows:-

DISTANCE STEAMED DURING MONTH	2585	miles
HOURS UNDER WAY	252	hours
AVERAGE SPEED	10.21	knots
FUEL CONSUMED	190	tons
MILS PER TON OF FUEL	13.60	miles
DATE OF COMMISSIONING	30 August 1941	
TOTAL DISTANCE STEAMED SINCE COMMISSIONING	117,347	miles
AVERAGE SPEED	9.44	knots
TOTAL HOURS UNDER WAY	12,419	hours.

N.R.Read

COMMANDER R.A.N.
SENIOR OFFICER 21ST M/S. FLOTILLA

18/7 H

28/1

RECEIVED
23 JUL 1945
D.O.T.M.

RESTRICTED
SECRET

435A

2026/7/ 1276

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Ballarat" REPORT OF PROCEEDINGS. March 1945.

S.N.B. 6/7

2 N.M. 5/7

3 N.M. 10/7

D. of F. 13/7

D.R.M.

D.N.I. 16/7

Ops. (N)

N.5. 18/7

D.E. (N) 19/7

D.O.T.M. 23/7

D.N.M.S. 26/7

H.R.B. 28/7

N.A.2.M.M.

N.5. 31/7

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

Lt McCaskill
for Flag Lieut
H.S. 3/8.

31/7/45

D.N.M.S. BRANCH
26 JUL 1945
NAVY OFFICE

H 8 3/8

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SECRET RESTRICTED

2026/7/1276

3644.

SUBJECT: HMAS "Ballarat" as Senior Officer 21st Minesweeping Flotilla — Report of Proceedings March 1945

D.P.S. DNA is requested to remark on para 14. 19/5

Mr Jane (re Pairing Book) 19/5.

(see attached file 556/201/2083 The Captain, Escort Forces, B.P.F. Sydney has not forwarded any recommendations as far as I know. A copy only of the proposals have been sent to N.B. 19/5)

D.R.A.E.

D.R.S.

Action taken on other papers - See File 556/201/2083 + N.O. Message 301154Z May 45 — Action of 23/5/45 refers to her not being sighted 24/5.

no record of letter 198/44/1 - 11.5.45. in C.Rec. 25/5/45.

No record of letter 198/44/1 in Finance Records 28/5/45

D.T.S.R. 1/6/45

R.P. 4/6

D.O.D. 4/6

Action to obtain copy of this letter taken on 418/202/721 (N.B. Signal 301154/May '45

FM 8/6

DNA 8/6

DCNS

S.N.H. 8/6 See Page 3 re pay please 7/6

F.M.

1ST N.M. 10/6

B4

"Kuttabul" parent ship. There is a agency in "Bathurst".

N5

THE SENIOR OFFICER, 21ST MINESWEEPING FLOTILLA.

16th April,1945 172/57/1

THE CAPTAIN, ESCORT FORCES,BRITISH PACIFIC FLEET.(Copy to: The Secretary,Naval Board

LETTER OF PROCEEDINGS FOR MONTH OF MARCH,1945 - H.M.A.S. "BALLARAT" AS SENIOR OFFICER 21ST M/S FLOTILLA.

All times zone -10.

The period 1st to 6th March was spent on passage from Sydney to Seeadler Harbour, Admiralty Islands with "BENDIGO" in company escorting H.M.S. "ARTIFEX". Seeadler Harbour was entered at 1000 6th March and on completion of fuelling, "BALLARAT" anchored off Pityilu Island. "KALGOORLIE" escorting H.M.S. "GUARDIAN" towing a Battle Practice Target arrived during the afternoon of 6th March, followed by "WHYALLA" at 0717 9th March and "LISMORE" at 1900 11th March. "PIRIE" and "LAUNCESTON" (temporarily attached to 21st M/S Flotilla) had arrived in Seeadler Harbour on 5th March.

2. "PIRIE" and "LAUNCESTON" carried out H.A. and C.R. weapon firings off Manus Island on 14th March, returning to anchor on completion; "LAUNCESTON" proceeding to Ponam Island with "CLAN MACAULAY" on 15th March, remaining there to carry out A/S patrol whilst stores and equipment for Mobile Naval Air Base were landed.

3. All ships completed with fuel, provisions, naval stores and water during the period to 18th March, and at 1300 19th March "BALLARAT"(S.O. of Escort), "WHYALLA", "KALGOORLIE" "BENDIGO", "LISMORE" "PIRIE", "AVON" and "WOODCOCK" proceeded out of Seeadler Harbour as escort for Task Unit 112.1.1 comprising "LOTHIAN"(wearing flag of R.A.F.T.) "TYNE", "EMPIRE SPEARHEAD" "ARTIFEX", "AASE MAERSK", "WAVE KING", "WAVE MONARCH", "DINGLEDALE" "DENBIGHSHIRE", "BACCHUS", "HERMALIN", "THYRA S", ROBERT MAERSK" on passage to Leyte, speed of advance 9.5 knots.

4. At 1438 21st March "WHYALLA"(S.O.) and "KALGOORLIE" escorting "HERMALIN", "THYRA S" and "ROBERT MAERSK" were detached to proceed to Ulithi where the three A.S.I.S. were to load a part cargo of bombs. At 1640 the same day C.V.E."SLINGER" joined the convoy. At 1830 22nd March clocks were retarded one hour to zone item time.

H.N.

375

All times zone -9.

5. At 1450 23rd March "AASE MAERSK" stopped owing to a defect in her steering gear, the convoy manoeuvring in the vicinity until 1630 when "PIRIE" was detached to stand by and escort to Leyte when defects were remedied. The convoy then proceeded.

6. "PARRETT" joined the convoy and took up station on the screen at 0130 24th March.

7. Clocks were retarded another hour at 1830 25th March to zone how time.

All times zone -8.

8. San Pedro Bay, Leyte Gulf, was entered at 1500 26th March after an uneventful passage during which escorts exercised various manoeuvres including laying a smoke screen.

9. On arrival it was ascertained that zone item time was kept, and clocks were advanced one hour accordingly.

All times zone -9.

10. "PIRIE" escorting "AASE MAERSK" arrived in Leyte at 0630 27th March, and "WHYALLA" and "KALGOORLIE" with "HERMALIN" "THYRA S" and "ROBERT MAERSK" arrived from Ulithi at 1500 31st March.

11. Rear Admiral Fisher(R.A.F.T.) paid a short visit to "BALLARAT" during the forenoon of 30th March, and at 1600 the same day "PIRIE"(S.O.) with "BENDIGO" and "WOODCOCK" in company sailed for fuelling area Midge as escorts for Task Unit 112.2.2.

12. "BALLARAT" and "LISMORE" remained at anchor in San Pedro Bay for the remainder of the month.

13. The health and conduct of the ship's company remains satisfactory. Two ratings(Ldg.Stores Assistant L.H. Murray, and Stoker R.S. Griffiths) were discharged to H.M. Hospital Ship "OXFORDSHIRE" at Manus suffering from tropical skin complaints and were later discharged south for service in a cooler climate. Reliefs for these ratings are urgently required. Owing to an outbreak of mumps on board, "LISMORE" has been quarantined for 28 days. Whilst in Seeadler Harbour recreation parties were landed to the N.A.A.F.I. canteen on Pityilu Island. Liberty men are now being landed at San Antonio on Samar Island where beer is obtainable from U.S. Navy sources.

14. Only on one occasion since leaving Sydney have Commonwealth Savings Bank facilities been available to the Ship's Company, and it is requested that an early reply may be given to my letter 198/44/1 of 11th March to the Secretary, Naval Board. It is also requested that a reply be now given to my letter 47/45 of 31st

No trace in Records.

556/201/2083(B.4)

January(to Captain Escort Forces copy to Naval Board) regarding pay matters, as it is necessary for personnel to change their money into U.S. currency before proceeding ashore on recreation in the Phillipine Islands. Exchange is also being paid on canteen goods purchased from N.A.A.F.I.

Handled by BP7 Fin Office

15. The mail situation whilst in Manus was very poor, but since arrival in Leyte it has improved considerably and is now very good. Mails from Sydney for example are generally received about seven days after posting.

16. Monthly steaming figures for "BALLARAT" appear below. For other ships see individual Letters of Proceedings (attached for C.E.F.):-

Distance steamed during month	3172 miles
Hours underway	304 hours
Average speed	10.43 knots
Fuel consumed	268 tons
Miles per ton of fuel	11.84 miles
Date of Commissioning	30th August,1941
Total distance steamed since commissioning	108,667 miles
At an average speed of	9.42 knots
Total hours underway	11,536 hours.

(Sgd.) F.B.MORRIS.

COMMANDER,R.A.N.

RECEIVED 22 MAY 1945 D.O.T.M.

2026/7/1276

DEPARTMENT OF THE NAVY.

MINUTE PAPER

RESTRICTED

SUBJECT: H.M.A.S. "Ballarat" REPORT OF PROCEEDINGS. February 1945

as S.O. 21st M.F.

S.N.B.

2 N.M.

1/ N.A. 2 N.M. — Note para 13.

There are not sufficient Officers available to supply this need - so it is not the case that all these Ships carry a supernumary Officer

3 N.M.

D. of P.

D.E.M.

D.N.I.

Ops. (N)

2/ N.5.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.D.N.B.

N.A. 2 N.M.

N.5.

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

H.S. 31/5

12/5

RECEIVED 22 MAY 1945 D.O.T.M.

2026/7/1276

DEPARTMENT OF THE NAVY.

RESTRICTED

MINUTE PAPER

SUBJECT: H.M.A.S. "Ballarat" as SO 21st M.F REPORT OF PROCEEDINGS. February 1945

S.N.B.

2 N.M. 21/4

1/ N.A. 2 N.M. — Note para 13. 21/4

There are not sufficient Writers available to supply this need - is it not the case that all these ships carry a supernumary Officer

3 N.M. 1/5

D. of P. 3/5

D.D.M.

D.N.I.

Ops. (N) 9/5

2/ N.5.

D.E. (N) 21/5

D.O.T.M. 21/5

D.N.M.S.

H.D.N.P. 13/5

N.A. 2 N.M.

N.6. 18/5

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

29/5

30/5

H.S. 31/5

1/1

229A

RESTRICTED SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1276

3844.

SUBJECT: HMAS "Ballarat" as S.O. 21st MF Reports of Proceedings February 1945.

D.P.S. 14/4

DTSR 18/4

Matters referred to paras 10 + 11 have now been rectified

V.C.A. Crane 23/4

2 D.N.C. para 10 + 11.

DOD 17/4

DCNS

1 1STNM

3 N.5.

THE SENIOR OFFICER, 21st MINESWEEPING FLOTILLA.

19 March 1945 146/48/4.

THE CAPTAIN ESCORT FORCES, BRITISH PACIFIC FLEET.
Copy to The Secretary, Naval Board, Melbourne.
LETTER OF PROCEEDINGS - FEBRUARY 1945 - H.M.A.S. "BALLARAT"
AS SENIOR OFFICER 21st M/S FLOTILLA.

ALL TIMES ZONE - 10.

H.M.A.S. "BALLARAT" in company with other units of the 21st Minesweeping Flotilla remained at Village Point Wharf, Watson's Bay, on 1 February, and at 0025 2 February with H.M.A.S. "WHYALLA", "KALGOORLIE", "BENDIGO" and "GOULBURN" in company proceeded off Sydney Heads for exercises. At 0040 "WHYALLA" was directed to take "KALGOORLIE", "BENDIGO" and "GOULBURN" under his orders and carry out M/S exercises, "BALLARAT" proceeding to the submarine area, where exercises were carried out with "KIBRA" and U.S.S. "S.43". When returning to harbour on completion of exercises at 1400 "BALLARAT" streamed new sweep wires and at 1418 when in position Macquarie Light bearing 102° distant 4.3 miles the port sweep fouled the bottom and parted, the french float and 600 fathoms of wire being lost. "BALLARAT" secured to Village Point Wharf at 1522 and was joined at 1630 by H.M.A. Ships "WHYALLA", "GOULBURN", "KALGOORLIE" and "BENDIGO".

2. H.M.A.S. "BALLARAT" remained at Village Point Wharf until 1302 9 February when ship proceeded to alongside "DERWENT" at Garden Island to instal a new aerial for Radar type A.272.

3. At 0140 10 February "BALLARAT" proceeded from Garden Island, and with "KALGOORLIE", "GOULBURN", "BENDIGO", "BATHURST" and "BOWEN" carried out an A/S patrol off Sydney prior to the arrival of H.M. Ships "INDOMITABLE", (wearing Flag of R.A.A.B.P.F.) "ILLUSTRIOUS", "INDEFATIGABLE", "ARGONAUT", "BLACK PRINCE", "GRENVILLE", "UNDAUNTED", "UNDINE", "WAGER", and "WESSEX". On completion of this patrol ships returned to harbour, "BALLARAT" securing to Village Point Wharf at 0945, 10 February. This operation was repeated by the same ships on the following day when H.M. Ships "KING GEORGE V" wearing Flag of V.A.B.P.F.), "VICTORIOUS", "EURYALUS", "KEMPENFELT", "URSA", "WHELP", "WHIRLWIND" and "WAKEFUL" arrived in Sydney. On this occasion "BALLARAT" proceeded at 0202 and returned to harbour at 0945, 11 January.

4. The period 11 - 24 February inclusive wasspent alongside Village Point Pier and at 1556 25 February "BALLARAT" with "BENDIGO" in company slipped and proceeded as escort for H.M.S. "ARTIFEX" for voyage Sydney to Seeadler Harbour, Admiralty Islands. It was originally intended that "MARYBOROUGH" accompany "BALLARAT" for this duty, but on 24 February a serious breakdown accurred in "MARYBOROUGH's" Brown's Gyro necessitating dockyard repairs. As there were no spares available for Brown's Gyro, it was decided to transfer Brown's Gyro complete from "GOULBURN" to "MARYBOROUGH" - the former ship to have an American Gyro compass installed during her forthcoming refit.

5. During the passage northward from Sydney whilst following the route given, i.e. 6 miles off prominent headlands, a southerly set of up to 3 knots was experienced. "BALLARAT" and "BENDIGO" were still on passage at the end of the month.

6. Whilst in Sydney every opportunity was taken to send personnel to the various schools for training.

7. "WHYALLA" boiler cleaned alongside Garden Island during the period 5 - 12 February and "MARYBOROUGH" and "LISMORE" had 4" Mk. XIX Guns on Mk. XXIII Mountings fitted. Satisfactory gun trials were carried out by these ships on 24 February.

8. "PIRIE" and "LAUNCESTON" (units of 22nd M/S Flotilla) arrived in Sydney from Fremantle on 9 February and were temporarily placed under my orders. Whilst in Sydney these ships boiler cleaned between 12 and 17 February and on 19/20 February both ships landed their Oropesa M/S Gear and had their M/S winches removed, five tons of lead ballast being placed on board as compensating weight. At 1330 24 February "PIRIE" (S.O.), "CRANE" and "LAUNCESTON" departed from Sydney as escorts for H.M. Ships "TYNE" and "RESOURCE" for passage to Seeadler Harbour, Admiralty Islands.

9. H.M.A.S. "KALGOORLIE" escorting "GUARDIAN" to Seeadler Harbour via Townsville departed Sydney 1049 18 February. "WHYALLA" escorting R.F.A's. "WAVE KING","CEDARDALE", "ARNDALE" and "SAN ADOLPHI" bound for Seeadler Harbour departed Sydney 1620 27 February.

10. On 7 February a class 3 set of U. S. Communication Publications was received from U. S. Registered Publication Issueing Office, Brisbane, and on 22 February surplus British Publications were landed. In this connection it is advised that whilst on passage to Admiralty Islands several messages addressed to "BALLARAT" were received on Bells routine encoded by S.P.2176 series, which series is not now held by H.M.A. Ships serving with the British Pacific Fleet.

11. C.C.M. Mk. III and associated publications wereinstalled in "BALLARAT" and "WHYALLA" prior to departure from Sydney. "LISMORE" has a C.C.M. Mk. III but it has not yet been installed owing to the difficulty of obtaining the necessary A.C. supply. In "BALLARAT" and "WHYALLA" this is taken from Radar Type A.272 which is not installed in "LISMORE". Port Radar Officer, Sydney, tested type A.272 when C.C.M.

was operating and reported no interference.

12. Bathythermograph equipment ex H.M.A.S. "ORARA" was installed in "WHYALLA" prior to departure from Sydney.

Action on 463/209/400

13. It is noted that junior officers in A.M.S. vessels are being prevented from gaining upper deck experience owing to their having to deal with all the Ship's correspondence and keep the various publications corrected to date. In this regard it is considered advisable that a writer be borne in A.M.S. vessels to overcome this difficulty.

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

15. Details of steaming, etc., for "BALLARAT" are given hereunder. For other units of the 21st Minesweeping Flotilla see copies of individual reports attached.

Note: Copies not attached. Secret Recs. 10/4/45

Distance steamed during the month	905.2 Miles.
Hours underway	102.05 Hours.
Average Speed	8.87 Knots.
Fuel consumed	96.57 Tons.
Miles per ton of Fuel	9.37 Miles.

Date of Commissioning	30 August 1941.
Total distance steamed since Commissioning	105,495.2 Miles.
At an average speed of	9.392 Knots.
Total hours underway	11,232 Hours.

(Sgd.) F.B.MORRIS.

COMMANDER R.A.N.
SENIOR OFFICER 21st M/S FLOTILLA.

27/3

195B

RECEIVED 13 MAR 1945 D.O.T.M.

RESTRICTED SECRET

2026/7/ 1276

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Ballarat" -REPORT OF PROCEEDINGS. and S.O. 21st M.S.F. January 1945.

S.N.B.

2.N.M. 3/3

3 N.M.

D. of P. 10/3

D.R.M. 12/3

D.N.I. 14/3

Ops (N)

N.S. 16/3

D.E.(N) 17/3

D.O.T.M. 20/3

D.N.M.S. 22/3

H.P.B. 27/3

N.A.2.N.M.

N.S. 28/3

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

Lt Rankin

Mrs Hesson

H.S. 10/4.

File

3

D.N.M.B. BRANCH
21 MAR 1945
NAVY OFFICE

23/2.

1418

RESTRICTED

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1276

3644.

SUBJECT: HMAS "Barcarah" Report of Proceedings January 1945.
(as S.O. 21st M.S.F.)

D.P.S. 23/2

D.T.S.R. 27/2

D.O.D. 28/2

D.C.N.S. 28/2

1ST N.M.

N.S.

THE SENIOR OFFICER, 21st MINESWEEPING FLOTILLA.

14 February 1945 83/45

THE CAPTAIN, ESCORT FORCE, BRITISH PACIFIC FLEET.
Copy to THE SECRETARY, NAVAL BOARD, MELBOURNE.
LETTER OF PROCEEDINGS - H.M.A.S. "BALLARAT" (as S.O. 21st M.S.F.) AND SUMMARY FOR 21st M/S FLOTILLA.

ALL TIMES ZONE -10.

At the beginning of the month Ships of the Flotilla were disposed as follows:-

At Sydney: "BALLARAT", "BURNIE", "GOULBURN", "MARYBOROUGH", "WHYALLA"; "LISMORE" on passage Hobart to Sydney; "BENDIGO" refitting at Brisbane; "KALGOORLIE" departed Sydney 1 January for Hobart; "TOOWOOMBA" refitting at Fremantle.

2. "BALLARAT" remained in Sydney on 1st and 2nd January and at 0857 3rd January with "GOULBURN" and "BURNIE" in company proceeded to carry out H.A., L.A. and C.R. weapon firings at pattern VI and sleeve targets off Sydney Heads prior to proceeding to Jervis Bay tocontinue working up. On completion of firings at 1220 "BURNIE" was detached to carrying out A/S patrol between Newcastle and Jervis Bay and "BALLARAT" and "GOULBURN" proceeded for Jervis Bay at 12 knots both Ships anchoring in Montague Roads, Jervis Bay, at 2000. Danlaying exercises and M/S gear calibration was commenced at 0500 on 4th January, "BURNIE" joining from patrol at 0600.

3. Danlaying and Minesweeping exercises were carried out daily until 11th January, "LISMORE" and "MARYBOROUGH" joining the flotilla at 0200 6th January and "WHYALLA" at 0225 7 January. On completion of the working up programme the flotilla departed from Jervis Bay at 1900 11th January and after carrying out further H.A., L.A. and C.R. weapon firings off Sydney commencing at 0800 12th January, "BALLARAT" secured to "KUTTABUL" wharf, Garden Island, at 1142, "GOULDBURN" securing alongside at 1205. During the period at Jervis Bay the daily A/S patrol between Jervis Bay and Newcastle was carried out.

4. Both "BALLARAT" and "GOULBURN" commenced boiler cleaning on 15th January, assistance being given by boiler cleaning parties fron H.M.S. "GOLDEN HIND". Boiler cleaning was completed on 20th January and both shipsreverted to 4 hours notice for steam. "KALGOORLIE" which had rejoined the Flotilla from special duty at Hobart on 14th January also cleaned boilers during this period. "BURNIE" commenced annual refit at Garden Island on 15th January.

5. On 22nd January "MARYBOROUGH", "KALGOORLIE", "GOULBURN", "WHYALLA", and "LISMORE" carried out M/S exercises off Sydney Heads securing to Village Point Wharf, Watson's Bay on completion at 1545.

6. With "GOULBURN" incompany "BALLARAT" carried out A/S exercises with "KYBRA" and U.S.S. "S.43" in submarine exercise area off Sydney on 23rd January returning to harbour at 1600. Captain C. P. Frend R.N. (Captain, Escort Forces, British Pacific Fleet) and several of his staff officers visited "BALLARAT" during the forenoon of 24th January.

7. "BALLARAT" with "WHYALLA", "KALGOORLIE" and "GOULBURN" in company carried out M/S exercises off Sydney on 25th January whilst "MARYBOROUGH" and "LISMORE" carried out A/S exercises with "S.43".

83/45 - LETTER OF PROCEEDINGS

8. On 26th January the Flotilla proceeded off Sydney Heads and carried out H.A., L.A., and C.R. weapon firings against Pattern VI and sleeve targets. Captain, Escort Forces, B.P.F. and his communications officer were embarked in "BALLARAT" to observe this exercise.

9. Admiral Sir Bruce Fraser (C. in C. B.P.F.) inspected ship's companies of ships of 21st M/S Flotilla who were fallen in on the wharf at Village Point at 1030 on 27th January and delivered a short address. He later walked around "BALLARAT".

10. Both "MARYBOROUGH" and "LISMORE" secured to "KUTTABUL" Wharf on completion of exercises on 26th January and commenced boiler cleaning, the ship's companies being despatched on 7 days leave. This leave was found necessary owing to the ship's companies long period of service on the East Indies station, many of the personnel having had no home leave for upwards of two years.

11. "BALLARAT" with "WHYALLA", "KALGOORLIE" and "GOULBURN" as sweepers, "BOWEN" as danlayer and M.L.822 acting as dan pointer in company proceeded at 0500 28th January and carried out a high percentage searching sweep of a channel prior to the arrival of S.S. "RIMUTAKA" in which H.R.H. the Duke of Gloucester was embarked. This sweep, which proved negative, was completed at 1100 and "BALLARAT", "WHYALLA" and "KALGOORLIE" returned to Village Point Wharf at 1132. "GOULBURN" was detached prior to entering harbour to patrol the channel and recover marking dan buoy after "RIMUTAKA" and escort had entered the channel. "BENDIGO" joined 21st M/S Flotilla from refit at Brisbane on 28th January.

12. The remainder of the month was spent secured to Village Point Wharf.

13. During the month every opportunity was taken to send personnel to various instructionalcentres in Sydney. Commencing on Monday 29th January, all telegraphists, coders and a cypher officer, from each ship attended instruction in touch typing in preparation for the installation of C.C.M. machines and the reception of W/T traffic on typewriters.

14. Whilst at Jervis Bay, liberty men were landed on several occasions at Captain's Point and whilst boiler cleaning "BALLARAT" and "GOULBURN" granted 48 hours leave to each watch. "MARYBOROUGH" and "LISMORE" granted leave as in paragraph 10 above.

15. The health and conduct of the ship's company remains satisfactory.

16. Copies of Letters of Proceedings of H.M.A. Ships "WHYALLA" "KALGOORLIE", "MARYBOROUGH", "GOULBURN", "LISMORE" and "BENDIGO" are attached for the information of Captain, Escort Forces, British Pacific Fleet, copies have been forwarded direct to Australian Commonwealth Naval Board by ships concerned.

17. Hereunder are details of steaming, etc., for "BALLARAT". For remaining ships see individual ship's reports.

Distance steamed during month	830.6 miles.
Hours underway	95 hrs.22 mins.
Average speed	8.709 Kts.
Fuel consumed	110.53 tons.
Miles per ton of fuel	7.514 miles.

83/45 - LETTER OF PROCEEDINGS.

Date of Commissioning	30 August 1941.
Total distance steamed since commissioning	104,590 miles.
At an Average speed of	9.397 Kts.
Total hours underway	11,130 Hours.

(Sgd.) F.B.MORRIS.

COMMANDER R.A.N.
SENIOR OFFICER 21st M/S FLOTILLA.

23/2.

14/19

RECEIVED 17 FEB 1945 N.O.T.A.

SECRET
RESTRICTED

2026/7/ 1067.

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Ballarat" -REPORT OF PROCEEDINGS. December 1944

S.N.B. 5/2

2.N.M. 6/2

3 N.M.

D. of P. 12/2

D.R.M. 13/2

D.N.I. 14/2

Ops (N) 15/2

D.E.(N) 16/2

D.O.T.M. 17/2

D.N.M.S. 20/2

H.P.B. 23/2

N.A.2.N.M.

N.5. 27/2

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

Lt Paulson 28/2

Mrs Alesson H.S. 3/3

Lt Rankin 1/3

File

10/2A. 27/2D

31/1

RESTRICTED
SECRET

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

1008

2026/7/1067

3644.

SUBJECT: "HMAS "Ballarat" Report of Proceedings December 1944

D.P.S. 31/1

D.T.S.R. 2/2

D.O.D. 2/2

D.C.N.S. 2/2

1ST N.M. 2/2

N.S.

(Commanding Officer, H.M.A.S. "BALLARAT'S" letter 3/45 of 7th January, 1945.)

LETTER OF PROCEEDINGS - MONTH OF DECEMBER, 1944.

III

B.S.198/250/182.
The Secretary,
Naval Board.

HN.

Forwarded for the information of the Naval Board with reference to Navy Office letter 589/201/941 (053065) dated 23rd November, 1944.

A/CAPTAIN R.A.N.
for
A/Rear-Admiral.

Naval Base Headquarters,
Potts Point, SYDNEY.
24th January, 1945.

(Letter from the Commanding Officer, H.M.A.S. "BALLARAT" dated 7th January, 1945 - reference 3/45.)

H.M.A.S. "BALLARAT" - LETTER OF PROCEEDINGS, DECEMBER, 1944.

II

B.S.250/182.
Commander-in-Chief,
BRITISH PACIFIC FLEET.

Forwarded for information.

Naval Base Headquarters,
Potts Point, SYDNEY.
21st January, 1945.

A/Rear-Admiral.

Confidential

THE COMMANDING OFFICER, H.M.A.S. "BALLARAT".

7th January,1945. 3/45

THE NAVAL OFFICER-IN-CHARGE, SYDNEY.(Copy to: Secretary, Naval Board).

LETTER OF PROCEEDINGS - MONTH OF DECEMBER,1944.

All times Zone -10.

The period 1st to 15th December was spent in Sydney refitting. On 1st December Commander F.B. MORRIS, R.A.N. assumed command of "BALLARAT" and as Senior Officer of 21st Minesweeping Flotilla, which comprises the following ships; "BALLARAT"(S.O), "WHYALLA"(2nd S.O), "KALGOORLIE", "GOULBURN", "BURNIE", "MARYBOROUGH", "LISMORE", "BENDIGO" and "TOOWOOMBA". During the period spent in Sydney a number of runs were made over the D.G. range and on 14th December ship was depermed.

2. In accordance with instructions contained in C.S.W.P.S.F. message 110825 December, "BALLARAT" with "KALGOORLIE" in company departed Sydney at 1032 16th December en route to Melbourne to carry out sweeping operations in Bass Strait. A searching sweep of Sydney searched channel was carried out on departure with negative results.

3. After an uneventful passage rendezvous with "WHYALLA", which ship had departed Sydney at 0926 on 13th December, was effected at 0220 on 18th December and at 0900 sweeps were streamed and searching sweep of eastern approaches to Port Phillip commenced. Sweeps were recovered at 1635. Shortly afterwards "GOULBURN" joined the flotilla, and all ships entered Port Phillip Bay securing to Nelson Pier, Williamstown, at 2020. During this time the western approaches to Port Phillip were being swept by "BURNIE", "LISMORE" and "MARYBOROUGH". "WHYALLA" commenced boiler cleaning on arrival.

4. On 21st December, "BALLARAT", "KALGOORLIE" and "GOULBURN" proceeded into Port Phillip Bay to carry out Low Angle and Close Range sleeve target firings and Radar tests. Apart from the close range firings which could not be carried out owing to the grounding of the towing aircraft, these practices were successfully carried out and ships returned to Nelson Pier at 1420. Whilst securing alongside "BALLARAT" on return to harbour, "GOULBURN" was set down by a strong wind and caused minor damage to "BALLARAT"'s shell plating and minesweeping gear starboard side. Defects were made good by dockyard staff.

1/2Y

5. "BURNIE", "LISMORE" and "MARYBOROUGH" returned from sweeping operations which had been hindered by adverse weather on 22nd December and commenced boiler cleaning shortly after arrival. At 2330 22nd December, A.M.S. vessels secured to west side of Nelson Pier began to range heavily alongside the wharf and lines were doubled up. There was no apparent reason for this, but on enquiry from Captain(D), 4th Destroyer Flotilla, who berthed on the east side of the pier at 2345, it was learned that the four ships of his flotilla("QUILLIAM", "QUADRANT", "QUALITY" and "QUIBERON") had made the passage up Port Phillip Bay at 28 knots and on slowing down had created the surge ahead of them.

6. At 0345 25th December instructions were received for all available s hips("BALLARAT", "KALGOORLIE" and "GOULBURN") to proceed to Jervis Bay in view of a merchant ship having been torpedoed off Montague Island. As all Melbourne natives were on 48 hours leave, and normal night leave had been given, the recall procedure was put into effect, and on sailing at 0830 only five members of the ship's company were absent. Speed of advance for this passage was 11 knots and in accordance with later instructions received in C.S.W.P.S.F. message 250114 December, a 50% searching sweep one mile either side of north and southbound blue routes between Gabo Island and Green Cape was carried out. A report on this operation is contained in my memorandum 19/44 of 1st January, 1945. Ships anchored in Disaster Bay at 2143 26th December, "KALGOORLIE" weighing at 0146 27th December, followed by "BALLARAT" and "GOULBURN" at 0246. Sweeping operations were completed at 1635 27th December and all ships proceeded to Jervis Bay, anchoring there at 0457 28th December.

7. Working up exercises were commenced at 0800 29th December with dan laying and calibration of sweeps, but on receipt of N.O.I.C. Sydney's message 282152 conveying an aircraft sighting report, exercises were abandoned, and "BALLARAT" with "KALGOORLIE" and "GOULBURN" in company departed Jervis Bay at 1130, speed of advance 13 knots, to carry out A/S search. Bad weather was experienced from the outset and greatly reduced the efficiency of the search. A full report on this operation is contained in my letter 1/45 of 3rd January to the Naval Officer-in-Charge, Sydney. At 1601 29th December "BALLARAT'S" steering gear broke down necessitating a reduction in speed until 1640 when repairs were completed. Other ships searching the area were "QUIBERON" "WHYALLA" "BURNIE" "LISMORE" "MARYBOROUGH" "KIAMA" with "BATHURST" joining at 0700 30th December. At 1945 "WHYALLA" was detached to proceed to Sydney for repairs to A/S dome and at 0010 30th "KIAMA" was detached to Melbourne. "QUIBERON" was detached at 0930 30th to investigate a further aircraft sighting, later returning to Sydney.

8. All remaining ships returned to Sydney on 31st December, "BALLARAT" securing to No.5 buoy at 0616, "GOULBURN" securing alongside at 0625.

9. The health and conduct of the ship's company remains satisfactory.

10. Distance steamed during the month. 1583 miles.

Hours under weigh 173.44

Average speed 9.14 knots

Total fuel consumed 158.74 tons

Miles per ton of fuel 9.9

Total distance steamed since commissioning 103,759 miles.

(Sgd) F. B. Morris

COMMANDER, R.A.N.

14/6/1

~~HA~~ 55B

2026/7/1067

RESTRICTED SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Ballarat" - REPORT OF PROCEEDINGS. October 1944

~~S.N.B.~~ 13/12

2.N.M. 12/12

3 N.M.

~~D.O.D.~~

D. of P. 18/12

DR(M) 29/12

D.N.I. 19/12

Ops (N)

D.E.(N) 22/12.

D.O.T.M

RECEIVED 20 JAN 1945 D.O.T.M.

D.N.M.S

H.~~N.M.~~ 4/1/45

N.A.2.N.M.

N.5

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

9/1

~~13/12~~

~~18/12~~

16

4/12.

319A

RESTRICTED

SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1067

SUBJECT: HMAS "BALLARAT" - Report of Proceedings - October 1944

DPS. 4/12

DTSR 4/12

DOD. 8/12

DCNS. 8/12

for N.M. 10/12

NS 6/12

15/11

345B.

SECRET

RECEIVED

DEPARTMENT OF THE NAVY. 2026/7/1067

MINUTE PAPER.

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

SEPTEMBER 1944

S.N.B. UW 25/10

2.N.M. 30/10

3.N.M. 2/11

D.O.D. 3/11

D. of P.

DRNA

D.N.I. 7/11

Ops(N). 9/11

D.E.(N). 21/11

D.O.T.M. 14/11

H.P.B. 15/11

N.A.2.N.M. 15/11

N.5.

D.N.I. (N.H.R.O.) 20/11

17/11

Mrs Slessor

25/10 A 13/11 D 3/11 17/11 C 23/11 A

16/10

Secret

RESTRICTED

2026/7/1067

292A

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

(This side only to be written on.)

D.3718/5.40—C.6346.

SUBJECT: H.M.A.S. "Ballarat" Report of Proceedings September 1944

D.P.S. 16/10

D.T.S.R. 18/10

D.O.D. 19/10.

D.C.N.S. 19/10

N. 20/10

N.5. 20/10

St 4539

Royal Australian Navy.

RECEIVED 30.NOV.1944 NAVY REGISTRY

IN REPLY PLEASE QUOTE

No.

DEPT. OF NAVY 2026.7.1067. SECRET

HP 24/8/43

FROM: Commanding Officer, H.M.A.S. Ballarat.

DATE: 29th November, 1944.

TO: The Secretary, Naval Board. (Copy to NOIC Thille)

SUBJECT: Monthly Proceedings during October, 1944.

HN. SUBMITTED

During this month, the ship was refitting in Melbourne, the crew having recreational leave throughout. Distance steamed nil.

G Hart
----------Lt. Cmdr. R.A.N.R.(S).
Commanding Officer.

2/12C

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

FROM Commanding Officer H.M.A.S. 'BALLARAT'

TO A.C.N.B. (Copy to N.O.I.C. Townsville)

SUBJECT Letter of Proceedings for the month of September 1944.

HN.

Sept. Ist:	at Darwin
3 rd:	0600 left Darwin escorting S.S. Montoro
5th:	II24 arrived with convoy at Melville Bay
6th:	I920 left with S.S. Montoro
8th.	0748 arrived Normanby Sound left S.S. Montoro 08I9 anchored Thursday Is.
I6th:	I6II left Thursday Is.
20th.	0752 arrived Townsville
	I549 departed Townsville
25th:	I229 arrived Sydney
26th:	I757 left Sydney
28th.	2I50 arrived Melbourne -- vessel laid up for annual overhaul

(I) Health and conduct of the crew very satisfactory

Total distance steamed 2 35I miles
Total Steaming Time 2I0 hrs. 50 mins.
Average Speed II.I5 knots.
Total fuel used 240.24 tons
Milesper ton 9.8
Total Distance Steamed (over ground) since commissioning 99,48I.

G Keith Lt Cdr RANR(S)
.....
.....Commd. Officer.

13/10

1/10.

2520.

RESTRICTED

DEPARTMENT OF THE NAVY. 2026/7/1069

MINUTE PAPER.

SUBJECT: H.M.A.S. "BALLARAT" - REPORT OF PROCEEDINGS.

for August 1944

S.N.B.

2.N.M. 20/9

3.N.M. 26/9

D.O.D.

for D. of P. 29/9.

D.N.I.

Ops(N). 30/9

D.E.(N). 3/10

D.O.T.M.

DNMS 10/X

H.P.B.

N.A.2.N.M. 11/10

N.5. 11/10

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

17/10/10

27/9

20/9

20/10

13/9.

2026/7/1067

229A

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SECRET RESTRICTED

3644 A29

SUBJECT: Hms "BALLARAT" - Report of Proceedings - August 1944

D.P.S. 14/9

D.C.N.S. 15/9

D.T.S.R. 14/9

D.R.(N) 20/9

1st N.M. 16/9.

N.S.

14/9

St 6339

SECRET RESTRICTED

ACK. BY. A.S. 13301
11 SEP 1944
INIT. WBJ

DEPT. OF NAVY
2026-7-1067
SECRET

File HP 24/8/43

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From COMMANDING OFFICER H.M.A.S.BALLARAT

Date 1st September 1944 *Reference No.*

To SECRETARY A.C.N.B.(Copy to N.O.I.C.TOWNSVILLE)

Subject LETTER OF PROCEEDINGS AUGUST 1944

HN. 9.

Aug 1st-0600K Left anchorage Fairway buoy Merauke.H.M.A.S.Parkes in company.
2nd-1515 Anchored mouth Eilanden River,both vessels embarked troops.2100 Left Eilanden River
4th- Anchored Merauke River,both vessels disembarked troops.
5th- At Merauke.
6th- Both vessels embarked troops. 1507 Both vessels left Merauke.
7th- Both vessels disembarked troops into S.S."Katoomba" in Normanby Sound. 1605 Anchored Thursday Island.
8th- At Thursday Island.
9th- 1713 Left Thursday Island with S.S."Islander" in convoy.
10th- 1628 Arrived Merauke with convoy.
11th & 12th- At Merauke.
13th- 0630 Left Merauke S.S."Islander" in convoy.
14th- 0725 Arrived Thursday Island with convoy.
15th- Commenced boiler cleaning.
21st- Completed boiler cleaning.
24th- Left Thursday Island with S.S."Suva" in convoy.
27th- 1724 Arrived Darwin with Convoy.
30th- Drydocked Darwin.

(1) Health and conduct of crew during month very satisfactory.
(2) Vessels bottom cleaned,scraped and given two coats of paint.
New Asdic dome and oscillator fitted.
Degaussing correctors rectified so that current no longer produces large irregular deviations.

Total Distance Steamed: 2111 miles.
Steaming Time: 222 hours 32 minutes.
Average Speed: 9.49 knots.
Fuel Consumed: 204.86 tons.
Miles per Ton: 10.3
Total distance steamed (over ground) since commissioning:97130 miles

.....Lt.Cdr.R.A.N.R(S)
Commanding Officer

1219 B

15/9.

2358

SECRET
RESTRICTED

DEPARTMENT OF THE NAVY. 2026/7/1067

RECEIVED 15 SEP 1944 D.O.T.

MINUTE PAPER.

SUBJECT: H.M.A.S. "BALLARAT" - REPORT OF PROCEEDINGS.

July, 1944.

S.N.B. 28/8

2.N.M. 28/8

30/8/44 3.N.M. 31/8

D.O.D. 1/9

D. of P. 5/9

D.N.I. 6/9

Ops(N). 14/9

4/9/44 D.E.(N). 8/9.

13/9/44 D.O.T.M. 13/10/9

15/9/44 H.Cab. 15/9

N.A.2.N. 15/9

N.S. 16/9

D.N.I. (N.H.R.O.). 19/9

A/N H.R.O. File

9/9

16/9 A

AUSTRALIAN WAR MEMORIAL RCDIG1073253

17

2026/7/1067 179A

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644. 1578

SUBJECT: H.M.A.S. "BALLARAT" – Report of Proceedings July 1944

SECRET RESTRICTED

D. P. S. 16/8

D. A/S. D. 21/8

D. C. N. S. 18/8

D. R(N) 21/8.

D. E(N) 23/8 This vessel will refit in Melbourne in September

1st N.M. 19/8

N.S. (for further circulation)

N.S. 28/8

D.O. 16/8

ACK. BY. A.S. 1 DY. 14 AUG 1944

Commonwealth of Australia

Department of The Navy.

DEPT. OF NAVY 2026-7-1067 SECRET

RESTRICTED

SECRET

Royal Australian Navy.

From The Commanding Officer H.M.A.S."Ballarat".

Date 4/8/44. *Reference No.*

To The Secretary, A.C.N.B (Copy to:- N.O.I.C. Townsville.)

Subject Letter of Proceedings for Month of July 1944.

July 1st. At Cairns, boiler cleaning completed

2nd. 0953 Left Cairns to search for U.S.S."South West Pass" reported aground on Baines Patches. Searched this reef and several others in the vicinity without success. 1800 Received information that the vessel was aground on Opal Reef 40 miles distant and breaking up. Proceeded to Opal Reef.

3rd. 0430 Arrived off and sighted "S.W.PASS" on Opal Reef. Strong South Easterly wind and rough sea, stood by. Vessel signaled that she was bilged but her inner bottom was intact. 0630 Called in "Bar 1" and U.S. Army tug which had arrived from Cairns and were standing off. 0945 Vessels anchored under lee of reef. 1145 Boarded"S.W.Pass". 1350 Returned to "Ballarat". Work commenced laying out gear to haul vessel off reef(See my letter to N.O.I.C. Cairns of 6/7/44 Copy to A.C.N.B Regarding Salvage operations)

4th. Work on stranded vessel continued. 1300 Barges and gear arrived from Cairns. 1930 "S.W.Pass" hauled clear of reef.

5th. 0730 "S.W.Pass" proceeded through passage in reef to anchorage. 1100 All vessels departed. 1945 Arrived Cairns.

6th. At Cairns

7th 0806 Left Cairns, carried out sweeping and dan buoy excercises 1500 Anchored Fitzroy Is. Fire and Collision exercises carried out

8th. Left Fitzroy Is. Proceeded and carried out depth charge attack exercises on small floating target. Full calibre and S.A. firings excercised on the target. 1300 Shallow water depth charge attack exercised, sea boats crew, damage control and fire parties 1600 Anchored off High Is.

9th. 0630 Crew exercised in rowing and sailing whaler. 0900 4" Shore bombardment exercised. Landing parties away for exercise to take position occupied by a shore party. Full equipment carried. 1130 Exercise completed, demolition drill and rifle practice carried out.

10th. 0706 Left High Is. 1018 Arrived Cairns.

11th&12th. At Cairns.

13th. 0826 left Cairns and carried out full calibre 4" shoot at Hong Kong Target and A/A firings at Snowflake target. 1131 Returned Cairns. 1933 Left Cairns for Townsville

14th Arrived Townsville and loaded M/S gear

15th. Left Townsville for Thursday Is.

16th/17th. On passage to Thursday Is.

18th. 1209 Anchored Thursday Is. Discharged M/S gear

19th. 1100 Left Thursday Is. as escort for SS."Van Hong Leong"

20th. 1556 Arrived with convoy at Merauke.

21/22nd. At Merauke.

23rd. 1600 Left Merauke as escort for SS."Van Hong Leong"

24th. Escorting convoy.

25th. 0740 Arrived Thursday Is. with "VanHong Leong"

26th. At ThursdayIs.

27th. 0830 Left Thursday Is. 1218 Anchored off Red Wallis Is. and transferred M/S gear to H.M.A.S."Kalgoorlie" 1431 Proceeded 1759 arrived Thursday Is.

28/29th. At Thursday Is.

30th. 0900 Left Thursday Is. with H.M.A.S."Parkes" in company for Merauke.

31st. 0615 Anchored with "Parkes" off fairway bouy Merauke.

St 4539

Royal Australian Navy.

RESTRICTED

SECRET

IN REPLY PLEASE QUOTE

No.

Letter of Proceedings (cont.)

(1) Health and conduct of crew during month very satisfactory.

(2) It is now 11 months since vessel was dry docked and a 20% reduction in speed is experienced.

Master gyro and repeater installation completely out of order amd requires taking ashore for survey and repairs. Magnetic compass shows erratic deviations when degaussing current is on.

A/S dome leaking continously.

Total Dist. steamed July 2018 miles
Steaming Time 227 Hrs. 10 Min.
Average speed 8.89 Kts.
Total Dist steamed (Over ground) since Commissioning 95,018 M

G Keith Lt/Cdr. R.A.N.R.(S).
COMMANDING OFFICER.

DEPARTMENT OF THE NAVY

MINUTE PAPER.

D.4520/12.43.—C.14053.

DEPT. OF NAVY 2026/7/1067 SECRET

SUBJECT :

In view of C.O. Ballarat's remarks these ships seem to have a surplus complement. Suggest he is asked to supply N.B. with a list of ratings considered by him to be in excess of complement req^d to fight the ship.

D.T.S.R.

There is a shortage in Seaman Ratings to be faced towards the end of the year, when "HOBART" has to be completed to full Complement and "BATAAN" and two Frigates have to be commissioned.

2. Is it possible that the Complements of the A.M.S. can be reviewed and certain reductions accepted?

4 September, 1944.

N.A.2 N.M.

Know N.F.A. necessary. Ballarat remarks are not strictly accurate.

Sub. In view of the proposed additional armament for this proposal N.F.A. on this file. NO1(FN) need only supply additional ratings which manning position allows. vide NOR 463/208/1187 T.A.

D.N.1.

Date to change to command

27/12

DEPARTMENT OF THE NAVY. 2026/7/1067

RESTRICTED

RECEIVED 8 AUG 1944 D. DEPT. N.

MINUTE PAPER.

SUBJECT: H.M.A.S. "BALLARAT" REPORT ON PROCEEDINGS. JUNE, 1944

S.N.B.

2.N.M.

3.N.M.

D.O.D.

D. of P.

D.N.I.

Ops(N).

D.E.(N).

D.O.T.M.

H.C.D.

N.A.2.N.M. Re (X). Is she over complement? If he doesn't want them consider we should remove the surplus

88 ratings on 3 July. Complement is 80 plus additional ratings recommended by C.O. (D) which approval was given to supply

2.N.M.

N.5.

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

Shown we were taken from the number of to be surplus

Shown 19/8

ADM 27/7

2026/7/1067

12/7.

12 2 B.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Ballarat" - Letter of Proceedings

D.P.S. 12/7

D.C.N.S. per. 13/7.

M

747

1st wine.

19/7

NS

12/7

St 6339

Commonwealth of Australia

Department of The Navy.

SECRET

RECEIVED 10 JUL 1944 NAVY CONFIDENTIAL RECORDS

DEPT. OF NAVY 2026/7/1067 SECRET

File H024/8/43

Royal Australian Navy.

From THE COMMANDING OFFICER H.M.AS. "BALLARAT".

Date 1-7-44. *Reference No.*

To THE SECRETARY, A.C.N.B. (Copy to N.O.I.C. TOWNSVILLE.)

Subject LETTER OF PROCEEDINGS FOR JUNE 1944.

June 1st. At Townsville
2nd. 1020 Proceeded to sea and carried out excercises with aircraft
1620 Returned to Townsville
5th. 1139 Left Townsville
6th. 0624 Arrived Cairns
7th. 1240 Proceeded to sea and carried out 4" full Calibre firing using stationary "Hongkong" target.
1500 Shoot completed proceeded to Thursday Island.
9th. Arrived Thursday Island.
12th. Lt/Cdr. Keith R.A.N.R.(S). assumed command from Lt.C.D.Dykes RAN.R(S).
0630 Left Thursday Island with S.S.Thedens in convoy
13th 0550 Anchored with Thedens in Merauki.
15th. 1823 Left Merauki with S.S.Thedens in convoy
17th. 0742 Arrived Thursday Island with S.S.Thedens.
1150 Left Thursday Island with S.S.Bidelia in convoy. Gyro completely out of order, Magnetic Compass only in use.
18th. 1150 S.S.Bidelia grounded on bar at Merauki.
1220 Anchored off wharf in Merauki
2330 S.S.Bidelia refloated
2400 S.S.Bidelia arrived and berthed at jetty.
20th. 1445 Left Merauki.S.S.Bidelia in convoy.
22nd. 0730 Arrived Thursday Island with S.S.Bidelia.
1300 Left Thursday Island for Cairns.
25th. Arrived Cairns and commenced Boiler Cleaning.
The general health and conduct of the ship's company has been very satisfactory.

General Condition of Ship. Composition, where laid on steel decks, is now porous, broken and crumbling. Steel deck underneath badly rusted. Whole of composition and deck needs cleaning off and recompositioning.

Deck head to C.O.s cabin leaks very badly in many places. Many A&A's and defects which cannot be done in Townsville outstanding.

Armanent:- 1 B/L L/A 4" and 3 Oerlikons, in my opinion and experience are totally inadequate to repel any air attack. The Minimum requirements considered essential are 1 3" or 4" H/A L/A, 1 40MM Bofors, 4 Oerlikons There considerably more ratings on board at present than are required to man these guns.

Total Distance Steamed June.		2154 miles
Steaming Time	"	242hrs. 31 mins.
Average Speed		8.9 knots.
Fuel Consumption		11.4 miles per ton.

Total Distance (Over Ground) Steamed Since Commissioning 93,002 miles.

Keith Lt/Cdr.R.A.N.R.(S).

COMMANDING OFFICER.

4/7.

116 B.

DEPARTMENT OF THE NAVY.

2026/7/1067

RECEIVED 4 JUL 1944 D.O.T.M.

MINUTE PAPER.

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

MAY, 1944

RESPECTED

S.N.B. 17/6

2.N.M. 20/6

3.N.M. 24/6

D.O.D. Recommend docking Jos Towers if convenient 21/6

D. of P. 27/6

DA/SD 30/6

D.N.I. 29/6

Ops(N). 30/6

D.E.(N). 21/6

D.O.T.M. 7/7

H.A.B. 7/7

N.A.2.N.M. 6/7

M.D. 7/7

D.N.I. (N.H.R.O.). 7/7

A/NHRO 7/7

N.1

File

7/7

27/6/43

7/7

14

2026/4/1069 67A

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H. M. S. "Ballarat" - Report of Proceedings

DPS. 10/6

DCNS 14/6

Fin Mar 16/6

10/6

RESTRICTED

ACK. BY. A.S. 1330Y
-8 JUN 1944
INIT. 4

St 6339

DEPT. OF NAVY
2026/7/1067
SECRET

File H 024/8/53

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "Ballarat"

Date 1st June, 1944. *Reference No.*

To The Secretary, Naval Board, Melbourne (Copy to: N.O.I.C. Townsville)

Subject Report of Proceedings for May, 1944.

HN.

(All times Zone - 10 except where specially stated)

Submitted for the information of the Naval Board, the following is Report of Proceedings of H.M.A. Ship under my command, for the period 1st to 31st May, 1944.

2. Slipped from alongside "Platypus" in Cairns at 1417/2nd, proceeded to sea and carried out exercises and evolutions conducted by S.O.I.C., Cairns. Returned to harbour at dusk.

3. Proceeded to sea at 0800 the following morning, carried out Oropesa minesweeping exercises and other evolutions, returning to harbour P.M.

4. Slipped at 1600/4th and proceeded to anchorage off Fitzroy Island. During following day carried out further minesweeping exercises and anchored off Fitzroy Island for the night. Returned to harbour A.M. Saturday 6th.

Searching Sweep of Grafton Passage.

5. Proceeded to sea at 0800/8th and carried out a searching sweep of Grafton Passage, using Oropesa sweeps, during daylight hours of 8th, 9th, and 10th. During dark hours maintained A.S. Patrol inside Grafton Passage, returning to harbour at dusk on Wednesday, 10th.

Search for reported Liferaft.

6. Slipped at 2238/13th, and proceeded inside reef, via recommended track to investigate an aircraft report of a liferaft in position 18 06 S. 146 43 E. Arrived off Otter Reef at 0900 the following morning and patrolled on a line joining Otter and Britomart Reefs while a Catalina aircraft carried out a search to the eastward over the

9/6 F

reef area. At 1145 aircraft reported nil results and returned to base while "Ballarat" proceeded to Townsville, arriving at 1840.

7. Wednesday 17th.- Slipped at 0900 and proceeded to sea for exercises. Anchored for the night in Challenger Bay - Palm Islands, returned to Townsville P.M. 18th and remained there until end of month.

Health and Conduct of Ship's Company.

8. The general health of the Ship's Company continues to be very satisfactory.

9. Conduct of Ship's Company remains satisfactory.

Condition of Ship.

10. During the month considerable general maintainance was carried out on main engines and auxiliaries and in addition all main engine cylinders, pistons and piston rings etc. were inspected. All boiler-room bilges were scraped, cleaned and red-leaded and a start made on the Engine-room bilges.

11. With the continuation of good weather and considerable time in harbour, upper deck maintainance was progressed very satisfactorily, especially the steel decks which were thoroughly cleaned and treated.

12. Ship is now two months overdue for six-monthly docking.

Figures.

13. May, 1944.

Steaming Distance..... 717.0 Miles

Steaming Time..... 110 Hrs. 22 Min.

Average Speed..... 6.5 Knots

Fuel Consumed..... 98.57 Tons

Miles per Ton of Fuel..... 7.3 Miles.

14. Since Commissioning 30th August, 1941.

Steaming Distance..... 90.848 0 Miles
Steaming Time..... 9,166 Hrs. 25 Min.
General Average Speed..... 9.91 Knots.

Appendix No 1 attached:-

S.D. Pykes .....Lieutenant R.A.N.R(S)
COMMANDING OFFICER.

MAY, 1944.

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Appendix No 1.

Date	Approx. Zone Time	Approx. Position	Ship or Signal Letters	Remarks
8.5.44.	1220	Grafton Passage	S.S. "Both"	Inward bound for Cairns
8.5.44.	1635	" "	H.M.A.S."Warrego"	Outward Bound
9.5.44.	0305	" "	"Taroona"	" "
9.5.44.	0055K	" "	USS"Triangulum"	Inward Bound
9.5.44.	1435	" "	S.S."Norlago"	Outward Bound
9.5.44.	1720	" "	H.M.S."Springdale"	Inward Bound
10.5.44.	0205	" "	2 A.P.C.'s (USN)	Inward Bound
10.5.44.	1325	Off " "	M.L.811	Outward bound
13.5.44.	0325	17° 21.5' S. 146° 09' E.	J.W.Drennan (USA)	Northward bound.

1/6.

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RECEIVED 31 MAY 1944 D.O.T.M.

DEPARTMENT OF THE NAVY. 2026/7/1067

MINUTE PAPER.

SUBJECT: H.M.A.S. "BALLARAT" - REPORT OF PROCEEDINGS.

April 1944

S.N.B. 17/5

2.N.M. 17/5

19/5/44 3.N.M. 25/5

D.O.D. 26/5

D. of P. 27/5/44.

D.N.I. 29/5

Ops(N). 29/5

D.E.(N).

31/5/44 D.O.T.M. 31/5

1/6/44 H.P. 1/6

N.A.2.N.M. 2/6

N.5 2/6.

~~D.N.I. (N.H.R.O.).~~ 2/6

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DEPARTMENT OF THE NAVY. 2026/7/1067

MINUTE PAPER.

3644. 11/5

SUBJECT: H.M.A.S. "Ballarat" - Report of Proceedings

D.P.S. 12/5/44

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ACK. BY. A.S. 1330Y
10 MAY 1944
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DEPT. OF NAVY
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File HP 24/8/43.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer H.M.A.S."Ballarat".

Date 1st. May 1944. *Reference No.*

To The Secretary, Naval Board.(Copies to N.O.I.C.Townsville & N.O.I.C.Cairns.)

Subject Report of Proceedings for April 1944.

(All times Zone -10 except where specially stated.)

HN.

Submitted for the information of Naval Board, the following is Report of Proceedings of H.M.A.Ship under my command, for the period 1st. to 30th. April 1944.

2. On 1st. April "Ballarat" was secured alongside "Platypus" in Cairns.

3. Slipped at 1250/3rd. and proceeded to sea to carry out A/S.Patrol off Grafton Passage. Passed Euston Reef and commenced patrol at 1721. Continued same without incident and at noon 7th. left patrol area to return to Cairns, arriving at 1500.

Escorting S.S."Islander"

4. Left Cairns at 0600/12th. in company with "Islander" for Thursday Island, proceeding via inner recommended track.

5. Cleared Adolphus Channel by noon 14th., proceeded through Prince of Wales Channel and anchored in Thursday Island Harbour at 1700.

6. Left Thursday Island the following morning as escort for "Islander" to Merauke, clearing harbour at 0800. Arrived off Fairway Buoy at dawn on 16th. and anchored off Merauke Village at 0900.

7. Remained at anchor in Merauke River for four days while "Islander" discharged and loaded. During this time the personnel of H.M.A.S. "Augusta" went out of their way to entertain the Ship's Company by arranging sight-seeing trips and picture shows etc.

8. Weighed and proceeded during forenoon on 20th. Cleared river bar at 1130 and commenced escorting "Islander" towards Thursday Island. Passed Booby Island at 1118 the following morning and arrived and anchored in Thursday Island Harbour at 1409.

He means "base personnel, Merauke" "Augusta" was Capital Code word for Merauke

On Passage to Cairns.

9. Weighed at 0925/22nd., cleared harbour at 1022 and proceeded independantly for Cairns via Prince of Wales Channel and inner recommended track. Arrived Cairns Fairway Buoy at 1515/24th., secured alongside at 1605 and commenced boiler-cleaning.

10. During period 24th. to 29th. boilers were cleaned internally and ~~and~~ externally and all throat bricks were renewed. General maintainance was carried out on main engines and auxilaries. In addition Ship's Company was granted forty-eight hours leave in two watches.

11. On completion of boiler-clean ship remained in Cairns until end of month.

Health and Conduct of Ship's Company.

12. The General Health of the Ship's Company continues to be very satisfactory and, with the exception of one case of acute appendicitis, there is nothing of interest to note.

13. Conduct of Ship's Company remains satisfactory.

Condition of Ship.

14. Main engines and auxilaries are in an efficient running condition, considerable maintainance work having been carried out on them during the last month with the additional time in harbour.

15. Likewise, good use has been made of the additional time in harbour and with continued good weather to bring the upper deck maintainance up to the top line.

16. As stated in my last report, the ship is overdue for six-monthly docking, the date of last docking being 5th. October 1943.

Figures.

17. April 1944.

Steaming Distance.....2,456·0 Miles.

Steaming Time.....265 Hrs. 42 Min.

Average Speed.....9·20 Knots.

Fuel Consumed.....189·68 Tons.

Miles per Ton of Fuel.....12·9 Miles.

18. Since Commissioning 30th. August 1941.

Steaming Distance.....90,131·0 Miles.

Steaming Time.....9,056 Hrs. 03 Min.

General Average Speed.....9·95 Knots.

D.D. Dykes.....Lieut. R.A.N.R.(S).
Commanding Officer.

Appendix No. 1 attached.

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Appendix 1.

Ships passed at Sea during the Month of April 1944.

Date.	Time	Approx. Position.	Ship.	Remarks.
3/4/44	2320	Off Grafton Passage	"Sibico" (Du.)	South-bound.
4/4/44	0500	-do-	"Montoro"	-do-
-do-	0608	~~Cape Henry~~ -do-	"Cape Henry"	North-bound.
-do-	0830	-do-	"Taroona"	-do-
-do-	1000	-do-	"Norman E.Mack"	South-bound.
-do-	1040	-do-	U.S.S."Leopard"	North-bound.
-do-	1325	-do-	"William Beaumont"	South-bound.
-do-	1714	-do-	"Mack Stewart"	North-bound.
-do-	1716	-do-	"Ozark"	-do-
-do-	1735	-do-	"Sea Marlin"	South-bound.
5/4/44	0110	-do-	KYAO	North-bound.
-do-	0710	-do-	"Ormiston"	-do-
-do-	1130	-do-	"Van Outhoorn"	-do-
-do-	1330	-do-	U.S.S. A.P.C.3.	South-bound.
-do-	1400	-do-	KVTK	North-bound.
6/4/44	0542	-do-	"Dilga"	-do-
-do-	0810	-do-	"Wilfred Grenville"	South-bound.
-do-	0820	-do-	"Gen.Verspijck"	North-bound.
-do-	1550	-do-	"Reijnst"	South-bound.
-do-	1655	-do-	"Manunda"	-do-
13/4/44	0555	Vicinity Clack Rf.	"Kalgoorlie"	-do-
-do-	1545	-do- Lowrie Is.	"Thedens"	-do-
14/4/44	0645	-do- Cairncross I.	"Bungaree"	-do-
22/4/44	2315	Off Cape Grenville.	"Islander"	-do-
23/4/44	1035	Off Heath Rf.Lt.	"Babinda"	North-bound.
-do-	1825	14 13 S. 144 17 E.	"Bungaree"	-do-

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DEPARTMENT OF THE NAVY. 2026/7/1067

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Ballarat" Report of Proceedings

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Commonwealth of Australia

Department of The Navy.

ACK. BY. A.S. 1330Y
10 APR 1944
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Royal Australian Navy.

From The Commanding Officer H.M.A.S."Ballarat".

Date 1st. April 1944. *Reference No.*

To The Secretary,Naval Board.(Copies:-N.O.I.C.Townsville, Commander (D),Cairns.)

Subject Report of Proceedings for March 1944.
(All times Zone -11 except where specially stated)

Submitted for the information of Naval Board the following is Report of Proceedings of H.M.A.Ship under my command,for the period 1st. to 31st.March 1944.

T.N. 223.

2. On the 1st.March 1944 "Ballarat" was on passage escorting T.N. 223 to Port Moresby, where convoy arrived without incident at 1115 the following day.

3. On completion of fuelling,slipped at 1400 and commenced escorting R.F.A.Tanker "Karumba" towards Cairns.

4. Approximately an hour after clearing harbour,received instructions from N.O.I.C.Port Moresby to return with "Karumba" to harbour. Secured alongside A.M.S.Berth at 1753.

A/S. Search off Port Moresby.

5. On receipt of instructions from N.O.I.C.Port Moresby, at 1130/3 proceeded to sea with M.L.426 and S.C.741 under orders to investigate an aircraft report of sighting of a submarine twelve miles off Port Moresby.

6. Carried out search in area to south and south-west of Basilisk Beacon, detaching S.C.741 at 1600 to return to harbour because of an Asdic defect.

Search for "Argosy Lemal"

7. Continued A/S.Search with M.L.426 until further instructions were received from N.O.I.C.Port Moresby at 2355 to proceed to investigate a report that "Argosy Lemal" was aground in position 9 25 S. 146 58 E.,in Caution Bay,and render assistance if necessary.

8. After daylight,with the assistance of M.L.426 who had a good local knowledge of thearea,a thorough search of Caution Bay was made from Red Scar Head to Haidana Island but no trace of "Argosy Lemal" could be found.

9. In addition,Army personnel at Boera (Mission) were questioned but could give no information.

10. Returned with M.L.426 to Port Moresby,arriving there at 1640/4th.

Escorting R.F.A."Karumba".

11. Slipped at 1830/4th.,after fuelling,and proceeded to escort "Karumba" towards Grafton Passage.

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A/S. Patrol - Grafton Passage.

12. Passage proceeded without incident until arrival at Euston Reef at 2050/6th. "Karumba" then proceeded to Cairns independantly while "Ballarat" joined Commander (D) Cairns (Afloat in "Ararat") in carrying out endless chain patrol inside entrance to Grafton Passage.

13. At 0900 the following morning Commander (D) and Staff transferred from "Ararat" to "Ballarat". "Ararat" and "Townsville" continued endless chain patrol while "Ballarat", with "Bowen" in company, returned to Cairns, arriving at noon/7th.

Escorting U.S.S."Pyro"

14. Slipped at 1736/8th. to rendez-vous with U.S.S."Pyro" off Fitzroy Island. Made rendez-vous at 1945 and commenced escorting "Pyro" towards Milne Bay.

15. Passage proceeded without incident, China Straits being cleared at 1300/10th. and at 1330, off North Foreland, "Pyro" parted company.

16. Proceeded to Gili Gili Anchorage, fuelled from tanker "Villa Lobos" and departed independantly for Cairns, arriving there at 1642/12th.

Escorting U.S.S. "H.T.Allen" and H.M.A.S."Westralia".

17. Left Cairns at 0935/15 in company with "Broome", met U.S.S. "H.T.Allen" and H.M.A.S."Westralia" off Fitzroy Island and commenced escorting them towards Milne Bay, clearing Grafton Passage at 1340.

18. China Straits were reached at 0835/17th., at which time "H.T. Allen" and "Westralia" proceeded independantly. "Broome" and "Ballarat" continued to Gili Gili Anchorage, fuelled from tanker "Alcibiades" and at 1430 left in company for Grafton Passage.

19. Entered Grafton Passage at 1400/19th. and both ships, on instructions from N.O.I.C. Townsville, proceeded to Townsville for boiler cleaning, arriving and berthing in Ross Creek by 0900/20th.

Boiler Cleaning at Townsville.

20. From 20th. to 25th. March, boilers were cleaned internally and externally and considerable maintainance work was carried out on Engine Room auxilaries.

21. As the weather was suitable the Ship's Company painted ship as an evolution on the second day in, the whole job being completed during the forenoon, after which forty-eight hours leave was granted in two watches.

22. A considerable number of the Ship's Company took advantage of an arrangement with the Army, to spend their forty-eight hours at the Army Hostel "Arcadia" on Magnetic Island where Cricket, Tennis and Swimming facilities are available.

On A/S. Patrol off Grafton Passage.

23. Left Townsville at 1500K/26th., cleared Grafton Passage at 0610K/27th. and commenced patrol.

24. With Ship's Company at evening Action Stations during the 1st. Dog Watch on 29th. an exercise submarine attack was carried out, one depth charge set to 150 feet being dropped in 32 fathoms. Charge fired correctly satisfactorily and drill was considered satisfactory.

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On A/S.Patrol off Grafton Passage.(Cont.)

25. Continued patrol without incident ,except for the guiding of several American Ships to entrance of Passage,until relieved by H.M. A.S. "Broome" in vicinity Euston Reef at 0730K/31st. Proceeded to Cairns and remained there until end of month.

Health and Conduct of Ship's Company.

26. The General Health of the Ship's Company remains very good and with the exception of one case of Dengue Fever there is nothing of particular interest to note in this direction.

27. Conduct of the Ship's Company remains satisfactory.

Condition of Ship.

28. The ship remains in an efficient running condition as regards machinery but there has been a noticable decrease in speed per revolutions during the past month,due to the large amount of "grass" on the water-line. Ship is due for half-yearly docking on 5th.April.

29. General ship maintainance is very satisfactory,the ship having been re-painted during the last boiler-clean,and,with a general improvement in the weather for the month,considerable upper-deck work has been carried out.

Figures.

30. March 1944.

Steaming Distance.....5,004·0 Miles.

Steaming Time.....481 Hrs.24 Min.

Average Speed.....10·40 Knots.

Fuel Consumed.....309·12 Tons.

Miles per Ton of Fuel.....16·20 Miles.

31. Since Commissioning 30th.August 1941.

Steaming Distance.....87,675·0 Miles.

Steaming Time.....8,790 Hrs.21 Min.

General Average Speed.....9·98 Knots.

.....Lieut. R.A.N.R.(S).

Commanding Officer.

Appendix No.1.attached.

Appendix 1.

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Ships passed at Sea during the Month of March.

Date.	Time.	Approx.Position.	Ship.	Remarks.
6/3/44	1830L	Off Grafton Passage.	"Jenssens"	South-bound.
-do-	1900L	-do-	J205 & J285.	Outward-bound.
-do-	1950L	-do-	"Milanda"	-do-
12/3/44	0530L	15 48 S.147 16 E.	USS.A.P.C.26.	South-bound.
15/3/44	1115L	Off Grafton Passage.	"Rockhampton"	-do-
16/3/44	0620L	13 56 S.145 53 E.	"Kanimbla" and "Manoora"	-do-
26/3/44	2245K	Off Brook Is.	BKWZ.	-do-
27/3/44	0300K	Off Russel Is.	"Zoella Lykes"	-do-
-do-	1740K	Off Grafton Passage.	KUZK.	North-bound.
-do-	1800K	-do-	"Gasgoyne" and convoy 3 ships.	South-bound.
28/3/44	0709K	-do-	"Glenelg"	-do-
-do-	1445K	-do-	Y.M.S.70.	-do-
-do-	1600K	-do-	"British Columbia Express"	-do-
29/3/44	0830K	-do-	A.P.C.1141.	-do-
-do-	0950K	-do-	"David Hewer"	-do-
[illegible]/3/44	0915K	-do-	"Pahud"	-do-
-do-	1030K	-do-	"Katoomba" S.S.	North-bound.

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Ballarat" - Monthly Letter.

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2026/7/1067

H.P. 24/8/43.

N.1

Sub Lieut 1/3

2nd Cmdr 21/3

3rd Cmdr 23/3

D.O.D. 28/3

D.R.(N) 29/3

D.D.P. 30/3

D.N.T. 31/3

Ops(N)

D.E.(N) 24/3

D.O.T.M. 9/5

N.D.B. 9/5

N.A.2 N.M. 9/5

N5 P.C.L.O.

Our return 11/5

N.A.H.R.O. 11/5

P.N.H.R.O. 11/5

Info

D.C.N.S. 15/3

D.P.S. 11/3/44

Lt. 16/3

9/5

28/3 A

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- 9 MAR 1944
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Commonwealth of Australia

Department of The Navy.

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2026/7/1067

Royal Australian Navy.

HP 24/8/43

From The Commanding Officer H.M.A.S."Ballarat".

Date 1st. March 1944. *Reference No.*

To The Secretary, Australian Naval Board.

Subject Monthly Letter of Proceedings for February 1944.

HN 9/3/44

Submitted,

Tues.1st.Feb.1944. At Single Anchor off Fairway Buoy - Cairns.

1. Weighed at 0630L/1st.and proceeded into Cairns for fuel,water and stores.

Tues.1st.to Sun.6th.Feb.1944. Escorting Convoys T.N.213 & M.V.62.

2. Slipped at 1200L/1st.and proceeded to sea, with 10 Australian Army personnel on board, to rendez-vous and carry out exercises with "Lithgow" (Commander D. Cairns),"Mildura" and "Broome".
3. At 1352L, off Fitzroy Island, met and transferred one rating to "Castlemaine" - escorting Convoy T.N.213 from Townsville.
4. Sighted "Lithgow","Mildura" and "Broome" entering Grafton Passage from seaward at 1545L, proceeded to close. Stopped at 1605L and transferred army personnel to "Lithgow" by motor-boat and then commenced to carry out fleet manoeuvres.
5. On completion of exercises at 1630L "Mildura","Broome" and "Ballarat" joined "Castlemaine" (S.O.E.) as escort for T.N.213 which consisted of six merchant ships("Ozark","Van Swoll"- Commodore,"Fremont Older","Triangulum"- towing 2 P.Ts.,"M.Flinders" and "John B.Dotty").
6. Cleared Grafton Passage at 1825L, convoy formed up and proceeded towards position "X" 11 18 S. 148 48 E.

7. Due to heavy weather "Triangulum" slipped both P.Ts. at 0850L/3. P.Ts. remained in vicinity of convoy under own power for some time and then proceeded independantly for their destination.
8. At 1800L/3,in D.R.Position 11 15 S. 148 48 E.,"Ozark",with "Castlemaine" as escort, parted company for Port Moresby. Remainder of Convoy with "Mildura" as S.O.E. proceeded towards Milne Bay.

9. Off Brumer Island at 0815L/4, convoy formed single line ahead and proceeded as necessary to pass through China Straits. Convoy dispersed off North Foreland at 1033L.
10. Continued up Milne Bay and at 1222L secured,with"Mildura" and "Broome" alongside R.F.A."Bishopdale" in Gili Gili Anchorage.
11. On completion of fuelling at 1600L slipped,and in company with "Mildura" and "Broome" commenced to escort Convoy M.V.62 -(consisting of five merchant ships:- "Andrew D.White"- Commodore, "John Nolan" "Albert Hill", "Peter T.Rowe" and "Octans")- towards Grafton Passage.
12. At 2000L, clear of China Straits, convoy formed up and proceeded.

13. Passage continued without incident, convoy entered Grafton Passage at 1250L/6 and at 1320L dispersed - ships proceeding independantly towards their destinations. Escorts proceeded in company for Cairns. Secured alongside "Bowen" doubled off from "Platypus" at 1545L.

Mon.7th.to Thur.10th. Feb.1944. At Cairns and Carrying out Exercises.

14. Slipped at 0817L/9 and proceeded out of harbour independantly to carry out M/S. exercises. On clearing channel, streamed Oropesa sweeps

Mon.7th.to Thur.10th.Feb.1944. (Cont.)

and after satisfactory tests, recovered same and returned to harbour.

Fri.11th.to Mon.14th.Feb. On A/S. Patrol off Grafton Passage.

15. Slipped at 0714L/11th. and proceeded to sea to carry out A/S. Patrol off Grafton Passage. Relieved P.C.477 in vicinity of Euston Reef at 1030 and commenced patrol.

16. Sighted and identified U.S.S."Orizaba" off Grafton Passage at 1725L/13th. during ~~during~~ heavy rain and poor visibility. With the aid of Cairns and Fitzroy Island Radar Beacons, guided him to the entrance at 1830.

17th. Relieved from patrol by H.M.A.S."Mildura" at 1008L/14th. and returned to Cairns.

Tues.15th.to Mon.21st.Feb. Escorting Convoys T.N.218 and M.V.66.

18. Left harbour in company with "Broome" at1812L/15th. to R.V. with T.N.218,(See Appendix B.) escorted by "Mildura"(S.O.E.) and "Pirie", off Fitzroy Island at dusk.
19. Cleared Grafton Passage at 2140, "Pirie" parted company to resume A/S.Patrol, convoy formed up and proceeded towards Milne Bay.

20. Off Brumer Island at 0700L/18th.convoy formed single line ahead and proceeded to enter China Straits.
21. On clearing the Straits at 1145,convoy dispersed and escorts continued up Milne Bay,berthed on R.F.A."Bishopdale" in Gili Gili Anchorage and commenced fuelling. On completion slipped and anchored in company inside boom.

22. Weighed at 0600L/19th.,cleared boom and proceeded in company with "Mildura" (S.O.E.) and "Broome" to escort convoy M.V.66 (See Appendix B.) to Grafton Passage.
23. Clear of China Straits at 1000 convoy formed up and proceeded.
24. During night 19th.to 20th.,with smooth sea and no swell,several good radar contacts were obtained on semi-submerged tree trunks at ranges varying from 1800 to 400 yards.

25. Euston Reef was reached at 1818L/21st.,after an uneventful trip and convoy dispersed inside Grafton Passage. Escorts proceeded in company towards Cairns.
26. On arrival at Fairway Buoy "Mildura" proceeded into harbour, "Broome" received instructions to proceed to Townsville for boiler-clean and "Ballarat" anchored to await orders.
27. At 1510, on instructions from N.O.I.C.Cairns, weighed,proceeded into harbour,secured alongside "Gladstone" - outside "Platypus" and commenced boiler-clean.

Tues.22nd.to Fri.25th.Feb. Boiler-cleaning at Cairns.

28. With the assistance of a boiler-clean party from "Platypus" the boilers were cleaned internally and externally and all throat bricks were re-newed. Rain hindered upper deck maintainance work during most of this period.

29. Ship's Company was granted forty-eight hours leave in two watches.

Sat.26th.to Mon.28th.Feb. On A/S.Patrol off Grafton Passage.

30. Resumed Grafton Passage outer patrol from 1600L/26 until relieved by "Katoomba" at 1400L/28. Returned to Cairns and fuelled.

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Tues.29th.Feb. On Passage tomPort Moresby with Convoy T.N.223.

31. Slipped at 0407L/29th. and met Convoy T.N.223 (See Appendix B) off Fitzroy Island at 0600. Cleared Grafton Passage at 0755 and proceeded towards Port Moresby.

Health and Conduct of Ship's Company.

32. The General Health of the Ship's Company remains very good and with the exception of tropical heat rash, which is prevalent among the Engine Room staff, there is nothing of interest to note.

33. Conduct of Ship's Company remains satisfactory.

Condition of Ship.

34. The ship remains in an efficient running condition as regards machinery, and the general maintainance is satisfactory considering the almost continuous wet weather that has been encountered in this area during the last two months.

Sport.

35. During the month some cricket and tennis matches were arranged against other ships in Cairns and were very much welcomed by the Ship's Company, being the first for some months. Due to constant running and lack of facilities it has been almost impossible to arrange sport of any kind but the prospects appear better for the future.

Figures.

36. February 1944.

Steaming Distance.....3,733·0 Miles.

Steaming Time.....394 Hrs.00 Min.

Average Speed.....9·50 Knots.

Fuel Consumed.....274·47 Tons.

Miles per Ton of Fuel.....13·60 Miles.

37. Since Commissioning 30th.August 1941.

Steaming Distance.....82,671·0 Miles.

Steaming Time.....8,308 Hrs.57 Min.

General Average Speed.....9·95 Knots.

.....Lieut.R.A.N.R.(S)

Commanding Officer.

Dist:- 1 Copy to N.O.I.C.Townsville.
1 Copy to Commander (D) Cairns.

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Appendix A.

Date.	Time.	Approx.Position.	Ship.	Remarks.
1/2/44	1300L	14 11 S.147 02 E.	ZMES.	South-bound.
4/2/44	2030L	China Strait.	"Gladstone"	-do-
12/2/44	0030L	Off Grafton Passage.	Unknown Hospital Ship.	North-bound.
-do-	1330L	-do-	Convoy 5 M.V's.& 4 Escorts.	-do-
-do-	1730L	-do-	Convoy 4 M.V's.& 2 Escorts.	South-bound.
13/2/44	0450L	-do-	1 M.V.& 1 Escort.	-do-
-do-	1340L	-do-	USS."Orizaba"	-do-
15/2/44	2355L	-do-	KURE	-do-
19/2/44	1400L	11 15 S.150 24 E.	USS. L.J.26.	North-bound.
26/2/44	1630L	Off Grafton Passage	"Lorrina""	South-bound.
27/2/44	0715L	16 22 S.146 17 E.	"John G.Brady"	-do-
-do-	1015L	Off Grafton Passage.	Convoy 2 M.V's.& 2 Escorts.	-do-
-do-	1310L	-do-	1 M.V.& 1 Escort.	-do-
28/2/44	1205L	-do-	S.C.743.	North-bound.

oooOOOooo

Appendix B.

Composition of Convoys.

T.N.213.

"Van Swoll" (Commodore)
"Ozark"
"Fremont Older"
"Triangulum" (2 P.T's.in tow)
"M.Flinders"
"John B.Dotty.)

M.V.62.

"Andrew D.White" (Commodore)
"Octans"
"Peter T.Rowe"
"Albert Hill"
"John Nolan"

T.N.218.

"James Cook" (Commodore)
"Alcibiades"
"Thomas Corwin"
"William S.Ladd"
"Cape Perpetua"

M.V.66.

"Swartenhondt" (Commodore)
"Patras"

T.N.223.

"Ozark" (Commodore)

oooOOOooo

2026/7/1067

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Ballarat" Monthly Letter

SECRET RESTRICTED

S.N.B. 2/3

2.N.M.

3.N.S.

D.O.N.

D.D.P.

D.N.O.

D.P.(N)

D.E.(N).

6/3/44 D.O.T.M. 7/3

9/3 N.P.B.

N.A.2.N.M. 9/3

P.C.L.O.

W.H.R.O.

D.P.(N).R.O.

File

N.1.

N4 19/30

9/3

St 6339

Commonwealth of Australia

Department of The Navy.

2026/7/1067

HP. 24/8/43.

SECRET

DECLASSIFIED

ACK. BY A.S. 1330Y 14 FEB 1944 INIT.

Royal Australian Navy.

From The Commanding Officer H.M.A.S."Ballarat".

Date 1st. February 1944 *Reference No.*

To The Secretary, Australian Naval Board.

Subject Monthly Letter of Proceedings for January 1944.

HN14/2/44

Submitted,

Sat. 1st. Jan. 1944. Secured alongside in Cairns.

Sun.2nd. to Thurs.6th.Jan. On A/S.Patrol off Grafton Passage.

Slipped at 0800L/2nd. and proceeded to sea via Grafton Passage.Relieved "Broome"in vicinity of Euston Reef at 1120L and carried out A/S. Patrol in area defined by N.O.I.C. Townsville's 292254Z Dec. (Appendix No. 1.) until relieved by "Warrego" at 1200L/6th. Returned to Cairns and refuelled.

During four days on patrol the following exercises were carried out:-

1. Depth-charge counter attack, dropping one charge set to 150 feet - ship steaming at 12 knots. Charge fired satisfactorily. any fish?
2. Close range A/A shoot on two starshell fired from 4 inch gun.
3. Burned one smoke-float for instructional purposes and for testing. Result considered satisfactory.

Sat.8th. to Mon.10th. Jan. On A/S.Patrol off ~~GRAFTON~~ Grafton Passage.

Slipped at 1350L/8th. and returned to patrol area off Grafton Passage ("Katoomba" unable to take over patrol owing to mechanical defect) to relieve "Warrego". Cleared Grafton Passage at 1708L and carried out patrol until relieved by "Katoomba" at 0910L/10th. Returned to Cairns and refuelled.

Tues.11th. to Mon.17th. Jan. Escorting Convoys T.N.205 and M.V.56.

Slipped and proceeded to sea at 0800L/11th. to rendez-vous with merchant ship "Sea Devil" off Fitzroy Island. At 1017L met "Sea Devil" and commenced escorting her through Grafton Passage to overtake Convoy T.N.205. Overhauled convoy in position by D.R. 16 26 S. 146 18 E. at 1240L - "Sea Devil" took up appointed station and "Ballarat" joined screen with "Castlemaine" (S.O.E.),"Gladstone" and S.C.746. (Convoy consisted of five merchant ships.)

At 1930L when convoy was in position by D.R. 15 28 S. 146 27 E. "Gladstone", stationed in position "D" on starboard bow of convoy, reported a non-sub. echo bearing 067 distant 2000 yards. Convoy made an emergency turn to port at approximately 1940L and a further 20 degrees to port at 1950L to course 303. Convoy resumed course 008 at 2040L.

"Katoomba" passed close astern of convoy on northerly course at 2300L.

Passage proceeded without further incident until convoy formed single line ahead at 1345L/13th.,rounded Brumer Island and proceeded through China Straits.

Secured alongside Oil Tanker "Victoria" in Gilli Gilli Anchorage at 1915L and fuelled. At 2200L slipped, proceeded inside boom and anchored.

SECRET

Tues.11th. to Mon.17th. Jan. (Cont.)

Weighed at 0610L/14th. and proceeded in company with "Castlemaine" (S.O.E.) and "Mildura" to escort Convoy M.L.56 (S.S."Ozark" and Motor Launch "Norab") to Grafton Passage. Cleared China Strait at 1040L, formed up and proceeded.

Passage continued without incident.

Parted company with convoy in Grafton Passage at 0020L/17th. and proceeded in company with "Castlemaine" and "Mildura" to Cairns. On arrival in harbour received ~~instruct~~ instructions from N.O.I.C.Townsville to proceed to Townsville for boiler-clean. Cleared Cairns Harbour at 0350L and set courses accordingly at 12 knots.

Entered Townsville Harbour at 1800L,secured alongside "Broome" in Ross Creek and commenced boiler-clean.

Tues.18th. to Sun.23rd. Jan. Boiler Cleaning at Townsville.

During this period Ship's Company was granted 48 hours leave in two watches.

Mon.24th. to Mon.31st. Jan. Escorting Convoy T.N.211 & "Stephen Porter"

Moved to Concrete Pier and fuelled during forenoon 24th.and at 1702L slipped and proceeded to sea in company with "Glenelg" ("Broome" delayed due to an engine defect).

At 1850L rounded Orchard Rocks and proceeded with convoy ("Van der Lijn"- Commodore,"Macedon" - Vice Comm.,"David F. Barry", H.M.A. "H.D.M.L.1321"and "L.S.T.467".) for Grafton Passage.

"Broome" overtook convoy at 0720L/25th. and joined Escort Group as S.O.E.

At 1342L,off Fitzroy Island, "Stawell" joined company as additional escort from Cairns and convoy proceeded through Grafton Passage.

Passed Euston Reef at 1720 and S.S."Patras" from Townsville overtook and joined convoy.

At 1630L/27th. convoy split in position 11 35 S. 148 26 E. S.S. "Macedon" escorted by "Broome" (S.O.E.) and "Ballarat" proceeded towards Port Moresby while the remainder ,escorted by "Stawell" and "Glenelg"continued to Milne Bay.

Entered Port Moresby at 0900L/28th. and secured alongside "Broome" doubled off from "Katoomba" at A.M.S. Berth.

Slipped at 1651L/29th. and proceeded in company with U.S.Liberty ~~S.xx29thxxxxxxxxxxxxxxxxx~~ Ship "Stephen G. Porter" and commenced escorting her towards Grafton Passage.

Passage continued without incident and Euston reef was passed at 1050L/31st. Parted company with "Stephen G.Porter" at 1130L and proceeded independantly towards Cairns.

At 1156L laid a Dan-buoy in position 16 50 S. L46 04 E. for exercise and at 1215L recovered same. Continued towards Cairns. At 1330L received instructions from N.O.I.C.Cairns to remain in vicinity of Fairway Buoy to carry out exercises with Commander (D).

Commenced exercises at 1500L with "Broome" - Com.(D), "Mildura" and "Lithgow". Carried out Fleet Manoeuvres, anchoring in company re-loading depth charge patterns and etc. Fleet came to anchor at 1813L and Com.(D) transferred to "Mildura" for night shoot. Weighed at 2008L and at 2103 carried out Night Shoot on towed target using three rounds star-shell and four rounds practice projectiles.

On completion of exercises anchored in vicinity of Fairway Buoy at 2311L. Because of frequent heavy rainsqualls which made visibility very poor it was considered inadvisable to proceed down channel before dawn.

SECRET

General Remarks:-

The General Health of the Ship's Company remains satisfactory and Standard of Morale remains high.
Ship remains in an efficient running condition.
No further remarks of interest.

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Steaming Figures:-

January 1943

Steaming Distance..... 4,066·0 Miles.
Steaming Time..... 435 Hrs.48 Min.
Average Speed..... 9·30 Knots.
Fuel Consumed..... 274·55 Tons.
Miles per Ton of Fuel..... 14·80 Miles.

Since Commissioning 30th. August 1941

Steaming Distance..... 78,938 0 Miles.
Steaming Time..... 7,914 Hrs. 54 Min.
General Average Speed..... 9·97 Knots.

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.....Lieut. R.A.N.R.(S).
Commanding Officer.

Dist:- 1 Copy N.O.I.C.Townsville.
1 Copy Com. (D) Cairns.

Appendix No. 1.

CSWPSF (R) Com. 7th. Fleet.
N.O.I.C. New Guinea.
N.O.I.C.Cairns.

N.O.I.C.Townsville.

A continuous A/S Patrol by at least one A.M.S. will be maintained within t the area bounded by the meridian of 146 15 E. and 147 Deg. E.and the parallels of 16 Deg. S. 16 41 S. N.O.I.C.Cairns is requested to maintain a continuous inner A/S Patrol of at least one M.L. A.M.S. to guard Bells and 4600 KCs. and listening watch on 425 Kcs. CSWPSF 290324 and 030258Z Sept. refers.

292254Z Dec.

Appendix No. 11. Ships Passed at Sea and Identified, during January.

Date.	Time.	Approx. Position.	Ship.	Remarks.
2/1/44	1120L	In Grafton Passage	H.M.A.S."Broome"	Inward bound
3/1/44	0625L	Off Grafton Passage	"A.D.White"	-do-
-do-	0740L	-do-	USS. YP291	-do-
-do-	0925L	-do-	"J.M.Clements"	-do-
-do-	1135L	-do-	"T.Corwin"	-do-
4/1/44	1620L	-do-	"Ceflu"	Outward bound
-do-	1730L	-do-	Convoy 6 ships & 4 escorts.	-do-
5/1/44	1048L	-do-	KYPJ	Inward bound
6/1/44	0600L	-do-	KYBU	-do-
-do-	0610L	-do-	KYAO	-do-
-do-	0740L	-do-	"Corio"	-do-
-do-	0745L	-do-	YMS.47	-do-
-do-	0746L	-do-	YMS.45	-do-
-do-	1020L	-do-	YMS.8	-do-
-do-	1134L	-do-	H.M.A.S."Warrego"	Outward bound
8/1/44	1635L	In Grafton Passage	"Lucy Star"	Inward bound
9/1/44	0840L	Off Grafton Passage	"Broome","Lithgow" &"Castlemaine"	-do-
-do-	0855L	-do-	S.C.747	-do-
-do-	1000L	-do-	"Harry Dodge"	-do-
-do-	1605L	-do-	KYTH	-do-
14/1/44	1315L	10 52 S. 150 34 E.	S.C.744	Course 010.
15/1/44	0200L	12 00 S. 150 00 E.	D 476	Course 214.
16/1/44	2135L	Off Grafton Passage	KOOY (Tanker)	Outward bound
24/1/44	1930L	19 01 S. 146 52 E.	"Springdale"	South bound
-do-	2005L	18 56 S. 146 50 E.	"Marcus Daly"	-do-
-do-	2038L	18 52 S. 146 48E.	"Lloyd B.Olson"	-do-
-do-	2250L	18 37 S. 146 40 E.	"W.B.Allison"	-do-
25/1/44	0137L	Off Brook Is.	"Chateaux Thienry"	-do-
-do-	1110L	Off Russel Is.	"Anson Burlington"	-do-
-do-	1130L	-do-	Tanker OG.47	-do-
26/1/44	1600L	14 10 S. 147 09 E.	H.M.A.S."Pirie" escorting 1 ship.	-do-
31/1/44	1000L	Off Grafton Passage	P.C.477	Outward bound

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17

2026/7/1067

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S. "Ballarat": Monthly Letter Dec 43

SECRETARY

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D.O.S. per 10/1/44

SNB

2nd

3rd

DDO

DDP

DNOP

Ops(N)

for DCNS

5/2/44 DNRM

DOTM

8 FEB 1944

8/2/44 NPB

NAZNM

NY

PCLO

1st

N4

D.N.R.M.
-7. FEB. 1944
DEPT. OF NAVY

St 6339

ACK. BY A.S. 1330Y
11 JAN 1944
INITS

Commonwealth of Australia

Department of The Navy.

SECRET

RESTRICTED
2026/7/1067
SECRET

Royal Australian Navy.

From The Commanding Officer H.M.A.S."BALLARAT".

Date 31st. December 1943. *Reference No.*

HP 24/8/43

To The Secretary, Australian Naval Board.

Subject Monthly Letter of Proceedings for December 1943.

Submitted,

Wed.1st.to Fri.3rd.Dec. Escorting Convoys GP.& PG.87 (Cont.)

Passed Cape Moreton at 0629L/1st. and covered convoy from seaward across to Caloundra. Followed GP. 87 into N.W.Channel and came to anchor at 1037L.

Weighed at 1135L and proceeded with "Wilcannia" to escort PG.87 (two merchant ships) towards Sydney - passing Cape Moreton at 1442L.

ML.807 joined company at 1600L/2nd. in position 30 57 S.153 37 E. and remained with convoy until he was detached with one merchant ship for Newcastle at 0615L/3rd.

Entered Sydney Harbour at 1135L,secured to Kurraba Oil Wharf and fuelled and watered.

Sat.4th.to Fri.10th.Dec. Escorting Convoys CO. & OC.149.

Slipped at 2245L/4th. and proceeded independantly for Newcastle. Arrived at 0530L/5th. and joined by ML.807. At 0648L "Ballarat" and ML.807 commenced escorting CO.149 (four merchant ships) towards Melbourne.

H.M.A.S."Wilcannia" (S.O.E.),escorting one merchant ship from Sydney,joined at 1400L - ML.807 detached for Sydney.

ML.823 joined in position 36 05 S. 150 26 E. at 0900L/6th. and remained in company until 2210L.

Passed Wilson's Promontory at 2103L/7th.

At 0130L/8th. two ships for ports beyond Melbourne detached and proceeded independently.

Sighted Convoy OC.149,escorted by "Doomba", at 0540L. "Ballarat" and "Wilcannia" proceeded to change over and at 0640L.assumed station on OC.149 (six merchant ships) and commenced escorting them towards Sydney.

Passed "Bungaree" on opposite course at 0945L.

Reduced Convoy speed to 6.5 knots to enable straggler "Iron Prince" to regain station, at 1125L. "Iron Prince" having regained station at 1350L speed was increased to 7 knots.

Rounded Wilson's Promontory at 1600L and S.S."Talune" joined convoy in position 39 02 S. 146 50 E. at 1905L.

At dawn/9th. "Iron Prince" was straggling 5 to 6 miles astern but managed to pick up during afternoon and regain station by 2220L.

ML.823 joined at 1600L and remained in company until dawn the following morning.

Friday 10th. 1520L ships for Port Kembla Detached.
2145L "Ballarat" detached with Sydney section - "Wilcannia" continuing with ships for Newcastle.
2310L Entered Sydney Harbour and at 0013L/11th.secured alongside at Garden Island. Commenced boiler cleaning.

Sat.11th.to Wed.15th.Dec. Boiler-cleaning at Sydney.

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Thurs.16th.to Sat.18th. Escorting Convoy GP.92.

Slipped at 0639L/16th., carried out D.G.Range trials and proceeded to sea - clearing heads at 0800L in company with "Deloraine", "Abraham Crijnssen"and "Townsville".("Deloraine"S.O.E.)
Convoy GP.92 cleared at 0850L and proceeded towards Brisbane escorted by four escorts.(GP.92 consisted of three merchant ships).

Passage continued without incident, Cape Moreton being rounded at 2145L/18th. Covered ships from seaward across to Caloundra and and anchored in N.W.Channel at 0034L/19th.

Sun.19th.to Wed.22nd.Dec. Escorting QL.39 & Proceeding to Townsville.

PG.92 proceeded out of N.W.Channel at 1050L/19 escorted by "Warnambool" (S.O.E.),"Deloraine" and "Abraham Crijnssen".
Weighed at 1445L and proceeded to sea in company with "Cowra" (S.O.E.),and S.C.741 ahead of QL.39,consisting of 16 ships.Convoy formed up at dusk and proceeded towards Busted Head.

Passage proceeded without incident to dispersal point, between Lady Elliot Island and Busted Head, where convoy commenced to disperse in columns at 30 minute intervals from 0030L to 0200L/21st.
At 0200L proceeded independantly for Townsville.

Rounded Cape Cleveland at 1710L/22nd., secured to West Side Concrete Pier Townsville at 1830L and commenced taking fuel and water.

Fri.24th.to Thur.~~30~~ 30th. Escorting TN.197 & Returning to Cairns.

Slipped and proceeded to sea in company with "Bowen" (S.O.E. to Grafton Passage) and "Pirie" and commenced escorting Convoy TN.197 (16 ships) towards Milne Bay,at 1755L/24th.

Sat. 25th: 1445L spoke U.S.Tanker "Mobiloil" in position 16 00 S. 146 04 E. and ordered him to join Convoy TN. 197 in accordance with instructions from N.O.I.C.Townsville. Also identified H.M.A.S."Bungaree" in same position.
1545 H.M.A . S."Ararat",escorting three merchant ships and seven U.S. P.T.Boats,from Cairns, joined company and convoy proceeded through Grafton Passage - P.T.Boats being taken in tow by ships of convoy.
1850L Clear of Passage convoy formed up in accordance with Form A1.
2130L In position 16 23 S. 146 23 E.,Salvage Tug "Sprightly" ordered to proceed independantly to assist a tanker aground north of China Strait.

No incident of further interest took place until arrival off Brumer Isl. where convoy commenced forming single line ahead at 0945L/28th. for passage through China Strait. P.T.Boats slipped from their towing ships and proceeded independantly.
Entered China Strait at 1300L and cleared same at 1400L and continued up Milne Bay. At 1632L secured alongside "Pirie" doubled off from tanker "Bishopdale".

Slipped at 1755L/28th. and proceeded in company with "Bowen" (S.O.E.) and S.C.746 to convoy damaged A. P.D. - USS."Dent" to Grafton Passage.
Entered northern approaches to China Strait at dark (1945L) and proceeded through some distance astern of other ships. Cleared Strait at2045L and set course to overtake same.
Owing to thick weather and poor R/T. & Radar operating conditions,contact was not gained. After four ~~xxxxx~~ hours search along track had failed to locate remainder of convoy - during which time H.M.A.S."Stawell" escorting U.S. "P.T.Rowe" was passed on opposite

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SECRET

course - course and speed were set as per orders, with the hope of locating same at daylight.

After morning star sights on the 29th., contact was established with "Bowen" by R/T. and our position passed to him. He replied that he was 65 miles ahead and that he had been "Cracking the Whip all night".

Speed was accordingly increased to 12 knots and maintained until arrival at Grafton Passage at 1525L/30th. but without overtaking "Bowen" or convoy. (U.S.S."Dent's" maximum speed of 9knots appears to have been nearer to 13 or 14 knots)

Entered Cairns Harbour at 1820L/30th. and secured alongside oil lighter at 1845L.

Remained in Cairns until end of month.

oooOOOooo

General Remarks:-

The General Health of Ship's Company is very good and all hands have quickly developed a healthy sun-tan in the short time the ship has been back in tropical waters. The standard of morole remains high.

The ship is in a good and efficient running condition.

During the month all seaman ratings were instructed in the use of oerlikons and firing practices of approximately 10 rounds per man were carried out.

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Steaming Figures:-

December 1943.

Steaming Distance.....	4,605·0 Miles.
Steaming Time.....	499 Hrs.18 Min.
Average Speed.....	9·20 Knots.
Fuel Consumed.....	311·50 Tons.
Miles per ton of Fuel.....	14·80 Miles.

Since Commissioning 30th. August 1941.

Steaming Distance.....	74,872·0 Miles.
Steaming Time.....	7,479 Hrs. 06 Min.
General Average Speed.....	10·01 Knots.

oooOOOooo

.....Lieut.R.A.N.R.(S)
Commanding Officer.

Dist. Secretary, A.C.N.B.
1 Copy N.O.I.C.Townsville.
1 Copy Com. (D).Cairns.

18

2026/4/1069

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Ballarat" - Letter of Proceedings Nov 43

RESTRICTED

D.N.S. 17/12

Mr. Keller 14/5/65

D.C.N.S. 30/12

D.O.D. 21/12

D.D.P. 30/12

D.R.(N) 3/1

D.N.S. 5/1

D.O.M. 11/1

D.N.R.O. 13/1

D.N.R.O. 19/1

File

D.N.R.O. 7 JAN. 1944 DEPT. OF NAVY

3t 4539

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15 DEC 1943
NAVY DESPATCH

Royal Australian Navy.

DEPT. OF NAVY
2026/7/1067.
SECRET

IN REPLY PLEASE QUOTE

No.

1 P
24/8/43

From.....Commanding Officer H.M.A.S."BALLARAT".

Date.....13th. Dec.1943.

To.....Secretary,Navy Board.

Subject.....Receipt for Monthly Letter.

1 AN 16/12/43

AS 13304
Signed
Returned
15/12

Please find attached Receipt Note for Ship's Monthly Letter of Proceedings for November and dated 30/11/43, posted under separate cover this day.

It is regretted that Receipt Note was not enclosed with correspondence.

.....Lieut. R.A.N.R.(S).

COMMANDING OFFICER.

ACK. BY A.S. 13304
15 DEC 1943
INIT.

RESTRICTED
~~SECRET~~

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer H.M.A.S."BALLARAT".

Date 30th. November 1943. *Reference No.*

To The Secretary, Australian Naval Board.

Subject Monthly Letter of Proceedings for November 1943.

Submitted,

1st. to 5th. November. At Sydney carrying out Exercises and Drills.

From AM. Monday 1st., Ship commenced an intensive five-day Gunnery and General Drill Programme, the first two days consisting of:-

(a) Refresher Courses for A.A. guns crews at G.I.C. Woolloomooloo.
(b) Refresher Courses for A/S. Operators at "Rushcutter".
(c) Rigging and instruction in the use of M/S. Gear for the remainder of Seamen.
(d) Instruction and exercises at Damage Control for E.R. personnel.

The following day, Wednesday 3rd., ship proceeded to sea A.M. and carried ~~and carried~~ out training programme shown below:-

(a) Ship to aircraft signalling exercises with Anson, at various heights and distances, using 20inch S.P. and 6 inch Aldis Lamp.
(b) A/S exercises with Elliptical Target towed by H.M.A.S. "Goolgwai".
(c) Slipping and recovering of Dan-buoy in 30 fathoms of water.
(d) Minesweeping exercises using Single Oropesa sweep.

On completion of programme returned to harbour P.M.

Continued with training in harbour during Thursday 4th. in the form of Gunnery Drills and the exercising and instruction of the Boarding Party.

P.M. Officers and Senior Ratings attended a Minesweeping lecture given by S.O.I.C. at Garden Island.

Friday 5th.- A.M. Slipped and carried out D.G. Range Trials.

P.M. Proceeded out of harbour in company with "Cowra" (S.O.), "Bendigo" and "Townsville" and carried out following:-

(a) Full Callibre firing on Patt.Vl. target towed by H.M.A.S. "Goolgwai"- 1 run.
(b) A.A. Close Range Shoot on Starshell- 2 runs.
(c) Minesweeping exercises, in conjunction with "Bendigo" and "Townsville", using "A" Sweep.

On completion of exercises proceeded to carry out Radar (A 272) tests with "Castlemaine", returning to harbour at dusk.

Remarks:- Much valuable training and experience was gained by Ship's Company during this period, especially as the ship had just completed a two month refitting period in Melbourne and many new faces had appeared during that time. In addition, the minesweeping exercises carried out during the week were the first that many of the Ship's Company had witnessed or taken part in.

6th. to 11th. November Escorting Convoys CO.141 and OC.141.

Slipped at 0001L/6th. and proceeded in company with H.M.A.S. "Townsville" for Newcastle. On arrival at 0530L, carried out A/S sweep to seaward while ships of CO 141, consisting of seven merchant ships, left

harbour and formed up. At 0630L proceeded towards Melbourne.
Sydney section, two merchant ships escorted by H.M.A.S."Bendigo"(SOE.), joined convoy at 1350L making a total of nine merchant ships escorted by three A.M.S.

Owing to heavy seas and violent pitching of ship, A/S dome was housed at 0350L/7th.
Northbound convoy OC 140 passed at 1525L.

Bad weather conditions continued throughout following night (Wind S.W. force 8 to 9) and at dawn on the 8th. one ship was straggling, hull down, astern.
By 1300L, weather having moderated considerably, A/S. watches were resumed until 2207L when a breakdown occurred owing to a defect in the electrical training unit. Dome housed. (Base Staff assistance necessary).

Tuesday 9th. - 0110L Passed Wilson's Promontory. Ships for Adelaide and beyond proceeded independantly at dawn - the straggler, by now, being out of sight astern.
After handing over Melbourne section of CO.141 to H.M.A.S."Doomba", off Cape Liptrap, "Bendigo"(S.O.E.), "Townsville" and "Ballarat" commenced escorting OC.141, consisting of eleven merchant ships, towards Newcastle - passing straggler from CO.141, heading for Melbourne, at 1010L.
The steering gear failed at 1026L owing to shearing of pin and twisting of key in bevel-gear (situated in Captain's cabin) of steering engine shafting. Ship hove to in heavy S.W. sea and swell.
The E.R. staff having fitted new pin and key by 1136L - ship proceeded to overtake convoy.
Passed Wilson's Promontory at 1345L and resumed station on screen at 1525L. Identified S.S."California" on opposite course at 1600L.

Nothing further of note occurred until one ship was detached for Pt. Kembla at 1300L/11th. Later same day, at 1820L, "Ballarat" detached with three ships for Sydney while "Bendigo" and "Townsville" continued with Newcastle section. Southbound CO.142 passed at 1855L.
After covering ships entering harbour, proceeded to Kurraba Oil Wharf for fuel and water.

12th. and 13th. November. At Number 5 Buoy - Sydney Harbour.

During this period stored ship and effected repairs to Asdic training gear.
P.M. Saturday 13th. - Sub-Lieutenant I. MacInnes R.A.N.R.(S). joined additional.

Sun. 14th. to Fri. 19th. November. Escorting Convoys GP.83 and PG.83.

A.M. Sunday 14th. Lieutenant D. MacLeman R.A.N.R.(S). discharged to "Rushcutter" additional and Lieutenant C.D. Dykes R.A.N.R.(S). appointed in command (temp.). Lieutenant W.J. Richmond R.N.V.R. assumed First Lieut. duties (temp).
Slipped with H.M.A.S."Bendigo" at 0716L/14th., proceeded to sea and carried out A/S. sweep awaiting departure and forming up of GP. 83. At 0850L convoy - consisting of two merchant ships and H.M.A.S."Bungaree" escorted by "Bendigo" and "Ballarat" - formed up and proceeded towards Brisbane.
Southbound convoy CO.143 passed to seaward at 1320L.
Newcastle section of GP.83 (one merchant ship escorted by ML.807) joined convoy at 1450L off Redd Head.

Owing to heavy weather, and damage sustained, ML.807 was ordered by S.O.E., at 1215L/15th., to proceed independantly for Coffs Harbour.
The weather continued to deteriorate during the afternoon and as ship was pounding badly, A/S. dome was housed at 1545L and lowered again at 2245L when the swell had moderated.

Rounded Cape Moreton at 0115L Wed. 17th. and covered convoy from seaward across to Caloundra. 0507L came to starboard anchor in N.W. Channel.

Weighed at 1100L/17th. and proceeded out in company with "Bendigo", ahead of convoy GP.83 - consisting of three merchant ships. Passed Cape Moreton at 1452L, after which convoy formed up and proceeded towards Sydney.

The voyage south continued without incident until 0015L/Fri.19th. when convoys PG.83 and GP.84 passed close in very thick weather in approximate position 32 42S. 152 56 E. Both parties used navigation lights until all ships were clear.
Entered Sydney Harbour at 1403L, Friday afternoon, and proceeded to Kurraba Oil Wharf for fuel and water.

Sat. 20th. to Sat. 27th. November. Escorting Convoys CO.145 & OC.145.

Slipped at 2300L Sat.20th. and proceeded independantly for Newcastle - "Bendigo" being delayed by an engine defect. Arrived at 0530L Sunday morning and covered ships leaving harbour. Joined by "bendigo" shortly after arrival.
By 0715L convoy CO.145, consisting of five merchant ships (two Greeks failed to sail), formed up and proceeded towards Melbourne.
The Sydney section - two merchantmen escorted by H.M.A.S. "Broome" - "Broome" - joined at 1520L making a total of seven merchant ships escorted by three A.M.S. ("Bendigo" - S.O.E.)

Monday 22nd. - ML.823 joined as additional escort in position 35 48 S. 150 39 E. (north of Montague Island) at 1035L.
Passed northbound convoy OC.144 at 1800L.

At dawn the following morning ML.823 was detached in approximate position 38 40 S. 148 21 E.
During forenoon carried out firing tests with all close-range weapons.
Passed Wilson's Promontory at 2315L/23rd.

Two ships for ports beyond Melbourne detached at 0100L Wed.24th. and proceeded independantly.
0630L Sighted OC.145 escorted by "Doomba".
"Broome"(S.O.E.) and "Ballarat" changed to OC.145 - nine merchant ships - at 0718L and commenced escorting them towards Newcastle while "Doomba" joined "Bendigo" in escorting CO.145 to Melbourne.("Bendigo" proceeding to Melbourne for annual refit.)
Passed Wilson's Promontory at 1646L and at 1900L convoy reduced speed to 6 knots to enable S.S."Munmorah", who had been straggling, to regain station. Resumed convoy's speed at 2045L.

By dawn on Thursday 25th."Munmorah" was hull down astern.
ML.823 joined as additional escort in position 37 25 S. 150 19 E. at 2020L.

Friday 26th.- 0950L South-bound convoy CO.146 passed to port.
1330L ML.823 parted company off Jervis Bay.
1730L One ship detached for Port Kembla.
2025L Two MLs.- 822 & 807 - detailed as additional escorts to Newcastle, joined in position 34 19 S. 151 36 E.
2145L Two ships for Sydney detached with "Broome" as escort,- "Ballarat"(S.O.E.) and two MLs. continuing with Newcastle section.

Arrived off Newcastle at 0615/27th. and after covering ships entering harbour, left for Sydney.
Straggler "Munmorah" passed at 1004L.
Entered Sydney Harbour at 1312L Sat.27th. and proceeded to Kurraba Oil Wharf for fuel and water.

Sun.28th.to Tues.30th.November. Escorting Convoy GP.87 towards Brisbane.

Slipped at 0700L/28th. and proceeded to sea in company with "Wilcannia" and "Castlemaine". Carried out A/S.sweep to seaward awaiting convoy.
Convoy GP.87, consisting of five merchant ships, formed up and pro-

ceeded towards Brisbane.

H.M.A.S."Vendetta"passed to seaward on a northerly course at Noon.

1345L South-bound convoy CO.147 passed to seaward.

Newcastle section of convoy - two ships escorted by ML.807 - joined at 1500L off Red Head,making a total of seven merchant ships escorted by "Wilcannia"(S.O.E.); "Castlemaine"(additional to Caloundra);"Ballarat",and ML.807 (to Coffs Harbour).

At 2023L,while in station "Oboe"on screen,received a Radar contact close to port bow of convoy. With ship at Action Stations increased to full speed to close and investigate.Lost echo inGround Pulse at 800 yards. Continued search ahead of convoy with nil results - echo assumed to be "side"echo from ships of convoy. At 2048L secured Action Stations and resumed station. Owing to bad atmospheric conditions,was unable to raise other escorts on R/T. during investigation.

29th.

At 1430, owing to heavy following sea and swell, A/S. dome housed on instructions from S.O.E.

Weather having moderated,A/S.watch was resumed at 2155L.

At 2345L received a similar Radar echo to the one received on previous night.Again closed and carried out search ahead of convoy with nil results. Assumed echo to be"Side" echo and returned to station at 0035L/30th.Again unable to contact escorts on R/T. owing to continued bad atmospheric conditions.

ML.807 parted company at dawn Tues.30th.

H.M.A.S."Bungaree" passed through screen on a southerly course at 0850L.

Passage continuing.

oooOOOooo

General Remarks:-

The General Health of Ship's Company is very good and standard of Morale and Spirits remains high.

Ship is in a good and efficient running condition after recent refit.

oooOOOooo

Steaming Figures:-

November 1943

Steaming Distance.....	4385.0 Miles.
Steaming Time.....	488 Hrs. 12 Min.
Average Speed.....	9.0 Knots.
Fuel Consumed.....	315.95 Tons.
Miles per ton of Fuel.....	13.78 Miles.

Since Commissioning 30th. August 1941.

Steaming Distance	70,267.0 Miles
Steaming Time	6,979 Hrs.48 Min.
General Average Speed	10.07 Knots.

oooOOOooo

.....Lieut.R.A.N.R.(S).
Commanding Officer.

St 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer HMAS."BALLARAT".

Date 6th. November, 1943. *Reference No.*

To The Secretary, Australian Naval Board.

Subject Monthly Letter of Proceedings for October, 1943

Submitted,

1/10/43. Ship at No. 18 Victoria Dock Melbourne undergoing a refit.

2/10/43. Ship docked at Duke and Orrs' dry dock Melbourne.

5/10/43. Ship undocked and returned to No. 18 Victoria Dock ,refitting berth.

17/10/43. Second watch returned from long leave. Ship's full Company now back on board.

2[illegible]/10/43. Basin trials carried out on main engines and auxiliary machinery.

23/10/43. 0835 Slipped and proceeded to Williamstown to complete with fuel. On completing with fuel commenced to embark ammunition.
1350 Slipped and proceeded to Port Melbourne.

24/10/43. 0923 Slipped from Station Pier and proceeded out to Port Phillip Bay to carry out Trials.
1819 Completed trials of Main Engines, Radar Equipment, Calibration of D/F and Compass adjustment. All trials satisfactory except for slight adjustment necessary to Engine Room Air Pump and the fitting of new corrector coils to Magnetic Compass.

25/10/43. 1600 Slipped and proceeded to Portsea anchorage to deliver Convoy Orders. 1907 Anchored Portsea and passed orders to two ships.
2315 Weighed anchor and proceeded out of harbour ahead of Convoy.
2352 Passed Pt.Lonsdale.

26/10/43. 0310 Convoy formed up at end of swept channel and proceeded.
O.C.137. 8 Ships.
0530 Passed O.C.Convoy over to Senior Escort H.M.A.S."WARRNAMBOOL".
Proceeded back to Port Phillip with C.O.137 Convoy , 4 ships.
1040 Convoy entered harbour.
1050 Proceeded in execution of previous orders on passage to Sydney.
2115 Passed Wilson's Promontory.

27/10/43. Noon. Overhauled and passed Convoy O.C.137.
1429 Passed Gabo Island.

28/10/43. 1020 Identified to P.W.S.S.Sydney.
1146 Secured to Kuraba Oil Wharf. 1338 Secured to No. 7 buoy.

29/10/43. (
30/10/43. ((At No. 7 buoy Sydney.
31/10/43. (

----------October 1943---------

Distance..... .... 723miles.
Steaming Time.....71hrs. 48mns.
Average Speed.....10.07knots.
Dist. per ton of fuel.. 13.64 miles.

--------Total Figures Since Commissioning 30th.August 1941--------

Distance Steamed.....65,942miles.
Time Steamed.....6499hrs. 54mns.
General Average Speed.....10.14 knots.

Copies to:- A.C.N.B.
R.A.C.S.
Com.(D).

Donald McLennan Lieut. RANR(S).
Commanding Officer.

2026/4/1064

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Ballarat" - Monthly Report Sept '43 & Oct.

RESTRICTED

SECRET

D.O.S. (Cdr) 14/5/65

Sub 19/11

2NM 19/11

3NM 22/11

DOD 25/11

DDP 26/11

ANG 26/11

Ops(A) 26/11

DOB(N) 29/11

DOTM 29/11

26/11/43 DNR 2/12

1/12/43 HPR 2/12

NA2NM 2/12

PC.O.

D.C.N.S. 18/11

17/11/43

Ian 19/11

(Cdr)

N.O.A.

29 NOV 1943

DEPT OF NAVY

GHG 6/12

6/12

File

Staff Cdr.

D.O.T.M. 27 NOV 1943

RESTRICTED

MINUTE PAPER

DEPARTMENT OF THE NAVY

SUBJECT:

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer H.M.A.S."BALLARAT".

Date 31st. October 1943. *Reference No.*

To The Secretary, Australian Naval Board.

Subject Monthly Letter of Proceedings for September 1943.

Submitted,

1/9/43. Alongside West Wing Station Pier Port Melbourne.

2/9/43. 1610 Slipped and proceeded to Portsea Anchorage to deliver Convoy Orders to Ships at anchor.
1911 Anchored off Portsea. Delivered orders to two Ships.
2131 Weighed anchor and proceeded out of harbour ahead of Convoy
2200 Passed Pt. Lonsdale.

3/9/43. 0200 Convoy O.C.122 formed up at end of swept channel and proceeded, 10 Merchant Ships.
0650 Passed O.C.Convoy over to Senior Escort H.M.A.S."BUNDABERG" and proceeded back to Melbourne with Convoy C.O. 122 , 3 Ships.
0930 Identified Convoy to P.W.S.S.
1101 Passed Pt. Lonsdale astern of Convoy and proceeded into harbour via West Channel.
1400 Berthed at West Wing Station Pier Port Melbourne.

4/9/43. Berthed at Station Pier Port Melbourne.

5/9/43. " " " " " " .

6/9/43. 0845 Proceeded to Nelson Pier Williamstown and commenced to Discharge Oil Fuel. On completing discharge of Fuel commenced to discharge ammunition.
1545 Slipped from Nelson Pier and proceeded to No. 18 Victoria Dock.
1715 Secured alongside No. 18 Victoria Dock.

7/9/43. Commenced to Refit.
Ship's Company granted long leave in two watches .

27/9/43. First watch returned from leave-Second watch proceeded on leave.

30/9/43. Ship at No. 18 Victoria Dock undergoing Refit.

-----September 1943-------
Distance Steamed.....181 Miles.
Steaming Time.....19hrs. 24ms.
Average speed.....9.33. knts.
Miles per ton of fuel.....8.02. miles.

------Total figures since commissioning 30th. August, 1943.-----
Distance steamed.....65,219.0 miles.
Time steamed.....6428hrs. 06mns.
General Average Speed.....10.14knots.

Ronald McLennan .....Lieut.RANR(S)
Commanding Officer.

Copies To:- A.C.N.B.
R.A.C.S.
Com.(D)

2026-7-1067

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: Auxiliary "BALLARAT" – Letter of Proceedings for August 1943

RECEIVED 30 OCT 1943 D.O.T.M.

D.P.S.

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D.N.E.M. -6. NOV. 1943 DEPT OF NAVY

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT:

RECEIVED
30 OCT 1943
D.O.T.M.

D.N.M.
28 OCT 1943
NAVY OFFICE
DEPARTMENTAL BRANCH

DEPT. OF NAVY
9 NOV 1943
C.M.E.M.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer H.M.A.S."BALLARAT".

Date Ist. September, I943. *Reference No.*

To The Secretary, Australian Naval Board.

Subject Monthly Letter Of Proceedings for August, I943.

Submitted,

I/8/43. On passage from Newcastle to Melbourne with Convoy O.C.II3. consisting of 8 Merchant Ships and Escorts H.M.A.S. "WARRNAMBOOL" "MILDURA" and "BALLARAT" .
0520 Exercise "ZOMBIE" carried out , 4 Star Shell Fired.
On this occasion it was brought to the notice of the Senior Officer Escort that the "BALLARAT" had already fired I8 Star Shell in the previous six weeks for exercise,also bringing to his notice that the practice allowance per annum was 20 rounds.
06I5 M.L.430 left Convoy and returned to Base.
I330 A/S Dome housed due to bad weather. Wind West force 7. Rough Sea and heavy swell. Visibility poor at times due to rain and hail squalls. Ship pitching heavily.
2040 Wilson's Promontory abeam to starboard.

2/8/43. Adelaide section of Convoy detached, 3 ships, at dawn.
Rest of Convoy widely scattered due to bad weather and poor visibility.
Wind West force 9. Very rough sea and heavy head swell. Ship pitching violently at times. Speed reduced to I00 revolutions and Ship making little more than steerage way through the water. Frequent squalls of heavy rain and hail decreasing visibility to two cables at times.
II30 turned and took up station on Convoy O.C.II3. Convoy C.O.II3 passed over to the care of "ABRAHAM CRIJNSSEN", with information that stragglers were still coming up.
O.C.CONVOY 7 Merchant Ships ,Escorts "WARRNAMBOOL" "MILDURA" and "BALLARAT".
I907 Wilson's Promontory abeam to port.
Midnight, weather moderating slightly.

3/8/43. 0600 A/S watch set , weather continues to moderate.

4/8/43. 09I5 South bound Convoy passed to port, C.O.II4.
I900 Port Kembla section of Convoy detached, 2 ships.
2300 "MILDURA" and Sydney section of Convoy deatched, 2 Ships.
"WARRNAMBOOL" and "BALLARAT" proceeding to Newcastle with remainder of Convoy.

5/8/43. 0028 South Head Lt. abeam to port (Sydney).
0750 Arrived off Newcastle and patrolled to seaward while ships entered port.
0850 Proceeded back to Sydney.
I355 Entered Sydney Harbour. I432 Secured to Kuraba Oil Wharf.

6/8/43. 0749 Slipped from No. 9 buoy and proceeded out of harbour with H.M.A.S."BUNDABERG" "MORESBY" and "MILDURA". Patrolled to seaward while Convoy G.P.62 formed up.
0920 Convoy formed and proceeded on passage to Brisbane, 9 ships.
I557 Newcastle section of Convoy joined up ,7 ships. Convoy now consisting of 4 Escorts and I6 Merchant Ships.

7/8/43. Convoy proceeding , no items of interest to record.
8/8/43. " " " "

9/8/43. 0800 Passed Cape Moreton Lt. Ho.

9/8/43. Continued:-
II09 Anchored inside N.W.Channel buoy.
I200 Weighed anchor and proceeded with Convoy P.G.62. 7 Merchant Ships and Escorts ""BUNABERG", "MORESBY", "MILDURA" and "BALLARAT".
I5I2 Cape Moreton abeam to starboard.

I0/8/43. Wind S.S.W. force 7, Heavy Swell and Rough Sea, Ship pitching heavily.
A/S Dome housed.
0800 S.S.JAMES COOK. straggling and was ordered to proceed independently.
I3I0 S.S.AGNES straggling and was ordered to proceed independently.

II/8/43. Passage continues without incident.

I2/8/43. 0700 Newcastle section of Convoy with Escort "MILDURA" detached.
I800 Entered Sydney Harbour.
I845 Secured to No. 4 Oil Lighter at No. 5 buoy.
2302 Slipped from No. 5 buoy and proceeded to Kuraba Oil Wharf.

I3/8/43. 0700 Slipped from Kuraba Oil Wharf and proceeded to Sea in Company with Escorts "BUNDABERG" "MORESBY" and "TOWNSVILLE".
Patrolled to seaward while Convoy G.P.63 formed up.
0840 Proceeded with Convoy on passage to Brisbane, 8 Merchant Ships.
H.M.S."SPRINGDALE" having some trouble to keep up with Convoy.
2I00 Investigated doubtful contact , classified non-sub.

1[illegible]/8/43. 0930 M.L. signalled that she was returning to harbour due to bad weather conditions.
H.M.S."SPRINGDALE" straggling astern, now just visible on horizon.

I5/8/43. 2250 Passed Cape Moreton.

I6/8/43. 0I32 Passed N.W.Channel buoy.
0223 Anchored in N.W.Channel.
I2I0 Weighed anchor and proceeded to sea with Escorts "BUNDABERG" "MORESBY" and "TOWNSVILLE". Convoy P.G. 8 Merchant Ships.
I520 Passed Cape Moreton

I7/8/43. M.L.80I Joined Convoy.

I8/8/43. II35 Newcastle section of Convoy and M.L.80I detached.
I900 Entered Sydney Harbour.
I939 Secured to No. 4 Oil Lighter at No. 4 buoy.

I[illegible]/8/43. At No. 4 buoy. H.M.A.S."TOWNSVILLE" alongside.

20/8/43. I400 Slipped from No. 4 buoy and proceeded out of harbour in Company with Escorts "WARRNAMBOOL" and "TOWNSVILLE" to rendezvous with Convoy O.C.II9 from Newcastle. One Merchant ship from Sydney.
I730 Joined Convoy and took up station astern. Other Escort "ECHUCHA".
2010 S. Head Lt. Sydney,abeam to starboard.

2I/8/43. Ship's Company voted on the General Election. The Commanding Officer First Lieutenant acted as Returning Officers.
I400 M.L.803 joined Convoy.

22/8/43. 0625 M.L.803 left Convoy and returned to base.

23/8/43. 0300 Adelaide section of Convoy detached.
0622 Met Convoy C.O.II9 and Escorts crossed over. "BALLARAT" continuing on to Melbourne with O.C.II9 Convoy. "ABRAHAM CRIJNSSEN" continuing on to Sydney with C.O.II9 Convoy.
0740 Exchanged recognition and identification signals with P.W.S.S. Lonsdale. II05 Passed Lonsdale astern of Convoy.
II40 Entered West Channel.
I425 Secured to Nelson Pier Williamstown.

24/8/43. Alongside West Wing Station Pier Port Melbourne

25/8/43. Alongside West Wing Station Pier Port Melbourne.

26/8/43. I300 Slipped from Wharf and proceeded out of harbour.
I726 Anchored off Portsea and delivered Convoy Orders to S.S."BUNDALEER" and S.S."IRON MONARCH".

26/8/43:- Continued.

2150 Weighed anchor and proceeded out of harbour ahead of Convoy.
2235 Passed Lonsdale.

27/8/43. 0155 Convoy C.O. formed up at end of swept channel, 7 ships, and proceeded.
0500 Passed Convoy over to Senior Escort H.M.A.S. "MILDURA" ~~"WARRNAMBOOL"~~ and proceeded back to Melbourne with Convoy O.C.120, 6 ships.
0745 Identified Convoy to P.W.S.S. Convoy entered swept channel.
0905 S.S."TIRADENTES" stopped with engine trouble.
1025 S.S."TIRADENTES" proceeded into harbour on one engine.
1112 Passed Lonsdale astern of Convoy and proceeded into harbour via West Channel.
1404 Secured at West side of Nelson Pier Williamstown and commenced fuelling.

28/8/43. Alongside West wing Station Pier Port Melbourne.

29/8/43. 1308 Slipped and proceeded to Portsea anchorage to deliver orders to ships at anchor.
1642 Anchored at Portsea and delivered orders to ships "ADELONG" "MUMMORAH" and "ASPASIA NOMIKOS".
2350 Weighed anchor and proceeded out of harbour ahead of Convoy.

30/8/43. 0400 Convoy C.O. 121 formed up at end of swept channel and proceeded 7 ships. ~~1303~~
1303 Passed Convoy over to Senior Escort H.M.A.S."WARRNAMBOOL" and proceeded back to Melbourne with Convoy O.C.121, 6 ships.
Weather:- Wind N.W. force 7. Heavy Swell and very Rough Sea. Ship pitching heavily.
1600 Detached Adelaide section of Convoy, 4 ships.

31/8/43. 0632 Identified Convoy to P.W.S.S.
0829 Passed Lonsdale astern of Convoy and proceeded into harbour via West Channel.
1121 Secured to West side of Nelson Pier Williamstown and commenced fuelling.

----------August 1943 ----------

Distance Steamed ----------4419 miles.
Steaming Time----------530 hrs. 54mns.
Average Speed---------- 8.32. Knots.
Miles per ton of Fuel---------- 12.2 miles.

Total Figures Since Commissioning 30th. August, 1941.
Distance Steamed----------65,308 miles.
Time Steamed----------6408 hrs. 42 mns.
General Average Speed---------- 10.10.Knots.

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General Remarks.

The general state of the Ship's Company in respect of health continues to be satisfactory. Several cases of FLU were reported during the month all of which were successfully treated on board. One case of early Pneumonia was reported and discharged to hospital.

The Morale of the Ship's Company continues to be of the usual high standard.

The general condition of the ship is very good. Several items of ordinary wear and tear and the usual routine refit work ,it is hoped, will be taken in hand in the near future when the ship undergoes a refit.

Rucker McLean .....Lieut. RANR(S).
Commanding Officer.

6/10

DEPT. OF NAVY
2026/7/1067 P1
SECRET

File HP24/8 N4 1/8

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Ballarat" - Letter of Proceedings - July - 43

DOP 7/10 (Dalton) 27/8

DC 11/8

SNB Nov 13

2NM Dec 17/8

3NM

DOD 17/9.

DOP 21/9

DSC 22/9

DTD 23/9

DNS 25/ 26/9.

DPS(N)

DE(N) 17/9 Ballarat now refitting. Permanent fitters suspected of defect to R.F. Tank. DFS being attended to

DOTM 9/10

DNRM

DNMAS

NB Bull 7/10

NAZNM

P.C.D.O.

1st 11/8.

N4

P.C. 8/10

9/9

Staff Gm

DEPT. OF NAVY 19 AUG 1943 SECRET

D.O.T.M. RECEIVED 3 SEP 1943

ENG. & CONST. 19 AUG 1943 BRANCH

St 6330

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

3 NM 22/7/43

From The Commanding Officer H.M.A.S."BALLARAT".

Date Ist. August, 1943. *Reference No.*

To The Secretary, Australian Naval Board.

Subject Monthly Letter of Proceedings for July 1943.

I/7/43. Submitted,

At Sydney. 0001 Slipped from No. 5. buoy and proceeded to Newcastle in company with H.M.A.S."YANDRA".
0600 Arrived off Newcastle and patrolled approaches to harbour awaiting Convoy to assemble.
0900.Convoy C.O.105 formed up consisting of 8 Merchant Ships and proceeded under Escort of H.M.A.S."BALLARAT" and "YANDRA".
1520 Sydney section of Convoy joined up consisting of 4 Merchant Ships under Escort of H.M.A.S."MORESBY" (Senior Officer Escort), Convoy then proceeding on passage to Melbourne.
1730 North bound Convoy O.C.104 passed to port.

2/7/43. A/C continuously on patrol over Convoy. One M.L. joined Convoy.
2115 Gabo Lt.abeam to Starboard.

3/7/43. M.L. left Convoy at dawn
2043 Wilson's Promontory abeam to starboard.

4/7/43. 0110. Reduced speed to 120 revs due to heavy weather. Wind N.W. force 8. Moderate swell and rising rough sea.
1000. Convoy C.O.105 passed over to the care of the Escort ship "ABRAHAM CRIJNSSEN". Escorts "BALLARAT" "MORESBY" and "YANDRA" turned round and proceeded back to Sydney with Convoy O.C.105 consisting of 9 Merchant Ships.
1740 Wilson's Promontory abeam to port.

5/7/43. During the 8 to 12 p.m. watch the wind increased to force 8 from the N.W. with a heavy swell and very rough sea. Frequent heavy rain squalls obscured the Convoy.

6/7/43. Weather moderated during the morning 4 to 8 a.m. watch.
1200 One M.L. joined Convoy as additional escort and on passage to Sydney.
1645 Two ships detached for Port Kembla.
2000 Two ships with H.M.A.S."YANDRA" detached and proceeded into Sydney. "MORESBY" and "BALLARAT" proceeding with remainder of Convoy to Newcastle.

KN

7/7/43. 0500 Arrived off Newcastle and patrolled to seaward while ships entered Harbour. 0600 "MORESBY" proceeded back to Sydney.
S.S."KENNILWORTH" had to anchor off breakwater awaiting High Water 1145. S.S."KENNILWORTH" entered harbour, "BALLARAT" followed in and berthed at King's Wharf.

8/7/43. 0845 Slipped from King's Wharf and proceeded out of Harbour.
0910 Signalled H.M.A.S."BENDIGO" on patrol outside harbour awaiting Convoy. 1200 Convoy C.O.107 formed up consisting of 8 Merchant ships and proceeded under the Escort of "BALLARAT" and "BENDIGO".
1600 Sydney section of Convoy joined consisting of 5 Merchant Ships and Escorts "ROCKHAMPTON" and "GLENELG" . "BALLARAT" left Convoy and proceeded into Sydney to Boiler Clean.
1645 On instructions received from N.O.I.C.S. "BALLARAT" turned and proceeded back to rejoin Convoy as "BENDIGO" had to put into Sydney for urgent repairs. Signalled N.O.I.C.S. that "BALLARAT" had only fuel for 36 hours endurance.
2134 Ordered S.S.EDWARD RANDOLPH" to endeavour to keep better station as he had fallen astern of station 2½ to 3 miles from Convoy.

2/7/43. 1020 Permission received from Senior Officer Escort to leave Convoy as fuel would not permit proceeding further. Turned and set course for Sydney. Position 24 miles N.E. from Montague Is.
During the 8 to 12 p.m. watch ship ran into a violent thunderstorm followed by very heavy Hail and Rain. Storm cleared about midnight having lasted about one hour and a half.

10/7/43. 0615 Entered Sydney harbour. 0645 Secured to Kuraba point Oil Wharf. 1205 Secured to North End Garden Island Oil Wharf and commenced preparations for Boiler Cleaning.

The Ship remained in harbour from the 10th. July until the 21st July. During this period the following incidents of interest and note took place.
26 Ratings and 2 Officers were given 5 days leave.
On the 12th. and 13th. July the Commanding Officer and First Lieut. were given the Opportunity of flying over Convoys with the 107th . R.A.A.F. Squadron at Rathmines.
Main Steam was raised at 1800 on the 17th. July.
From 1100 on the 18th. until 1100 on th 19th. July "BALLARAT" carried out duties of duty A/S ship at Watson's Bay buoy.
The 19th. 20th. and 21st. were given over entirely to Gunnery Training and General Drills.
Monday 19th. the 4'inch Gun's crew and close range Gun's crews were exercised under the supervision of the Base Gunnery Staff.
Tuesday 20th. General Drill was carried out under the Supervision and assistance of the Staff Officer Independent Commands when the ship was prepared for Towing from forward. This was followed by the Ship's Company being exercised at Collision Stations.
Wednesday 21st. A full calibre Day and Night Shoot was carried out. with 4'inch gun. A.A. gun's crews were also exercised, target, Star Shell.
The three days programme which was carried out under the supervision and assistance of the Staff Officer Independent Commands and the Base Gunnery Staff was of great benefit to both Officers and Ratings as much good work was accomplished.

22/7/43. 0215 Slipped from No.1. buoy and proceeded to Newcastle with H.M.A.S. "MILDURA".
0800 Arrived off Newcastle and patrolled to seaward awaiting Convoy to assemble.
1120 Convoy C.O.III formed up and proceeded on passage to Melbourne. 6 Merchant Ships with Escorts "MILDURA" and "BALLARAT",
1630 Sydney section of Convoy joined up. Escort "WARRNAMBOOL" with one Merchant Ship.

23/7/43. 1030 M.L.430 joined Convoy.
1300 M.L.431 joined Convoy.
1440 Montague Is. abeam to starboard.

24/7/43. 0210 Gabo Lt. abeam to starboard.
0645 M.L.s left Convoy.
0800 One Merchant Ship inshore bound North. Ship identified by escorting Aircraft as Australian.
1515 A/S. out of commission . The Bowden Training Cable broken, repairs being effected.
2000 A/S Dome housed due to bad weather. Wind West force 7 to 8. Heavy head swell and rough sea. Ship pitching heavily at times. Frequent heavy rain squalls obscuring Convoy for brief periods.

25/7/43. 0330 Swedish Ship "KOOKABURRA" overtook and passed Convoy.
0445 Wilson's Promontory abeam to starboard.
0600 Wind W.N.W. force 8 to 9. Heavy head swell and very rough sea. Ship pitching heavily at times. Convoy obscured at frequent intervals by fierce hail and rain squalls.
0700 Adelaide section of Convoy detached.
1300 Convoy C.O.III passed over to Escort ""ABRAHAM CRIJNSSEN" . "WARRNAMBOOL" "MILDURA" and "BALLARAT" turned and proceeded back to Sydney with Convoy O.C.III consisting of 9 Merchant Ships.
1735. Wilson's Promontory abeam to port. Resumed A/S watch as weather moderating slightly.

26/7/43. 0110 A/S Bowden Trainging Cable broken, repairs being effected.
Weather Wind W.N.W. force 8 heavy following swell and rough sea.
1030 Weather moderated slightly A/S. watch resumed.
1431 Gabo Lt. Ho. abeam to port.
1735 Sighted Convoy C.O.112 ahead.
1835 Convoy C.O.112 passed to port bound South.

27/7/43. 0025 Montague Is. Lt. abeam to port.
1021 Beautfort Aircraft carried out Torpedo practice over Convoy.
1400 One Ship detached for Port Kembla.
1837 Flares Sighted ahead - Later ,flares identified as Star Shell fired by H.M.A.S."TOWNSVILLE" and "ROCKHAMPTON" carrying out exercise.
1930 Sydney section of Convoy detached with Escort "WARRNAMBOOL".
"MILDURA" and "BALLARAT" proceeding with Newcastle Section.
2218 MacQuarrie South Head Lt abeam to port.

28/7/43. 0630 Arrived off Newcastle and patrolled to seaward while ships entered harbour.
0810 All ships entered "BALLARAT" and "MILDURA" proceeded back to Sydney.
1300 Entered Sydney harbour. 1335 Secured to N.side Kuraba Oil Wharf.
1828 Secured to port side of "WARRNAMBOOL" at No. 6 buoy.
One Flying Officer was carried for the trip. From Camden Flying Station.
It might be of interest to state here that as "BALLARAT" carried out the duties of "Recco" guard for the Convoy C.O.III and Convoy O.C.III W/T communications of this particular duty has greatly improved with latest organisation. The Escorting Aircraft were frequently contacted daily and on two occasions messages were passed to and from the Aircraft in Syko, very successfully, in the matter of a few minutes.

29/7/43. Alongside "WARRNAMBOOL" at No. 6 buoy.

30/7/43. 0337 Slipped from No.6 buoy and proceeded with "MILDURA" to Newcastle.
0920 Arrived off Newcastle and patrolled to seaward awaiting Convoy to assemble.
1050 Convoy C.O.113 formed up and proceeded on passage to Melbourne.
1225 North bound Convoy passed to starboard.
1600 Sydney section of Convoy joined up. "WARRNAMBOOL" and 2 Merchant ships. Convoy now numbering 9 Merchant ships and 3 Escorts.
1630 Newcastle section of Convoy O.C. 112 passed to port bound North, Sydney section entering harbour.
1705 MacQuarrie South Head Lt abeam to starboard.

31/7/43. 0100 Cape Perpendicular Lt abeam to starboard.
1155 M.L.430 joined Convoy.
1914 Gabo Lt abeam to Starboard.

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Ronald Inan Lemann.....Lieut. RANR(S).
Commanding Officer.

GENERAL REMARKS

The health of the Ship's Company is very good except for several cases of FLU that were reported during the month, all of which were successfully treated on board. Seasickness has been prevelant among a number of new ratings recently joined but no doubt bad weather has accentuated their condition to a great extent.

Under the existing circumstances of fairly continuous sea time between Boiler Cleaning periods and the continuous bad weather prevailing, the Morale and Good Spirits of the Ship's Company are being well maintained.

The General condition of the Ship is very good.
During the last Boiler Cleaning period the work of re-painting the ship's hull was carried out. All water line plates are badly in need of scaling, it is hoped that an opportunity is afforded to complete this work when the ship refits as it is not possible to carry out this work while the ship is in the water.
As already stated in the previous monthly letter the degaussing gear is completely unserviceable.
Although the Boilers completed 900 hours between the last two cleaning periods no undue wear was experienced on the brickwork when inspection was made. This has been attributed to the fitting of new cones of smaller diameter. An improvement has been experienced in fuel consumption since these cones were fitted.
Opportunity has been taken by the dockyard staff at Garden Island to complete as much work as possible in the nature of minor defects while the ship is alongside at boiler cleaning periods.
During periods of bad weather when the ship is pitching heavily it is suspected that a slight LEAK is occurring in the reserve feed tank. After such occasions a slight cloud is detected in the Boiler water. The shell plating is badly set up in this area from the grounding during May 1942.

---------JULY 1943 -------

Distance Steamed.....3538 miles.

Steaming time.....395 hrs. 06ms.

Average speed.....8.95.knots.

Miles per ton of fuel.....12.95 miles.

Total Figures Since Commissioning 30th. August 1941.

Distance Steamed.....60,619. miles.

Time Steamed.....5,877hrs. 48ms.

General Average Seed..... 10.31 Knots.

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Donald Fraser Duncan .....Lieut. RANR(S).
Commanding Officer.

Copy to:- Rear Admiral Command Sydney.

DEPARTMENT OF THE NAVY

MINUTE PAPER

SECRET

2026/7/1067 P1

SUBJECT: H.M.A.S. "Ballarat" - Monthly Letter June

D.P.S. Escorting between Newcastle & Melbourne. 14/7

D.C.N.S. 14/7

S.N.B. 15/7

2 N.M. 21/7

3 N.M. 28/7

D.O.D.

D.N.I.D. 16/8

D.O.P. 13/8

D.T.D. 14/8

D.N.S.(N) 15/8

D.N.Y. 18/8

D.S.(N) 9/8

D.O.T.M. 20/8

D.A.R.M. 20/8

N.P.B. 24/8

4 N.M.

1st N.Sec. 15/7.

P.C.L.O.

N.H.

D.O.T.M. 20/8

D.A.R.M.

D.O.T.M. RECEIVED 6 AUG 1943

ENG. & CONST. BRANCH 23 JUL 1943

D.N.R.M. 21 AUG 1943 DEPT OF NAVY

Sec(M)

St 6389

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer H.M.A.S."BALLARAT".

Date Ist. July, 1943. *Reference No.*

To The Secretary Australian Naval Board.

Subject Monthly Letter of proceedings, for JUNE 1943

Submitted,

I/6/43. On passage from Sydney to Melbourne with Convoy C.O.96. comprising I3 Merchant Ships and Escorts H.M.A.S. "COLAC" "GLENELG" "TOWNSVILLE" and "BALLARAT".
0900 Convoy C.O.96 passed over to care of H.M.A.S."DOOMBA"
Convoy O.C.96 proceeded with the above Escorts to Sydney, comprising of 3 Merchant Ships.

2/6/43. 0400 Convoy not visible at times due weather conditions and poor visibility, Wind West force 8. heavy quarterly swell and rough sea, visibility decreasing to 2 cables at times with rain squalls.
Starboard machine gun mounting on quarter deck bent with heavy sea shipped on board.
Weather moderated during the forenoon.
I600 Convoy C.O. 97 sighted proceeding South.

3/6/43. 0800 One ship detached from Convoy to proceed independently to Port Kembla.
I840 Entered Sydney astern of Convoy and proceeded to Kuraba Point Oil Wharf to fuel.

4/6/43. Moored to No.6 buoy alongside H.M.A.S."TOWNSVILLE".

5/6/43. 0218 Slipped from No. 6 buoy and proceeded out of harbour in company with H.M.A.S."TOWNSVILLE " and "GLENELG" en route for Newcastle to rendezvous with Convoy C.O.98.
II00 Convoy comprising of I4 Merchant ships formed up and proceeded. I635 H.M.A.S."COLAC" and 4 Merchant ships joined Convoy off Sydney.

6/6/43. 07I6 Two Fairmile M.Ls joined Convoy off Montague Is. as additional Escorts.

7/6/43. 06I0 M.Ls left Convoy
Freshening wind and rough sea reduced speed of Convoy to 6 knots P.M. Wind W.S.W. gale force, heavy head swell and very rough sea, shipping heavy seas at times.
I400 Ordered back to pass orders to S.S."KINI" who had dropped astern of Convoy due to weather.
I430 A heavy sea broke a smoke float from its lashings and swept it overboard.

8/6/43. I430 Convoy C.O.98. passed over to H.M.A.S."ABRAHAM CRIJNSSEN" Escorts "BALLARAT","TOWNSVILLE","GLENELG" and "COLAC" turned and proceeded back to Sydney with Convoy O.C.98. comprising of IO Merchant Ships.

9/6/43. I050 one M.L. joined Convoy as additional escort.

IO/6/43. 0645. MiL. left Convoy.
I000.two ships detached from convoy and proceeded into Port Kembla
I600.Proceeded into Sydney with Sydney section of Convoy.
I845. Secured to Kuraba Oil Wharf.

II/6/43. Secured to No. 5 buoy alongside H.M.A.S."COLAC".
New Vickers gun mounting fitted on quarter deck to replace one damaged by heavy weather.

II/6/43. continued.
2100 Slipped from No.5 buoy and proceeded out of harbour en route for Newcastle to rendezvous with Convoy C.O.100.
Two absentees on sailing, I Stoker and the Sick Berth Attendent.

I2/6/43. 0500 Convoy comprising of 5 Merchant ships and H.M.A.S."TOWNSVILLE" formed up and proceeded on passage for Melbourne.
1330 Convoy was joined off Sydney by Escorts "MILDURA" "COLAC" and "GLENELG" with one Merchant ship. H.M.A.S."TOWNSVILLE" left convoy and proceeded into Sydney.

I3/6/43. 0500 Exercised operation "RASPBERRY"."BALLARAT's" 4 star shell burst over convoy with good effect. More star shell would have to be fired to illuminate the convoy properly if at any time this operation was carried during an attack on the convoy. However,the exercise could safely be reported upon as a complete success.
0926 H.M.A.S."COLAC" left convoy with one Merchant ship (S.S.LOWANA) and proceeded into Eden to land a sick case.
1310 "GLENELG" and "MILDURA" investigating a contact -ACTION STATIONS Later, contact classified as non-sub, Escorts returned to Convoy.
1924. Object sighted on the starboard quarter, challenged but no reply. 1926 closed up ACTION STATIONS and proceeded to investigate.
1943 Overtook and established identity of object as launch "MINA" property of U.S.Army and on passage from Lakes Entrance to Sydney.
2400 S.S."LOWANA" rejoined Convoy escorted by one M.L.

1.,6/43. M.L. left convoy at daylight.
1745 Adelaide portion of convoy detached.

I5/6/43. 0815 Passed Pt.Lonsdale astern of Convoy.
0922 Anchored off Portsea.
1253 Weighed anchor and proceeded with Convoy O.C.100 and Escorts "MILDURA" COLAC" and GLENELG". Convoy 14 Merchant Ships.

I6/6/43. 1530 Exercised operation "Artichoke" with complete success.
2350 Straggler S.S."KOONDA" overtook convoy and took up station.

I7/6/43. One M.L. joined convoy as additional escort to Sydney, weather conditions,however, forced M.L.to abandon intentions. S.O.E. ordered M.L. to proceed independently inshore in smoother water.

I8/6/43. 0822 Port Kembla portion of convoy detached (3 ships).
1235 Greek Ship "ILLOSIS" steering gear jammed, proceeded to investigate. This was soon rectified and ship proceeded to rejoin convoy.
1350 Sydney portion of convoy detached. "BALLARAT" detailed to proceed to Newcastle with Newcastle portion. H.M.A.S."TOWNSVILLE" joined up as additional escort.

I9/6/43. 0046 berthed at Lee Wharf Newcastle having followed convoy into Port.
0806 Slipped from Lee Wharf and proceeded out of harbour.
1043 Convoy C.O.102 formed up and proceeded on passage to Melbourne comprising 5 Merchant Ships and Escort ship "TOWNSVILLE".
1640. Escorts "MILDURA" "GLENELG" and one M.L. together with 3 Merchant ships joined convoy off Sydney."BALLARAT" ordered to proceed into SYDNEY.
1823 Secured to Kuraba Pt. Oil Wharf.

20/6/43.
2I/6/43. } Secured to No. 6 buoy. Several minor Engine repairs carried out.
22/6/43.

0356.
23/6/43. Slipped from No. 6 buoy and proceeded out of harbour in company with H.M.A.S."ROCKHAMPTON" and proceeded to rendezvous with Convoy C.O.103 at Newcastle.
1030 Convoy formed up and proceeded on passage to Melbourne, 9 Merchant ships.
1745 Sydney portion of Convoy joined up comprising of 2 Merchant ships and Escort ships "WARRNAMBOOL","KYBRA" and one M.L.
1945 M.L. ordered to proceed back into port as weather conditions unfavourable. Wind S.W.force 7. heavy swell and rough sea.

24/6/43. On passage with Convoy C.O.I03.

25/6/43. On passage with Convoy C.O.I03.

26/6/43. I000. Wilson's Promontory abeam to Starboard.
II45. Convoy C.O.I03 passed over to the care of "ABRAHAM CRIJNSSEN"
Convoy O.C.I03 proceeded with Escorts H.M.A.S."WARRNAMBOOL",
"ROCKHAMPTON" and "BALLARAT". H.M.A.S."KYBRA" proceeded on with
Convoy C.O.I03 to Melbourne.
I335 Wilson's Promontory abeam to Port on return passage to Sydney.
I425 S.S."TALUME" joined Convoy from Hobart.
I635 S.S."CARDROSS" passed Convoy on opposite course,

27/6/43. Convoy C.O.I04 passed to port.

28/6/43. II00.2 Ships detached for Port Kembla.
I800.2 Ships and H.M.A.S."WARRNAMBOOL" detached and proceeded into
Sydney. "BALLARAT" and "ROCKHAMPON" proceeded on to Newcastle with
remaining 3 ships.
2013 South Head Lt abeam to port.

29/6/43. 0400 Off Newcastle- patrolling to seaward while ships enter harbour.
0630 Convoy harbour , Escorts returned to Sydney.
II05 Passed N.Head and entered Sydney harbour.
I200. Secured alongside Kuraba Oil Wharf.

3[illegible]/43. Secured to No.5 buoy alongside H.M.A.S."MILDURA".

.....Donald McLennan.....Lieut. RANR(S).
Commanding Officer.

GENERAL REMARKS

The general good health of the Ship's Company is being maintained. The ship generally is in good condition but continuous sea time and bad weather has prevented much work being accomplished in the way of painting and the keeping up of ship's external outward appearance.

The patching up of the Degaussing Cables ~~has~~ where a small fire had occurred due to the rotting of the cables has proved ineffective, the matter has now been left until the forthcoming refit.

JUNE---I943.

Distance Steamed.....5038.0 miles.

Steaming Time.....546Hrs. 06Ms.

Average Speed. .....9.22 Knots.

Fuel Consumed.....385.44 Tons.

Miles per ton of fuel.....I3.07. Miles.

Total Figures Since Commissioning 30th. August, I94I.

Distance Steamed.....57,08I. Miles.

Steaming Time.....5,482hrs. 42ms. Gen.Av. Speed...I0.40.Knots

Donald McLennan Lt. R.A.N.R.(S)

RESTRICTED

SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: Auxiliary "BALLARAT" Monthly Report for May 1943

2026/7/1034

SECRET

SNB 18/6

2NM 19/6

3NM 28/6

DOD 30/6.

DGP 30/6

DAS(N) 1/7

D.F.D. 7/7

DNS 7/7

DPS(N) 8/7

DE(N) 9/7

DOTM 3/8

N.D.O. 3/8

N.C.N.M. 4/8

Please return to N.H. Records.

N.H.R.

12/7.

PCNO

12/8

RECEIVED 2 AUG 1943 D.O.T.M.

ENG. & CONST. 22 JUN 1943

ENG. & CONST. 9 JUL 1943 BRANCH

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From From The Commanding Officer H.M.A?S."BALLARAT".

Date Ist. June, I943. *Reference No.*

To The Secretary ,Australian Naval Board.

Subject Monthly Letter of Proceedings for May I943.

Submitted,

I/5/43 On passage from Crescent Head to Sydney after investigating sinking of the S.S."WOLLANBAR".

Identification signals passed with South Head P.W.S.S. Sydney at 0445.

Berthed at Kuraba Pt. Oil Wharfe at 0645.

Slipped from Oil Wharfe after fuelling and proceeded alongside H.M.A.S."BUNDABERG" at No. 5 buoy. Secured at II00.

I434 Slipped at No. 5 buoy and proceeded out of Harbour in company with "BUNDABERG" and Convoy C.O.92.

Newcastle portion of Convoy joined up outside Heads and Convoy proceeded at 8 knots en-route for Melbourne.

Ships in company:- Escorts:-H.M.A.S.'s"WARRNAMBOOL", "MORESBY" "BUNDABERG", BINGERA", and "BALLARAT".
Convoy:- "AGE"(Commodore) "CARLISLE", "EVI-LIVANOS", "PEGASUS". "DAN.F.BAIRD", "IRON WARRIOR", "MICHAEL L. EMBRICOS", "MARIAN MITCHELL", "WILLIAM B. OGDEN", "WILLIAM MACARTHUR". "MARY LIVANOS" "MICHAEL G. GOULANDRIS". "LANSING". "MOUNT ROBSON PARK". "WEAR". "MURADA". "KOOYONG". "RAHMANI". "CORINDA". "TANDA". "DORIS".

2/5/43. 0230 Cape Perpendicular abeam to Starboard.
08I0 Contact brg 270°, extreme range - ACTION STATIONS.
Later ,contact classified as non -sub.
Beautfort Aircraft carrying out torpedo practice on Convoy.
Avro Anson aircraft carrying out Patrol over Convoy.
I944 Contact Brg. 255°, extreme range - ACTION STATIONS
Carried out counter attact dropping two depth charges at I950, charges set at I00feet. Position:-Lat. 37-I9.8 S. Long. I50-6.6E.
After further investigation contact was presumed to be a wreck. This was after verified as the wreck of the S.S."RECINA".
2I45 Gabo Is. Lt abeam to Starboard.

3/5/43. Dutch Destroyer joined Convoy during middle watch("VAN GALEN")
Swedish Merchant Ship "KOOKABURRA" overtook and passed Convoy during forenoon watch.
I230 S.S."LANSING" detached from Convoy and proceeded independently to Hobart.
2333 Cliffy Is. Lt. abeam to Starboard.

4/5/43. 0252 Wilson's Promontory abeam to Starboard.
I042 Melbourne Convoy C.O.92 taken over by H.M.A.S."DOOMBA".
Escorts turned and proceeded back to Sydney with Convoy O.C.92. for Sydney and Newcastle, consisting of I2 Merchant Ships.
I700 Wilson's Promontory abeam to Starboard.
During the first dog-watch a small fire was discovered in the Port waist. This was promptly extinguished and the cause attributed to a shorting of the Degaussung wires. The covering and rubber on the cables having perished due to being continuously wet from water in the scuppers.
I820 A/S contact-ACTION STATIONS. This was later classified as Non - Sub).
Weather:- Wind N.W.force 7. Heavy rain squalls.Rough sea.

5/5/43. One Anson aircraft on patrol over Convoy.
I600 H.M.A.S."COLAC" joined Convoy. H.M.A.S."BINGERA" left Convoy.
I735 Gabo Is. Lt abeam to Port.
Aircraft on patrol over Convoy.

6/5/43. One Anson aireraft on patrol over Convoy.
I200 Pt Perpendicular abeam to port.
2I00 Sydney portion of Convoy proceeded into Sydney (6 ships).
"BALLARAT" " MORESBY" and "COLAC" continued on to Newcastle with 5 ships. One ship had previously proceeded into Port Kembla.

7/5/43. 0600 Arrived off Newcastle, at 0800 all 6 Merchant ships had entered Newcastle, Escorts then proceeded back to Sydney.
Planes carrying out Bombing Practice on Bird Island as Escorts passed this area.
Three small ships proceeding South independently, close inshore.
I3I5 Passed North Head and entered Sydney Harbour.
I355 Secured to N.side of Kuraba Pt. Oil Wharf.
I700 Completed fuelling and proceeded to No. 7 bouy and moored alongside "COLAC".

8/5/43. 0820 Slipped from No.7 buoy and proceeded out of Harbour in company with "COLAC" "MORESBY" and "BENDIGO".
I000 Convoy G.P. 50 formed up and proceeded consisting of 6 Merchant ships and 7 American Tank Landing Ships. Three more Merchant ships joined Convoy off Newcastle during the first dog-watch.
Day ends with S.W. wind force 4 and drizzling rain.

9/5/43. 00I6. Sugar-loaf Pt. Lt. abeam to port. Periods of drizzling RAIN obscuring Convoy. At daylight H.M.S."BENDIGO" and Merchant ships "ANHUI" "AROONA" and "FIONA" missing from Convoy. Later these ships were reported by the escorting aircraft to be 20 miles astern of Convoy.
Two Anson aircraft on patrol over Convoy. II45 Smoky Cape abeam to port
I220 F.F.Destroyer "LE TRIUMPANT" passed Convoy on a Southerly Course
I800 S.Solitary Lt .abeam to port.
2400 One aircraft on patrol over Convoy.

I0/5/43. 0539 Cape Byron Lt. abeam to port.
I5I0 Ships bound for Townsville detached and ordered to proceed independently, "FIONA" " AROONA" " ADMIRAL CHASE" and "ANHUI".
I850 Convoy passed Cape Moreton.
2I45 All ships of Convoy passed the N.W.fairway bouy into N.W.Channel, "COLAC" and "BALLARAT" ordered to proceed and intercept the four ships proceeding independently to Townsville . 2345 Lost sight of "COLAC" due to "BALLARAT" not being able to maintain "COLAC's" speed.

II/5/43. Sighted "ADMIRAL CHASE" at 0042 and ordered her to follow me into N.W.fairway buoy. At 0I30 sighted "FIONA" and ordered her to follow me back to N.W.fairway buoy . 04I3 Passed fairway buoy with the two Merchant ships and anchored off Bribie Island ,the Merchant ships anchoring as convenient.
0900 "COLAC" arrived in with the other two ships "AROONA" and "ANHUI"
I050 Proceeded with Convoy P.G.50. consisting of II Merchant ships and escort ships "COLAC" "MORESBY" and"BENDIGO". (Eleven)
I350 passed Cape Moreton. I5I5 Convoy formed up at end of swept channel and proceeded. Aircraft on patrol over Convoy.

I2/5/43. 0250 Cape Byron Lt .abeam to starboard.
II50 N.Solitary Is. abeam to starboard.
I4I2 "ORMISTON" torpedoed--ACTION STATIONS. No contact or hydrophone EFFECT obtained ~~obtained~~ from "BALLARAT"s position on the port wing of Convoy. At I425 escorting aircraft dropped a bomb about 3 miles distant on "BALLARAT's" port quarter. Immediately engines were ordered to full ahead from I80 revolutions and proceeded to investigate area. Search of area ~~was~~ yeilded negative results. Further search was then carried out over a wide area for enemy Submarine but without success. At I540 "ORMISTON" got under weigh under her own power and "BALLARAT" proceeded to escort her into Coff's Harbour I730 "ORMISTON" anchored off Mutton Bird Is. at entrance to Coff's Harbour. "ORMISTON" badly holed on port side No. I. hold. Collision and No.I. bulkheads holding. No casualities .
"BALLARAT" patrolling to seaward keeping A/S watch.

I3/5/43. 0800 Anchored off "ORMISTON". 0845 Commanding Officer of "BALLARAT" boarded "ORMISTON" and conferred with the Commanding Officer of the "ORMISTON" regarding his further intentions in respect to salvage operations and the possibility of proceeding direct to Sydney under present conditions. It was decided to attempt to bring "ORMISTON" back to Sydney under her own power providing the Company's Marine Superintendent and Salvage expert approved.

(Cont)

13/5/43. At 1706 Salvage Tug "SPRIGHTLY" arrived from Sydney.
On final conference by Salvage experts and Company's Marine Supt. it was decided to carry out the Commanding Officer's intention of sailing "ORMISTON" to Sydney under her own power. "ORMISTON" sailed for Sydney1845, Salvage Tug "SPRIGHTLY" standing by and"BALLARAT" providing A/S protection.
Two hours after proceeding, the Convoy was joined by the U.S.S. Destroyer "HENLEY" to provide further protection.
Speed of advance 4 knots.

14/5/43. 0220 Smoky Cape Lt . abeam to starboard. Now proceeding at 6 Knots on a close inshore route.
H.M.A.S."KYBRA" joined Convoy at 1515 to provide further protection.
2100 Rounded Sugar-loaf Pt. Speed reduced to 4 Knots due to a rising rough sea and moderate swell. Visibility poor with drizzling rain.

15/5/43. Day opens with poor visibility and heavy rain squalls. Sea and swell increasing which has forced the "ORMISTON" to reduce speed still further to 3 Knots.
Escort Ships "KALGOORLIE" BUNDABERG" and "YANDRA" passed to seaward with a South bound Convoy from Newcastle of 9 ships.,
AT 1230 Escort Ships "COLAC" TOWNSVILLE" ~~and~~" MILDURA" and "BENDIGO" passed bound North with a Convoy of 9 Merchant ships.
2230 Entered Sydney Harbour astern of "ORMISTON" . Heavy and continuous rain rendering navigation difficult.
2400 Secured to No. 5 buoy .

16/5/43. 0120 Commenced fuelling from No1. Oil-lighter.
0440 Completed fuelling, Oil-lighter cast off.

17/5/43. Secured to No. 5 buoy.

18/5/43. Secured to No. 5 buoy.
Sub. Lieut. R.J.PITMAN.RANR. joined ship from H.M.A.S.RUSHCUTTER.
1645 H.M.A.S."AUSTRALIA" secured to No.2 buoy.

19/5/43. 0155 Slipped from No.5 buoy and proceeded out of Harbour.
0830 Arrived off Newcastle. 0845 Signalled S.S."TALUNE".
Nothing sighted of Greek Merchant ship "ILLOSOS"
1000 Hove to 4 miles S.E. of Newcastle , Wind E.x N. force 8, Heavy swell and Rough sea. Visibility very poor ,decreasing to 2 cables at times . Barometer 1011.4 (Corr.) falling. Ship occasionally shipping heavy water over Fo'c'sle head and in waist.
Speed reduced to 90 revolutions.
Received information that "ILLOSOS" did not sail due to heavy seas on the Bar. Ordered to return to Sydney forthwith, proceeded in execution of these orders at 1230.
1500 Wind backed to West force 7 causing rough confused sea.
Sky commenced to clear and visibility to improve, Bar1009.1 (Corr) and steady.
Passed Inner South Head and entered Sydney Harbour, a very high swell running between the Heads, at 1827.
1900 Secured to No. 4 buoy .

20/5/43. Secured to No. 4 buoy.

21/5/43. 0800 Slipped from No.4 buoy and proceeded alongside Garden Island Oil Wharf N.end and commenced to Boiler Clean.
3 Officers and 16 Ratings proceeded on 5 days short leave.

22/5/43. Boiler cleaning in progress ,assistance rendered by a Boiler party from "PENGUIN".
Dockyard riggers on board examining standing rigging and renewing where necessary.
H.M.A.S."WESTRALIA" Berthed ahead at Cruiser wharf. P.M.
H.M.A.S."GLADSTONE" berthed alongside P.M.

23//5/43. Boiler cleaning and Dockyard repairs in progress.

24/5/43. Boiler cleaning and Dockyard repairs in progress.

25/5/43. Boiler cleaning and Dockyard repairs in progress.

26/5/43. 3 Officers and I6 Ratings returned from leave.
Boiler-cleaning and Dockyard repairs in progress.
H.M.A.S."GLADSTONE" slipped from alongside.

27/5/43. Tug "WATTLE" towing Oil-lighter No.4 touched "BALLARAT" on the Starboard quarter causing a slight dent in sheer-strake at 0300.
A.M. Ship's Company exercised at Action Stations, Damage and Fire Control and Collision Stations by LIEUT. COMR. PREVOST R.N.(S.O.I.C)
P.M. Warrant No. I. read out to ship's company in which Ord. Seaman E.DUNDON was sentenced to 28 days detention for being asleep on watch whilst performing an important duty.

28/5/43. 0900 Slipped and proceeded out of Harbour in company with H.M.A.S. "COLAC" "& "GLENELG" . Carried out a full calibre shoot with 4".inch gun. First run 6 rounds primary control
Second run 6 rounds ,Gun-layer firing independently.
The three ships in company carried out several formation manoevres then returned to Harbour.
I4I5 Secured to No.4 buoy. I5I5 "COLAC" secured alongside.
2240 Slipped from buoy and proceeded out of Harbour.

29/5/43. 0530 Arrived off Newcastle awaiting Convoy to assemble, C.O.96.
0730 Convoy formed up consisting of Escort ships H.M.A.S'S "COLAC" "BALLARAT" and "GLENELG" and 7 Merchant ships and proceeded.
I530 Sydney portion of convoy consisting of Escorts "TOWNSVILLE" and M.L.'S 428, 8I8. and 5 Merchant ships joined up.
1935 Reduced speed to 60 revs. due to trouble with fuel pumps.
2030 Repairs effected, proceeded with Convoy.
Due to heavy rain and poor visibility Convoy only visible during clear intervals.

30/5/43. 0I22 Cape Perpenicular abeam to starboard.
2005 Star shell fired from "TOWNSVILLE"--ACTION STATIONS.
Report from "TOWNSVILLE" by R/T to the effect that a Luminous wake or streak in water first thought to be a torpedo track later classed as non -torpedo.
2355 Gabo lt abeam to Starboard.

3I/5/43. 0028 Contact--ACTION STATIONS , later classified as non-sub.
0234 What appeared to be a torpedo track passed about IOO feet ahead of ship --ACTION STATIONS. Ship's course was immediately altered away from convoy in the direction of the track (TO PORT).
0235 In the course of altering to port another track was observed along the Starboard side and running parallel to the first track . With the ship heading away from convoy and and on a course between the two tracks an area ahead for 30 degrees on each bow was lit up with star shell , five shells being fired. Nothing was observed on the surface. No hydrophone effect was heard. Search was carried out on the lines of search scheme 4 but with negative results. Rejoi-ned convoy at 0335. Later on during the morning and before daylight several other luminous streaks was observed across the ship's course and it was then considered that the first tracks observed were also streaks of phosphoresence due to fish or other marine phenomena .
I305 Escorting aircraft dropped two bombs out on the horizon to on the port bow. Was ordered to investigate this by the S.E.O. Search of area was carried out with negative results, meanwhile aircraft left area without communicating any details. Rejoined convoy at ~~2235~~ I522.
2235 Cliffy Is. Lt. abeam to starboard.

Ronald Prevost .....Lieut RANR(S).
Commanding Officer.

GENERAL REMARKS.

The general health of the ship's company is excellent. Their morale and spirits continue to be of the same high standard.

The ship generally is in good condition but continuous bad weather is beginning to show up certain weaknesses such as the small fire which occurred due to the rotting of the canvass and rubber covering on the degaussing cables. The watertight doors are no longer watertight as experienced when heavy seas are shipped on board. These items have already been put forward for attention at our next refit.

.....Lieut RANR(S).
Commanding Officer.

COPIES TO:- A.C.N.B.
N.O.I.C.(S).

MAY 1943

DISTANCE STEAMED.	3641 MILES
TIME UNDER WEIGH.	410h. 52m.
AVERAGE SPEED.	8.86 KNOTS.
AV. DIST. PER TON OF FUEL	14.32 MILES PER TON.

TOTAL FIGURES SINCE COMMISSIONING 30TH. AUGUST 1941.

DISTANCE STEAMED	52,043 MILES.
TIME UNDER WEIGH.	4936h. - 36m.
GENERAL AVERAGE SPEED.	10.54 KNOTS.

2026/17/984

DEPT. OF NAVY SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S "Ballarat" - Monthly Letter

DPS Mgr. Attack on S.S. Limerick. Apparently no counter-attack on D.Cs. dropped. 13/5.

13/5.

DCNS

1st

SNB 18/5 NA 2NM 8/7

2NM NH.

3NM

DOD 28/5

DA/SD

D of P 10/7

DNI

O/C (N) 23/6

CE (N) 27/5

DOTM 25/6.

H of PN

DA/SD

D of P

9/7

ENG. & CONST. BRANCH 20 MAY 1943

RECEIVED 25 JUN 1943 D.O.T.M.

N.H. Records

P C L O

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer H.M.A.S."BALLARAT".

Date Ist. May, 1943. *Reference No.*

To The Secretary , Australian Naval Board.

Subject Monthly Letter of Proceedings for April 1943.

Submitted,

Proceeding North through the Great Barrier Reef with R.A.F.A. Oil-lighter

1/4/43. "ROCKLEA" and M.L.815. in tow .
Signalled War Signal Station,Archer Point in passing at 1600.
Passed Merchant Ships "DOEPEL" and "OMBILIN" during the day,bound South.

2/4/43 At 0747 passed Pipon Is. Lt. Ho.
Passed an auxiliary Ketch on a Southerly Course at 1230.
Passed auxiliary Ketch "GENERAL MACARTHUR"bound South at1700.
At 2122 anchored with tow for the night due to heavy rain squalls and decreasing visibility. Water-Witch Bn. Brg. 344 degrees distant 1.8 miles.

3/4/43. Proceeded with tow at 0530.
1720 Clerke Is. Lt.Bn. abm. brg.310 degrees dist. 0.6.miles.

4/4/43. Cleared Adolphus Channelat 0830 and detached M.L.815 with orders to proceed independently to Thursday Is.
"BALLARAT" then resumed passage N.E. through the Great North East Channel with "ROCKLEA" in tow.
Anchored in the Lee of Coconut Is. at dusk.

5/4/43. Proceeded at 0530 on passage with "ROCKLEA" in tow.
Cleared the Great North Channel at 1600 on passing BrambleCay.
On reaching the open sea it was found necessary to reduce speed from 155 Revolutions to 135 revolutions due to heavy swell.

6/4/43. At 1700 carried out A.A.Barrage practice with ship's armament .

7/4/43. Arrived Port Moresby at 1000 and anchored "ROCKLEA" in harbour,then proceeded alongside S.S."MANGOLA" to fuel.
Minor Engine Adjustments were carried out whilst fuelling.

8/4//43. Slipped from S.S."MANGOLA" at dawn and proceeded to connect up tow. Cleared Basilisk Passage at 0816 and resumed passage to Milne Bay with "ROCKLEA".

9/~~10~~4/43. On passage from Port Moresby to Milne Bay.

10/ 4/43. Arrived Milne Bay at 1200 and anchored "ROCKLEA" to N.O.I.C's instructions.
Ships in Port H.M.A.S.VENDETTA and A.M.S."PIRIE" and "WAGGA". Also several Merchant Ships of varying tonnage.
At 1515 received orders to proceed to Cairns to Boiler Clean
Cleared China Straits at 1900.

11/4/43. On passage to Cairns from Milne Bay.

12/4/43. Received orders to proceed Townsville.
1500 Passed in through Grafton Passage . At 1800 H.M.A.S."VENDETTA" overtook and passed South with S.S."MAETSUCYER".

13/4/43. Berthed alongside H.M.A.S."VENDETTA" at West side of concrete Pier Townsville.
After fuelling and embarking stores proceeded on Passage to Sydney at 1600.
H.M.A.S. "GYMPIE" with convoy of five Merchant Ships passed bound North at 2200.

14/4/43. Overhauled and passed S.S."MELINGA" towing S.S."KARAKA" in Whitsunday Passage.
Dutch Merchant Ship "MINYAKTANAH" passed bound North at end of middle watch.
Arrived at Pine Island at 1430 and commenced dragging operations for lost anchor, following instructions received from N.O.I.C.Townsville. Dragged area until Dusk without success and then proceeded on passage.Buoys laid by H.M.A.S."BENDIGO" still in position.

HN

15/4/43. Smoke of a North bound convoy seen to port ,away on horizon during forenoon
Passed Breaksea Spit Light Vessel at 1600.
At 2030 received orders from D.N.O.Brisbane to proceed direct to Sydney.

16/4/43. Signalled P.W.S.S. Couloundra at dawn and passed message advising E.T.A.Sydney.
H.M.A.S."TOWNSVILLE" with North bound convoy passed to port during forenoon.
1830 Cape Byron Lt. abeam to Starboard.

17/4/43. At 0850 Smoky Cape abeam to starboard.
During the early afternoon ,one Boston and one Catalina aircraft passed overhead on a Southerly course.
Overtook and passed Merchant Ship "DOEPEL" during the first dog watch.
At 1930 passed Sugar-~~point~~--Loaf Point Lt. to starboard.
At 2040 a North bound convoy was observed away to port on the horizon.
From reports received this was presumed to be a convoy escorted by HmM.A.S. " BUNDABERG".

18/4/43. At 0400 identified ship to P.W.S.S. South Head Sydney.
0605 Passed in Through Boom Gate.
0700 Secured alongside H.M.A.S."WESTRALIA" at Garden Island.
1200 14 Ratings proceeded on five days leave.
Commenced operations for Boiler Cleaning.

19/4/43. P.M. Slipped from "WESTRALIA"and proceeded to Chapman's Floating Dock assisted by Two Tugs.
1710 secured in Dock.

20/4/43. Ship in Chapman's Dock.
All under water fittings cleaned and examined.
A/S gear examined and cleaned.
Ship's bottom being scraped and given two coats of anti-corrosive and one coat of anti-fouling paint.
Propellor cones removed ,Port propellor nut required tightening up.
Propellors scraped and burnished.

0800 Ship afloat and left Dock.
21/4/43. 0900 Secured alongside "WESTRALIA".
Boiler Cleaning and Engine and Deck repairs in progress.

22/4/43. Work as previous day in progress.

23/4.43. Work as previous day in progress.

24/4/43. 0943 Slipped from "WESTRALIA" and proceeded in company with H.M.A.S."COLAC".
1100 Convoy G.P.48 formed up outside Sydney Heads and proceeded en-route for Brisbane escorted by "BALLARAT" and "COLAC"..

25/4/43. 1000 Smoky Cape abeam to port.

26/4/43. At 0105 A white rocket was observed from S.S."LIMERICK". This was followed by a heavy explosion . With hands at action stations ship was turned round to investigate.BALLARAT was maneouvred round astern of convoy A/S gear searching vicinity in area where ship was torpedoed. No contact being obtained BALLARAT then continued up the port side of convoy from which side evidently the attack took place. COLAC having remained with torpedoed ship Ballarat proceeded with convoy.
From dawn onwards two aircraft carried out patrol round convoy.
1445 Passed Cape Moreton Lt. Ho. 1500 H.M.A.S."GEELONG" joined convoy.
1712 Passed N.W.Channel Fairway Buoy.
2100 Arrived at Pile Light with convoy where convoy was anchored to instructions.
Then proceeded to carry out a Security Patrol to the South of ships anchored at Pile Light.

27/4/43. 1200 On instructions received proceeded with convoy P.G. 48 en-route for Sydney.
Y.M.S. 70 in company as assistant escort Ship.
1512 Passed N.W. Channel Fairway Buoy.
1840 Passed Cape Moreton Lt.Ho.
2110 Convoy formed up at end of swept channel and proceeded .

28/4/43 . At daylight the S.S."TINANA" and Y.M.S.70 found to be missing from convoy.
1040 The "COLAC" overtook and joined convoy providing additional escort
1130 Y.M.S.70 rejoined convoy.
Two aircraft on patrol over convoy.
Two aircraft relieved by one Catalina aircraft during afternoon.
Catalina continued patrol during hours of darkness
2400 Smoky Cape abeam to starboard.

29/4/43. During the forenoon several echoes were heard at extreme range which on investigation were classified as non-sub.
Catalina aircraft on patrol round convoy.
II35 Sugar-loaf Point abeam to starboard.
I222 Orders received to proceed with all despatch to Crescent Head to in--vestigate sinking of S.S."WOLLANBAR".
I3I5 Sugar-loaf Point abeam to port.
1900 Arrived in the vicinity of sinking. Sighted one empty life-boat marked "WOLLANBAR"SYDNEY, also one raft, at I9I5.
At 20I5 a sub echo was obtained in the approximate position of sinking, this was investigated and examined over a period of two hours and was eventually considered to be the wreck of the "WOLLANBAR".
Further search was then carried out over a wide area but no other trace of survivors or wreckage was found.

30/4/43. Search for survivors or wreckage of "WOLLANBAR" continues.
At 0455 intercepted S.S."ULMARRA" and proceeded to escort this ship until daylight in accordance with instructions received.
Left "ULMARRA" at 0600 after instructions to proceed independently were passed.
"BALLARAT" then proceeded back along the line of drift in a North Easterly direction making further search for survivors of sunk ship.
At 0630 sighted M.L.427 and instructed her to assist in search of area
Stopped and spoke to Port MacQuarrie Pilot Launch at 0730 and was informed that five survivors were picked up out of life-boat the previous day.
At I000 proceeded to Sydney on receipt of instructions. M.L.427 was instructed to continue search of area until dark and then proceed on passage .
I930 Sugar-loaf Point abeam to starboard.

.....Lieut. RANR(S).
Commanding Officer.

GENERAL REMARKS

The good health of the Ship's Company is being maintained.

The return of the ship to a more temperate zone and the appearance again fresh green vegetables and fruit is appreciated by all.

The morale and spirits are of the usual high standard.

Since being docked at Chapman's Dock Sydney the ship's speed has now returned to the normal speeds for corresponding revolutions.

The Ship generally is in good condition. Several minor defects were made good while Boiler Cleaning was in progress at Garden Island.

APRIL --I943

Distance Steamed.....430I.0Miles.

Time under weigh.....50Shours..42 minutes.

Average Speed.....8.54. Knots.

Average Dist. per ton of fuel...I0.78..Miles.

TOTAL FIGURES SINCE COMMISSIONING 30th. August,I94I.

Distance Steamed.....48,402 Miles.

Time under weigh.....4,525 hours...44 minutes.

General Average Sppeed.....I0.69 Knots.

.....Lieut. RANR(S).
Commanding Officer.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From COMMANDING OFFICER H.M.A.S.BALLARAT

Date 8th. APRIL 1943 *Reference No.*

To The Secretary Australian Naval Board.

Subject MONTHLY LETTER OF PROCEEDINGS - MARCH 1943

SUBMITTED

1-3-43 On passage from Oro Bay to Fall River escorting Dutch merchant ship " KARSIK ".

1122 Air raid warning - 1130 All clear.

1152 Anchored off Gili-Gili wharf - H.M.A.S.WARRAMUNGA and KAPUNDA and several merchant ships at anchor here.

1750 Alongside Americian ship " WILLIS- VAN- DEVANTER " to disembark troops.

2-3-43 1401 Commenced fuelling from Americian Liberty ship.

3-3-43 1150 Embarked Sub-Lieut. HILL R.A.N.R. and 177 Americian Army personnel for passage to Oro Bay.

1310 Proceeded on passage to Oro Bay escorting Dutch ship " VAN HEEMSKERK ".

4-3-43 1630 Arrived Oro Bay and disembarked troops- Maintaining A/S watch off entrance to Oro Bay.

5-3-43 0800 Proceeded on passage from Oro Bay to Fall River escorting "VAN HEEMSKERK ".

6-3-43 1256 Arrived Fall River and anchored off Gili-Gili.

1552 Proceeded on passage from Fall River to Townsville escorting " VAN HEEMSKERK ".

9-3-43 0935 Parted company with " VAN HEEMSKERK " at inner end of "GRAFTON PASSAGE" BALLARAT proceeding independently to ~~Townsville.~~ CAIRNS.

1202 Arrived Cairns and proceeded to fuel from Nr.4 Oil Lighter.

1921 Berthed alongside H.M.A.S.GLENELG and ECHUCA alongside H.M.A.S.PLATYPUS - Commenced operations for boiler cleaning.

DEPT. OF NAVY
2026/7/951
SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Ballarat" Monthly Report - March 43

K 21/4

D.P.S. Executing 26/4

DCNS 27/4

SNB 29/4

2NM 29/4

1/5 3NM 17/5

DOD 17/5

DPA 21/5

DNO 21/5

Ops(A) 22/5

DE(N) 7/5 — DCNS ? docking Ballarat docked 19/4/43 11/2

DOTM 25/5

DNMO 26/5 28

NPB 29/5

NA2NM 1/5 Ops(A)

NA PCNO.

21. 28/4

N/4

CONST.
3 MAY 1943
BRANCH

RECEIVED
24 MAY 1943
D.O. OFFICE
D.N.M.O. BRANCH

D.N.M.S. BRANCH
26 MAY 1943
NAVY OFFICE

10-3-43		Boiler cleaning in progress
		Ship's Company exercised in Damage and Firecontrol by Squadron Engineer Officer , Eng. Capt. Carr R.A.N.
11-3-43		Boiler cleaning in progress
		48 hours liberty granted each watch - Starboard Watch ashore
12-3-43		Boiler cleaning in progress
13-3-43		Boiler cleaning in progress
		Starboard watch on board - Port watch ashore.
	1400	H.M.A.S.KAPUNDA secured alongside
14-3-43		Boiler cleaning in progress
	1300	H.M.A.S.WHYALLA secured alongside KAPUNDA
	1430	H.M.A.S.GLENELG slipped from inside berth
15-3-43		Boiler cleaning in progress
	1400	H.M.A.S.ECHUCA slipped - BALLARAT now alongside H.M.A.S.PLATYPUS
	1700	Police Patrol of 1 P/O and 4 Ratings landed
16-3-43	1800	Boiler cleaning completed - Commenced raising steam
17-3-43	0945	H.M.A.S.WAGGA berthed on outside WHYALLA
	1607	Slipped from PLATYPUS and proceeded to rendezvous with convoy
	1852	Anchored off Fitzroy Island awaiting convoy
18-3-43	0600	Joined convoy consisting of merchant ships "ASPASIA NOMIKOS" - "DUNDULA" - "BANTAN" and proceeded through Grafton Passage enroute for Fall River - speed 7 knots

18-3-43		One Catalina Aircraft air escort
		S.S.DUNDULA experiencing some trouble in maintaining 7 knots.
20-3-43	2350	Arrived Fall River and anchored off Gili-Gili
21-3-43	1300	Weighed anchor and proceeded to Port Moresby
	1515	Stopped at North entrance to China Straits and transferred Lieut.D.C.DYKES from H.M.A.S.VENDETTA to BALLARAT
22-3-43	1509	Arrived Port Moresby
	1845	Lieut.-Commander A.D.BARLING R.A.N.R.(S) relinquished command.
		Lieut.D.MacLEMAN R.A.N.R.(S) assumed command
		Lieut.D.C.DYKES R.A.N.R.(S) assumed duties as 1st. Lieut.
23-3-43	1400	Proceeded in accordance with instructions to rendezvous with convoy in Great North Eastern Channel
24-3-43		Met merchant ship " PAUL WINGATE " and "KOHIN HOEA" off Stephens Island and proceeded to escort them to Port Moresby. Speed 6 knots.
	1530	H.M.A.Loop Ship "BANGALOW" overtook and passed convoy.
[illegible]-3-43		One Beaufort aircraft carrying out A/S patrol
	1935	Identified convoy to P.W.S.S. Port Moresby at 26 miles distance by V/S signals - Visibility excellent.
26-3-43	0040	Arrived Port Moresby anchored convoy and maintained an A/S watch to seaward
	0735	Secured alongside M/V CHARON and commenced fueling.

26-3-43 1737 Slipped from M/V CHARON with 96 crates of vegetables on deck for discharge at Port Moresby Wharf.

27-3-43 1136 Secured alongside Dutch merchant ship "VAN-DER-LYNN" and commenced to embark troops for ferrying ashore

1800 Proceeded on passage to Townsville escorting S.S.MONTORO Speed 11 knots.

28-3-43 1530 - 1630 MONTORO stopped for engine adjustments Circled whilst MONTORO effected repairs

29-3-43 Today tested new PYROFOAM equipment. Test satisfactory

1246 Entered Grafton Passage - At inner end of passage "MONTORO" ordered to proceed independently to Cairns - BALLARAT proceeding to Townsville.

1500 H.M.A.S."WARREGO" escorting S.S.TAROONA passed North.

1835 S.S."ARKABA" passed North.

2213 S.S."BIDELIA" passed North.

30-3-43 0600 Arrived Townsville and secured to W.side Pier Wharf

0800 Commenced fuelling

Engineer Lieut.CALLAGHAN R.A.N.R.(S) joined the ship

31-3-43 0630 Slipped and proceeded out to anchorage

0820 Oil lighter "ROCKLEA" secured astern with M.L.815 secured astern of "ROCKLEA".

Proceeded on passage to Port Moresby, North through the Barrier Reef towing both vessels astern and with orders to detach M.L.815 at Ince Point.

The Ship's Company continue to enjoy good health except for an apparent increase in skin rashes and eruptions, particularly is this evident in the engine-room compliment.

The morale and spirits continue to be of the usual good standard.

The ship is in good condition but marine growth natural to tropical waters is becoming very apparent on the under-water portion of the hull. The ship was last docked 14th. August 1942 at PETER'S SLIPS BRISBANE.

A marked reduction in speed has been experienced in the recent two to three months, which has averaged out at one knot less than the existing revolution table and corresponding speeds.

MARCH 1943

DISTANCE STEAMED .....3014 MILES
TIME UNDER WEIGH .....364·02 Hours
AVERAGE SPEED ..... 8·28 Knots
AVERAGE DIST. PER TON OF FUEL..10·31 Miles

TOTAL FIGURES SINCE COMMISSIONING 30TH. AUGUST 1941

DISTANCE STEAMED..... 44,101 Miles
TIME UNDER WEIGH ..... 4,022 Hours
GENERAL AVERAGE .....10·96 Knots

.....LIEUTENANT R.A.N.R.(S)
COMMANDING OFFICER

2026/4/898 P1

SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Ballarat" - Letter of Proceedings

H/ 15/3

D. C. S. Executing. 18/3

D C 18/3

1st. 19/3.

S.N.B. 19/3

2nd 19/3

3rd 14/4

DOD 16/4

D of P 17/4

19/4

DE(N) — NA1 - poor steaming - ? previous

20/4 DOTM 21/4

26/4

26/4

DOD(L) Submitted 8/4

Ballarat is very nearly 8 months out of dock. DOD has been asked to arrange availability for docking as soon as possible. 8/4.

28/4

DN 1.

RECEIVED 21 APR 1943 D.O.T.

St 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From COMMANDING OFFICER H.M.A.S."BALLARAT".

Date 6TH MARCH, 1943. *Reference No.*

To SECRETARY, NAVY BOARD.

Subject LETTER OF PROCEEDINGS FOR MONTH OF FEBRUARY, 1943.

Submitted,

Feb 1st Proceeding from Port Moresby to Townsville escorting U.S.T. John Mathews and David Bushnell.
1300 Sighted B17E flying Northerly course.
2nd 1215 Euston Beacon, Grafton Passage abeam.
3rd 0709 Anchored in Cleveland Bay Townsville
0917 Weighed anchor and proceeded into harbour.
1034 Made fast alongside Colac in river at Hynes Wharf.
3rd to 15th At Hynes wharf undergoing boiler clean and having new main inlet condenser pipes fitted.
15th 0725 Slipped from Hynes wharf and proceeded to harbour for fuel.
0755 Fast alongside wharf.
0900 Commenced fuelling.
16th At wharf Townsville.
17th 1212 Slipped from wharf and proceeded out of harbour.
1410 Proceeded from Cleveland Bay escorting S.S.Katoomba, S.S.Admiral Chase and S.S.Mangola for Port Moresby, convoy in line ahead.
1640 S.S.Tulagi passed heading South.
1806 S.S.Tabinta passed heading South.
2203 S.S.General Verspyck passed South Bound.
18th 0820 Euston Reef, Grafton Passage abeam. Convoy reformed into line abreast.
1105 Seagull aircraft arrived for A/S Patrol.
1208 A/S contact made proceeded at full speed to attack, ordering convoy to proceed at maximum speed zig-zagging.
1222 One depth charge dropped set at 500 feet, as no contact was regained after 15 minutes search, proceeded.
1237 Proceeded at full speed to regain station ahead of convoy.
1535 Catalina passed heading North East.
19th 0735 Catalina plane in company in A/S patrol.
20th 0800 S.S.Admiral Chase signalled she would nave to stop to repair burst pipe.
0805 Signalled her I would proceed with other two ships and return for her after seeing Katoomba and Mangola safely at Moresby.
1244 Katoomba and Mangola entered harbour, proceeded at full speed for Admiral Chase.
1439 Entered Moresby with Admiral Chase.
1505 Anchored off P.W.S.S.
2050 Air raid yellow. Closed up A.A. guns crews.
2100 Air Raid Red. Closed up general action stations.
2115 All Clear.
21st At anchor as yesterday carrying out A/S watch.
22nd 0020 Air raid red, closed up general action stations. Shore A.A. batteries firing.
0040 All Clear.
At anchor as yesterday carrying out A/S watch.
23rd 0653 Weighed anchor and proceeded out of harbour to rendezvous with Arunta and take over escort duties of her convoy.
0920 Sighted convoy.
1000 Took over from Arunta and proceeded to Moresby escorting U.S.T. Virginian and S.S.Both.
1315 Convoy in harbour.
1325 Ballarat Entered Harbour.
1404 Fast alongside wharf.
1430 Commenced fuelling.
1750 Finished fuelling.
24th 0657 Slipped from wharf and proceeded into harbour.
0830 Proceeded out of Harbour en route for China Straits escorting S.S.Karsik and S.S.Both.

St 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From .....

Date ..... *Reference No.* .....

To .....

Subject .....

Feb 25th 1230 Entered China Straits.
1310 Cleared China Straits, S.S.Both proceeded independently for Milne Bay, Ballarat escorting S.S.Karsik to Oro Bay.
1632 Cleared Raven Channel.
26th 0110 Passed S.S.Pilgambar heading South.
0165 Passed Echuca escorting Van Heemskirk heading South.
During forenoon passed several American M.T.B.'s.
1158 Passed S.S.Matafele heading South.
1420 S.S.Karsik alongside in Oro Bay.
1434 Ballarat anchored off Oro Bay and proceeded to carry out A/S watch.
1922 Hydrophone effect reported.
1923 Action Stations, proceeded to weigh anchor.
1925 Anchor aweigh and proceeded at full speed to investigate contact.
1932 Attacked good submarine echo with pattern of six depth charges set at 100 feet.
1933 Reported Asdic set out of commission due to explosions.
1948 Asdic set repaired but unable to regain contact.
2036 After A/S search of the area and no further contact, abandoned hunt and proceeded to anchorage.
2124 Anchored at entrance to Oro Bay and proceeded with A/S watch.
27th 0658 Weighed anchor and proceeded to scene of attack to try and establish contact with target.
0822 Soundings taken showing 19 fathoms.
0900 Echo obtained but of doubtful nature.
1000 Samples of oil taken from surface of sea.
1010 Ceased hunt and proceeded back to anchorage.
1028 anchored off Oro Bay.
1831 Weighed anchor and proceeded to area of attack to try and re-establish contact.
1939 Ceased search, no contacts obtained, proceeded to anchorage.
1955 Anchored off Oro Bay.
28th 0750 Weighed anchor and proceeded to Milne Bay escorting S.S.Karsik.
During Forenoon, several M.T.B's sighted in vicinity of Cape Nelson.

A.D.Barling

Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

H.M.A.S."BALLARAT".

6th March, 1943

MONTH OF FEBRUARY.

The general good health of ship's company is maintained. Several cases of dengue fever occured while in Townsville and two thirds of ship's company have had Prickly Heat rashes.

Ship's company are in good spirits.

The ship generally is in good condition. The only exception being the grass and small shell on plates under water. Ship was last docked 14th August, 1942 on Peters' Slipway Brisbane.

Distance Steamed	1849	Miles
Hours under weigh	205	Hours
Average distance per Ton fuel	10.12	Miles
Total distance steamed since 30th August, 1941	41087	Miles
Average Speed	10.23	Knots
Steaming time	3658	Hours.

9 knots ÷

J. D. Barling

Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

Castlemaine figures given 17 miles/Ton

DEPT. OF NAVY
2026/7/862 Pt
SECRET

16

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: HMAS "Ballarat" - Letter of Proceedings

H. 16/2

D.P.S. Seven Dengue cases during period Jan 1 - 20th at Innisville. fl. 16/2

D.C.N.S. 23/2

14.

S.N.B. 3/3

N/4. 2N.M. 3/3

3N.M. 24/3

D.O.D. 26/3 6/4

D.D.P.

D.E.(N) 10/3

D.O.I.(N) 29/3 30/3

H.P.B. 30/3

H.2N.M. 30/3

D.N.M.O. H.N.B.

2/4 P.C.L.O.

8/4

RECEIVED
25 MAR 1943
D.O.T.M.

ENG. & CONST.
5 MAR 1943
BRANCH

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: Arm of "Bollard" - Leader of Fire Fighting

Mr. Mc Ivy

Senior Officer seeks directing Point for 1-20" at Townsville, Qld.

J. D. K.

3/4

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

FROM COMMANDING OFFICER H.M.A.S. "BALLARAT".

TO SECRETARY, NAVY BOARD.

DATE 3rd FEBRUARY, 1943.

SUBJECT LETTER OF PROCEEDINGS FOR MONTH OF JANUARY, 1943.

Submitted,

Jan 1st to 20th		At Townsville undergoing boiler clean and repairs to brickwork.
Jan 20th	0930L	Left berth in creek and proceeded to harbour for fuel.
	1000L	Alongside Stuart.
	1736L	Finished fueling. Slipped and proceeded out of harbour.
	1830L	Convoy consisting of David Bushnell, Joseph Holt, Dundula and G.M. Livanos mustered and proceeded from Cleveland Bay escorted by Ballarat at 8½ Knots.
	2130L	S.S. Both passed heading south.
	2205L	S.S. Karsik passed heading south.
Jan 21st	0500L	S.S. Caledon passed heading south.
	1100L	Escort plane arrived.
	1157L	Euston Reef abeam, formed convoy into two columns and proceeded at 8½ Knots.
	1510L	Catalina fying boat sighted heading N.E..
Jan22nd	Uneventful, Catalina flying boat carrying out A/S patrol.	
Jan 23rd	0630L	Beaufighter non patrolling.
	0830L	Signalled plane to investigate objects in water to port, later reported by plane as river debris, such as trees.
	1400L	Ordered convoy to form single line ahead to enter Port Moresby while Ballarat covered rear and eastern side of convoy.
	1530L	Basilisk Beacon abeam.
	1612L	Secured alongside David Bushnell and commenced to embark troops.
	1730L	Proceeded to Wharf with approximately 500 troops aboard.
	1750L	Alongside wharf. Commenced disembarking troops and fueling.
	2020L	Finished fueling and proceeded to anchorage.
	2022L	Air raid red. 2050 All clear.
Jan 24th	0953L	Weighed anchor and proceeded escorting Bontikoe and Dundula.
	1034L	Basilisk Beacon abeam. Proceeding at 8½ Knots. North American B 25 acting as an air escort.
Jan 25th	1305L	Off Brunner Island. Ordered Dundula to proceed independly to Milne Bay and proceeded at 10 Knots with Bontikoe.
	1525L	Entered China Straits. 1615 Cleared China Straits.
	1850L	Cleared Raven Channel and set course for Cape Vogel.
Jan 26th	0035L	Passed S.S."Mulcra" bound south.
	0815L	Passed two U.S. M.T.B.s heading south.
	0930L	Passed Stella and Polaris surveying off Cape Nelson.
	1216L	Fighter cover of eight Kittyhawkes observed on patrol.
	1330L	Entered Oro Bay with Bontikoe.
	1353L	Anchored off entrance and proceeded to carry out A/S listening watch.
	2110L	Air raid alarm, weighed anchor and closed up A.A. action stations.
	2120L	All Clear. 2130 anchored.
Jan 27th	Carrying out A/S listening watch at entrance of Oro Bay.	
Jan 28th	Weighed anchor and proceeded with Bontikoe for Port Moresby 0750L.	
	1148L	Spear Island abeam passed H.M.A.S. Bendigo escorting S.S. Tasman. Bound Oro Bay.
	2050L	South of Cape Vogel heard plane heading to south'ard.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

Jan 29th	0740L	Cleared Raven Channel and set course for China Straits.
	0800L	Entered China Straits.
	0845L	Clear of China Straits and proceeded to position signalled by W/T during night to proceed Bontikoe independently for Townsville.
	1500L	Position 11° 11" S. 49° 55" E. Ordered Bontikoe to proceed according to instructions. Ballarat altered course for Port Moresby.
Jan 30th	1030L	Passed S.S. Camara towing lighter heading S.E.
	1251L	Basilisk Beacon Port Moresby abeam.
	1335L	Secured alongside wharf and commenced fuelling.
Jan 31st	1545L	Slipped from wharf and proceeded at slow speed down harbour waiting for convoy.
	1700L	Passed out of harbour escorting David Bushnell and George mathews en route for Townsville speed 10 Knots.

J. D. Barling

Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

H.M.A.S. "BALLARAT".

MONTH OF JANUARY 1943.

The general good health of the ships company has been maintained Seven cases of Dengue Fever were discharged to hospital for various periods during our recent stay in Townsville.

Ships company are in good spirits.

The ship is in good condition, with the exception of the main condenser copper inlet pipes which have recently been discovered to be seriously corroded internally.

This has been reported to B.E.O. Townsville and the necessary repairs will shortly be taken in hand.

Distance Steamed	1573 miles.
Hours under weigh	173 Hrs. 17mins.
Average distance per ton fuel	10.5 miles.
Total distance steamed since, 30th August, 1941.	39,238.
Average speed	11.53 Knots.
Steaming time	3424 hrs.

J. D. Barling

Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

P1

DEPT OF NAVY
SECRET

2026	4	805

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

FROM COMMANDING OFFICER, H.M.A.S."BALLARAT".

TO SECRETARY, NAVY BOARD.

DATE 5th DECEMBER, 1942.

SUBJECT MONTHLY REPORT OF PROCEEDINGS.

Checked for Indexing

RECEIVED 21 JAN 1943 D.O.T.M.

Submitted,

Herewith report as required by your 589/201/870 of 27th October, 1942.

Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

RECEIVED 18 JAN 1943 D.O.T.M.

H.M.A.S."BALLARAT".
Report of Proceedings for month of November, 1942.

Sunday 1st Nov: to 3rd Nov. Alongside wharf at Cairns waiting orders having just completed boiler clean. Ship at 4 hours notice and 3rd degree readiness for A.A. stations.

Tuesday 3rd: 1225L Slipped and proceeded out of harbour, towards Grafton Passage. Two War Correspondents aboard. 1430 Rendezvous with S.S. Tasman and General Verspyck off Fitzroy Island and proceeded to escort same to Milne Bay. Speed 7 knots.

Friday 6th: 0758 Arrived off Brunner Island ent rance China Straits. Passage from Grafton without incident.
1305 Anchored in Milne Bay, convoy now acting under instructions N.O.I.C.

Saturday 7th: 0850 Weighed anchor and proceeded to carry out A/S patrol in Milne Bay, during afternoon landed War Correspondents for one hour on North side of Bay at Japanese landing.
1820 Anchored Eastward of ships in Harbour, carried out A/S watch

Sunday 8th: 0535 Proceeded with Tasman down Bay to Dawadawa and provided A/S screen while she discharged cargo into lighters.
1315 S.S.General Verspyck arrived at Dawadawa.
1420 H.M.A.S.Lithgow escorting S.S.Karsik passed heading up bay to Gili-Gili.
1445 Proceeded at 7½ knots convoying Tasman and General Verspyck to Townsville. Passage to Grafton without incident.

Tuesday 10th 1849 Euston Reef, Grafton Passage abeam.
1900 Ordered Tasman to proceed independently at 13½ knots as she had sick and wounded aboard.

Wednesday 11th: 1315 Ordered General Verspyck to anchor in Cleveland Roads
1400 Proceeded to Harbour.
1425 Secured alongside wharf Townsville. War Correspondents disembarked. Commenced fuelling.

Friday 13th 0600 Slipped and proceeded out of harbour.
0645 Commenced A/S watch to seaward of ships at anchor.

Saturday 14th 1305 Proceeded into harbour.
1350 Secured to wharf.
1420 Commenced fuelling.
1540 Slipped and proceeded to harbour to carry out A/S watch as yesterday.

Sunday 15th: 1730 Proceeded from Cleveland Bay towards Grafton Passage with Arunta and Katoomba escorting S.S.Matsuycker, Cremer, Bontekoe, Japara, Bantam, Balik-Papan, Both, J.B.Ashe and Applegate. Single line ahead.

Monday 16th: 0935 Passed H.MA.S.Colac escorting S.S. Charon South.
1245 Two U.S.A. Float planes sighted.
1310 Sighted one U.S.Cruiser and 3 destroyers astern while passing through Grafton Passage.
1405 Through Passage convoy formed up into cruising order and proceeded to position 11 degrees 50 Minutes South 147 degrees 55 minutes East. Air escort constantly in attendance during daylight hours.

Tuesday 17th: 1930 Convoy split, Ballarat and Katoomba proceeding to Milne Bay with S.S.Japara, Bantam, Balik-Papan and J.B.Ashe

Thursday 19th: 1305 Anchored off Gili-Gili.
1325 Boarded H.MA.S. Stuart for conference.
1558 Weighed anchor and proceeded alongside J.B.Ashe and took off troops.
1810 Alongside wharf, disembarking troops.
1844 Proceeded alongside Balik-Papan and embarked troops
2005 Secured alongside Bantam and embarked troops.
2053 Disembarked troops at wharf.
2135 Slipped from wharf and proceeded down Bay to carry out A/S patrol.

Friday 20th: 1634 Returned to Gili-Gili and secured alongside J.B.Ashe for fuel.

1855 Finished fuelling remained alongside overnight.

Saturday 21st: 0924 Slipped from J.B.Ashe and anchored.
1107 Proceeded to relieve Katoomba on A/S patrol.

Sunday 22nd: 1140 Releived from patrol by Katoomba.
1255 Anchored off Gili-Gili.

Monday 23rd: 1115 Weighed anchor and proceeded to relieve Katoomba on A/S patrol.

Tuesday 24th: 1218 Secured alongside J.B.Ashe for fuel.
1431 Slipped from J.B.Ashe and anchored.

Wednesday 25th: 0505 Proceeded down Bay to search for reported crashed R.A.A.F. Bomber.
0950 Abandoned search and commenced A/S patrol.

Thursday 26th: Ceased A/S patrol and proceeded to Brunner Island to rendezvous with H.M.A.S. Broome and U.S.T. Applegate.
0630 Stopped and sent motor boat to investigate crashed plane in China Strait.
0715 Proceeded. Plane old wreck.
0811 Took over U.S.T. Applegate from Broome and proceeded back to Milne Bay.
1159 Anchored off Gili-Gili.

Friday 27th: 0651 Weighed anchor.
0709 Secured alongside U.S. T.Applegate for fuel.
0945 Slipped from Applegate and proceeded down Bay with Broome.
1158 Stopped on approaching S.S.Muliama coming up Bay ordered Broome to send boat and embark Commander Bransome
1234 Proceeded to Porlock Bay with Katoomba escorting Muliama, ship prepared to 1st degree of readiness for general action.

Saturday 28th: 0600 Arrived at rendezvous South of Cape Nelson while waiting for launch Paulina to pilot us to Porlock Bay, proceeded to steam round Muliama with Katoomba.
0843 Paulina arrived and proceeded.
1350 Anchored in Porlock Bay.
1450 Weighed and proceeded with Katoomba to position off Buna for patrol.
1630 Aircraft sighted, action stations, negative.
1715 Aircraft sighted, action stations, negative.
1840 A.A. action stations, attacked by 10 dive bombers, single and twin engined planes. Attack lasted for one hour, during which time 161 rounds of Oerlikon ammunition were fired and 14 rounds of Vickers 2 pounder. The latter gun jammed due to bent ammunition or greater number of rounds would have been expended.
1940 Ceased fire enemy repulsed without damage to ship or injury to personnel, several near misses, one plane brought down and two damaged. Proceeded to carry out A/S patrol throughout night. Many non-sub echoes recorded.

See File 490/208/602 for action 22/1

Sunday 29th 0704 Returned to Porlock Bay with Katoomba and anchored.
0826 Two ships and supposed submarine sighted steaming towards Porlock, weighed anchor and prepared for action.
0900 Anchored ships identified as Kuraka and Minston Bay, No Submarine.
1010 Reconnaissance plane sighted, weighed anchor and proceeded out of Bay astern of Katoomba. Steaming at 6 knots in a southerly direction.
During forenoon two more reconnaissance planes sighted circling round at about 25,000 feet.
1453 Orders from Katoomba to proceed in company back to Milne Bay.
2010 One Catalina passed low overhead. Course 300.

Monday 30th: 1039 Arrived at Milne Bay and proceeded alongside Kurumba for fuel.
1242 Slipped from Kurumba and anchored off Gili-Gili.

H.M.A.S."BALLARAT".

5th December,1942.

General health of ship's company is good, in spite of the fact that very little green vegetable is available at our base Townsville, from which we are absent at various periods up to six weeks.

The men are in good spirits generally, but occaisonally complain of our bases failure to forward mail more frequently.

Conditions on board are good, lack of space for exercise being the principal drawback.

The ship generally is in good condition, recently we received a very poor quality fuel in Townsville which caused trouble with our boiler burners.

Brick work in boilers is in fairly constant need of attention.

Distance steamed:	3179 miles.
Hours under weigh:	434 hours 19 minutes.
Average Distance per Ton Fuel:	10.85 miles.
Total distance steamed since 30th Aug, 1941:	35,156 miles.
Average Speed:	11.54 knots.
Steaming time:	3,045 hours 53 mins.

J. D. Barling

Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

H.M.A.S."BALLARAT"
5th December, 1942.

With reference to enemy aircraft attack, Ballarat and Katoomba were proceeding to carry out A/S patrol off Buna with the objective of intercepting Japanese Submarines thought to be landing reinforcements and supplies in this area.

J.D. Barling

Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

S. 1515. (Established—November, 1940). **CONFIDENTIAL.**

REPORT OF ATTACK BY ENEMY AIRCRAFT.

C.A.F.O. 3573/39 and C.A.F.O. 1895/40.

This form is to be rendered when possible by H.M.A. Ships and Auxiliary War Vessels on each occasion of attack by enemy aircraft, and is to reach the Naval Board in duplicate.

In no case should the lives of personnel be exposed in order to take records of air attack.

I.—GENERAL.

Name of Ship: BALLARAT.

Date of attack: 28/11/42. Position: 8°35'S 148°39'E Course 308° Speed 10kts.

Weather: Clear. Sea Smooth. Cloud Sky partly clouded. Wind Light breeze.N.E

Visibility Good

II.—PARTICULARS OF ATTACK.

Form of attack (H.L.B., L.L.B., D/B, or torpedo)	Dive Bombing.
Number of aircraft attacking	Ten.
Type of aircraft	Single & Twin engined monoplanes.
Direction(s) of attack relative to ship's head and to sun	Attack from sun.
Number of (*a*) bombs or (*b*) torpedoes dropped ..	(a) 10 (b) Nil.
Approximate height of release of bombs	500ft.
Approximate height and range of release of torpedoes	——
Estimated size of bombs, and Type. Nature of fuze (Impact or Delay)	150lbs. Impact fuze.
Approximate position in which bombs fell	Port bow & quarter.Stbd. beam.
Number of (*a*) hits (*b*) near misses (within 50 ft.) ..	(a) Nil. (b) Nil.
Damage to ship (briefly)	Nil.
Casualties to personnel	Nil.
Night attacks only.	
Illuminants used by aircraft and ship	————

T.S.D. 862/40. [P.T.O.

III.—PARTICULARS OF DEFENCE.	
Gunfire used—Long Range Controlled	
Barrage Fire	4" B.L. L.A.
Close Range Weapons	20mm.Oerlikon & 2pdr.Pom Pom
Other defensive weapons used	———
Avoiding action taken	Increased to full speed and altered course frequently.
Damage or casualties to aircraft and evidence in support thereof	One aircraft shot down.— Two probably hit.

IV.—GENERAL REMARKS TO INCLUDE ANY POINTS OF INTEREST.

Four or five bombs were noticed exploding in the water about 3 miles from the ship. These appeared to be jettisoned and it is assumed that the aircraft were hit, and the object was to lighten planes. These bombs are not included in the 10 referred to on opposite side of this form.

Pilots of planes appeared to show great respect for our A.A. fire; as none ventured as close as could be expected.

A. D. Barling Q.

2,000—8985/3/42—19558 A. H. PETTIFER, ACTING GOVT. PRINTER.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

FROM COMMANDING OFFICER H.M.A.S."BALLARAT".

TO SECRETARY NAVY BOARD.

DATE 18th JANUARY, 1943.

SUBJECT LETTER OF PROCEEDINGS FOR MONTH OF DECEMBER 1942.

EC 1st
o 11th At Milne Bay carrying out A/S patrol as required.
11th 2005L Alongside wharf embarking 258 troops and stores for Hammer operation.
1842L Anchored awaiting departure.
13th 0255L Weighed and proceeded in company with Colac and Broome to rendezvous off Cape Sudest with landing barges.
2000L Ships in company closed up for action stations. Speed 12 knots.
2235L Reduced speed on approaching reefs North of Oro Bay considerable number located with A/S transmitter requiring very careful navigation at various speeds and course.
14th 0013L Anchored approximately one mile South East of Cape Sudest. Further progress considered unwise due to shallow water and numerous reefs.
0045L Unidentified aircraft arrived overhead and dropped parachute flares.
0100L One landing barge arrived alongside Colac, further flares dropped Due to the other seven barges being some distance away, the possibility of attack from the air at any moment and an approaching enemy surface force reported by air reconnaissance it was decided to abandon any attempt to land troops in this vicinity.
0130L Weighed anchor and proceeded in heavy rain and thunder storm in southerly direction, ships in company losing sight and contact with each other.
0625L Ships in company in visual contact proceeded in single line in direction of Cape Nelson.
0927L Anchored in Maclaren Harbour, Cape Nelson.
1335L A.A. action stations aircraft unidentified.
1442L Weighed and proceeded out of harbour, cruising at various speeds and courses waiting for dark in company with Colac and Broome.
1600L Sighted H.M.A.S.Lithgow escorting S.S.Karsik astern, bound for Oro Bay.
1845L Proceeded at 12 knots in direction of Oro Bay.
2000L Lithgow and Karsik passed heading for Oro Bay, ship's company closed up at action stations from dusk to dawn.
2350L Anchored in Oro Bay.
2359L Commenced disembarking troops and equipment with landing barges also using whaler towed by motor boat.
15th 0405L Completed disembarkation.
0420L Weighed anchor and proceeded out of Oro Bay in direction of Cape Nelson at reduced speed waiting for Colac and Broome to complete.
0830 Colac and Broome joined us and proceeded at full speed for Milne Bay.
2240L Approaching Gili-Gili, Milne Bay.
2316L Secured alongside Kurumba and commenced fuelling.
16th 0700L Slipped from Kurumba and anchored.
0901L Alongside wharf to load ammunition and stores.
1248L Slipped and anchored off Gili-Gili.
1628L Alongside wharf and embarked 95 troops for Sledge hammer operati
1645L Slipped and anchored off Gili-Gili.
17th 0303L Weighed and proceeded with Colac and Broome to Porlock Bay.
1145L Passed Whyalla off Goodenough Island.
2030L Anchored in Porlock Bay, ship's company closed up at action stations from dusk to dawn.
2 220L Weighed anchor and proceeded alongside Stella at jetty, disembarked 80 troops and stores.
2340L Slipped and proceeded alongside S.S.Dessiko at anchor and embarked 180 troops and stores.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

DEC 18th 0050L Completed embarkation and anchored waiting for Broome to carry out similar operation.
0255L Weighed and proceeded in company with Colac and Broome to cruise off Cape Nelson waiting for darkness before proceeding to Oro Bay to disembark troops.
1830L Off Cape Nelson. Proceeded at 12 knots for Oro Bay.
2240L Off Oro Bay, 3 unidentified aircraft overhead.
2318L Anchored in Oro Bay.
2320L Commenced to disembark troops to motor landing barges.
19th 0220L Disembarkation completed weighed and proceeded out of Oro Bay.
0300L Proceeded in company with Colac and Broome to Milne Bay.at 12 knots
2052L Anchored off Gili-Gili at Milne Bay.
20th 1136L Proceeded alongside Kurumba for fuel.
1422L Finished fuelling and anchored off Gili-Gili until 1148L/22.
22nd 1148L Weighed anchor.
1151L Proceeded at full speed to assistance of crashed R.AA.F. bomber in sea two miles from Gili-Gili.
1200L At scene of crash. Plane sank at 1156L, three of crew of four picked up and taken to Gili-Gili by U.S. motor torpedo boat.
1210L Proceeded at 11 knots to rendezvous with S.S.Taroona in Coral Sea
1930L Hailed and identified S.S.Woora bound Milne Bay.
23rd 0500L Sighted convoy escorted by Swan.
0615L S.S.Taroona detached from convoy and proceeded escorted by Ballarat to Milne Bay.
2040L Anchored off Gili-Gili, Milne Bay until -
25th 1008L Weighed anchor and proceeded to assistance of S.S.Mulchra aground in Raven Channel, East Cape.
1300L At Raven Channel signalled S.S.Mulchra who was then afloat and proceeding.
1315L Proceeded at full speed to Milne Bay.
1440L Stopped.
1445L U.S. motor torpedo boat with N.O.I.C. Milne Bay aboard hailed us.
1450L Proceeded full speed to Gili-Gili.
1621L Anchored off Gili-Gili.
1721L Weighed and proceeded to Townsville.
1955L Cleared China Straits and set course for Grafton Passage via recognised route.
[illegible]th No incident to report. Steaming at 11 knots. Weather good.
27th 0856L Euston Reef Beacon abeam, reduced speed and proceeded through Grafton Passage.
1024L Fitzroy Island abeam and proceeded inside Barrier Reef to Townsville.
1640L Passed S.S.Gorgon at anchor off Mouribyan Head.
1800L Signalled U.S.S.John Mathews bound for Cairns.
28th 0640L Entered bouyed channel Townsville.
0705L Secured alongside Stuart.
1245L Slipped from Stuart and proceeded up river to Hyne wharf for boiler clean.
1328L Fast alongside.
29th 0800L Commenced boiler cleaning.
30th as 29th.
31st as 30th.

J. D. Barling
Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

To N.O.I.C. Townsville
2 - No. Sent to Naval Board
Sec. So(0)
28/1/43 So(1)
N.O.I.C.

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

H.M.A.S."BALLARAT".
MONTH OF DECEMBER, 1942.

The general good health of ship's company has been maintained.

Great satisfaction has been expressed by all members of ship's company during this month at the more frequent delivery of mail while operating from New Guinea. This service is considered the greatest asset to the welfare of ship's company.

The ship generally is in good condition with the exception of the boiler brick work which due to excessive steaming hours, over the boiler cleaning period requires substantial repairs, now being carried out.

Distance steamed	2509 miles.
Hours under weigh	224 hours.
Average distance per ton fuel	8.2 miles.
Total distance steamed since 30th August, 1941	37665 miles.
Average Speed	11.54 knots.
Steaming time	3261 hours.

J. D. Barling

Lieutenant Commander R.A.N.R.(S).
COMMANDING OFFICER.

2026/7/562

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

(This side only to be written on.)

D.3718/5.40—C.6346.

SUBJECT: H.M.A.S. "Ballarat" - Letter of Proceedings 8/12/41 - 15/2/42

DoD 24/2.

D CNS. 25/3

1st Mn 27/3

31/3

N.A. S.N/B 31/3

~~2 N.M.~~

3 N.M. 12/4/42

D.D.P. 17/4.

~~D.D.P.~~ 17/4

S.O.(R.D.)

Plans (1) 9/8

~~Ops (N)~~ 24/4.

D/DS(N) 12/4

D.O.M. 1550/29

H.P. Sub 1/5

Adm 1/5

N.B. 7/5

H.M.A.S. BALLARAT.
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2026 7 562.

TO..... Naval Officer in Charge, FREMANTLE.
Copy to the Secretary, Naval Board Melbourne.
Copy to the Senior Officer, 21st. M/S Flotilla.

FROM..... Commanding Officer, H.M.A.S. BALLARAT.

Submitted:

Letter of proceedings from arrival at Darwin 8th December, 1941 until arrival back at Fremantle 9th March, 1942.

8th. December, 1941: 1700 Arrived Darwin from Sydney with R.A.N. oil Lighter No.1 in tow.

10th.December, 1941: 0412 Sailed from Darwin as A/S escort for transports H.M.A.S. Westralia and "Zealandia" for TIMOR.

12th.December, 1941: 0730 Arrived KOEPANG and took up patrolling position to seaward.
0925 Ordered to proceed back to Darwin.

[illegible]h.December, 1941: 0515 Arrived Darwin.
1310 Sailed from Darwin as A/S escort for 3 Dutch Transports and in company with H.M.A.S. Adelaide for AMBON N.E.I.

17th.December, 1941: 0950 Arrived AMBON.
1915 Experienced first Air Raid Alarm.

18th.December, 1941: Sailed for Darwin.

21st.December, 1941: Arrived Darwin and commenced M/S and A/S operations.

2nd. January, 1942: 0001 Proceeded to investigate reports of enemy Submarines with unsuccessful results.

3rd. January, 1942: 1040 Proceeded to investigate reports of enemy Submarines with unsuccessful results.

[illegible]. January, 1942: 1115 Took up position ahead of U.S. Asiatic Fleet and performed duties of fast sweeper preceding ships into Harbour.

11th.January, 1942: Sailed for SINGAPORE in company with H.M.A.S. Woolongong and H.M.A.S. Towoomba.

18th.January, 1942: Arrived at BATAVIA.

19th.January, 1942: Sailed for SINGAPORE.

21st.January, 1942: Proceeded to assist H.M.S. Kedah on passage from Singapore to Palembang - H.M.A.S. Woolongong in company.
1907 Made contact with "Kedah" and proceeded to escort her to Palembang providing A/S Screen.

22nd.January, 1942: 0655 Left "Kedah" at entrance to Palembang River and proceeded on passage to Singapore.

23rd.January, 1942: 1800 Arrived at Singapore Naval Base.

24th.January, 1942: Experienced first Japanese Air Raid. Air Raids then continued as a daily occurre nce until our departure from Singapore on the 3rd February, 1942.

, 1942: 0700 Proceeded from Singapore Naval Base to Man-of-War anchorage Singapore Harbour.
1047 Arrived Man-of-War anchorage Singapore.

ary,1942: 1130 At anchor in Man-of-War anchorage - Shipping was subject to a violent bombing attack from 42 Japanese aircraft. 7 Bombs exploded in near vicinity but no damage or casualities sustained.

rd. February,1942: 0641 Left Singapore in company with H.M.A.S. Toowoomba andtwo small local sweepers H.M.S. Gemas and H.M.S. Rahman.
0830 "Rahman" stopped due to engine trouble - Received orders to standby "Rahman" and escort her back to Singapore.
1130 Arrived Singapore Harbour with "Rahman" then turned and proceeded on passage.
1230 Overtook "GEMAS" at top end of swept channel in Durian Strait. Ordered her to take up station astern and continued on passage.
1500. Overtook "TOWOOMBA"and was ordered to take up position astern of her ,Flotilla continuing on passage .
2345. On receipt of instructions parted company with "TOWOOMBA" and proceeded to the assistence of Merchant Steamer "LOCH RANZA".

4th. February,1942; 1742 Located "LOCH RANZA" at N.E. end of Abang Island in Rhio Strait. Vessel aground, abandoned, and on fire from stem to stern. Anchored of wreck until daylight.

5th. February 1942; 0600. Proceeded on passage to Palembang.
1235. Attacked in Pos. 20 miles North of Muchi in Berhala Strait by 5 Japanese Bombers- After three unsuccessful attacks enemy repulsed by A.A.fire,ship having received neither damage nor casualities.

6th. February,1942; 1600 Arrived Palembang.

12th. February, 1942; Sailed from Palembang having daily air raids while in that Port.
1730 Anchored at the mouth of Palembang River awaiting the arrival of a Merchant Ship to escort to Batavia.

13th. February, 1942; 0800. Weighed anchor and proceeded to Batavia. Enemy Paratroops landed in the vicinity of Palembang this morning.
1046. Attacked by six enemy Bombers in Banka Strait Enemy repulsed by A.A. fire . No damage or casualities received.

14th. February, 1942; In Pos; ten miles S.S.W. of the South Watcher Lt. House commenced picking up suvivers of the torpedoed Steamer "DERRYMORE". Comm. Officer manoevered vessel alongside the largest rafts ,picking up the majority of the survivors while Motorboat with the whaler in tow under the Command of the 1st. Lt. cruised round picking up small isolated groups.
1700. Completed picking up all survivors in sight,boats hoisted inboard and proceeded to Batavia.
Survivors picked up 189 R.A.F.personel and 26 of the ship's crew , a total of 215.

15th.February,1942; Arrived Batavia

ebruary, 1942: Sailed from Batavia for OOSTHAVEN. Ship now under the command of Lieut. Christie R.A.N.R.(S). 2 R.A.F. Group Captains, 1 Pilot Officer and 50 R.A.F. personel aboard.

h February, 1942: 0400 Arrived off Oosthaven - stopped engines awaiting daylight.
0600 Away Whaler with Captain and crew to survey entrance to harbour where barges had been sunk. Crew at Action Stations with guns covering shore abreast of entrance.
0800 Captain returned and whaler hoisted inboard.
0810 Opened fire with 4" Gun on area around Wharf before proceeding alongside.
0820 Ceased Fire.
0854 Berthed alongside Wharf.
0900 While 30 R.A.F. personel with Tommy Guns Covered Northern approaches to wharf, 1st Lieut. with 20 ship's Company armed with rifles took up a position covering Southern approach to wharves. remainder of R.A.F. units and ships company commenced loading all essential R.A.F. equipment.
1500 All essentail equipment loaded on board and armed parties covering approaches recalled.
1515 Slipped from wharf and proceeded back to Batavia. Ship's Company carried out this operation in a most commendable manner.
One Casualty occured from result of demolition work.

21st February, 1942: 0130 Arrived Batavia.
0830 Lieut.Commander Barling R.A.N.R.(S) rejoined ship.

23rd February, 1942: 1200 Proceeded to SUNDA STRAITS for patrol duties. Carried out this work until 28th February. Patrolling Straits from dusk until dawn with ship's com any at full action stations. Ship anchored close inshore by day and taking whatever cover possible.

27th February, 1942: 1550 Flotilla subject to a succession of vio Dive Bombing attacks and machine gun fire. Floti replied with A.A. fire and eventually repulsed enemy. No casualties or damage to H.M.A.S. Ballarat.

1 March, 1942: 1200 Arrived Chilachap with Flotilla and proceeded to fuel.
1930 Completed fuelling.
1940 Weighed anchor and proceeded out of harbour astern of Dutch Steamer "Genral" "Verspyck". Ordered to return and escort H.M.S. Gemas out of harbour and then sink her.
2230 After taking on board main part of crew and all valuable equipment, proceeded out of harbour with Gemas astern.

3rd March, 1942: 0100 In position 7 miles off coast, scuttling party from "Gemas" arrived on board after opening seacocks.
0145 H.M.S. Gemas capsized and sank in 27 Fathoms of water.
H.M.A.S. Ballarat then proceeded on passage to Australia sailing West close inshore along coast for first two hours, then set course for N.W. Cape.

6th March, 1942: 0810 Sighted N.W. Cape 2 points on starboard bow.
1000 Anchored in Exmouth Gulf.
1230 Proceeded on passage to Fremantle at reduced speed owing to fuel supply becoming low.

9th March, 1942: 1600 Arrived Fremantle.

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SECRET

CONFIDENTIAL

BALLARAT

DEPARTMENT OF THE NAVY

Subject:

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Royal Australian Navy.

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From The Commodore-in-Charge, H.M.A. Naval Establishments, Sydney.

To The Secretary, Naval Board, Melbourne.
(Copy to District Naval Officer, Northern Territory.)

Date 8th January, 1942. No. B.S. 45/251/49.

Subject VOYAGE OF H.M.A.S. "BALLARAT" AND NO. 1 OIL LIGHTER. SYDNEY TO DARWIN.

SECRET

Be pleased to lay before the Naval Board, for information, the attached copy of a report on the above subject, which has been rendered by Lieutenant A. D. Barling, R.A.N.R.(S), H.M.A.S. "BALLARAT".

13/1 A DofP C.O. appears to have initiative 15/1
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D of P 17/1.
21/1
DCNS
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G.C. Muirhead-Gould

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VOYAGE OF H.M.A.S."BALLARAT" & No.1 OIL LIGHTER.

SYDNEY TO DARWIN.

H.M.A.S."Ballarat" - full tanks fuel and fresh water, forward trimming tank full - 27 tons.
Draft :- 10' 1" For'd. 10' 5" Aft.

Lighter - No.2 tank, 117 tons of oil. No.4 tank, 119 tons. No.5 tank 100 tons. 34 tons in Nos 1 and 3 tanks. TOTAL = 370 tons.
Draft :- 5' 6" For'd. 9' 5" Aft.
Towing gear from lighter - 9 fathoms 1⅜" cable (6 Fms inboard fast round bollards) swivel shackled to 30 fathoms 4½" E.S.F.S.W. swab-hitched to 90 fms 12" manila swab-hitched to 80 fathoms 4½" E.S.F.S.W run on Minesweeping winch.

Left Sydney 1117 Friday 14th and arrived Pile Light, Brisbane 0930 Tuesday 18th.
Steaming time - 94 hours 13 minutes. Distance - 532 miles.

Average speed - 5.65 knots. Average revolutions - 150 revs P.M.

Stopped once to send fresh provisions to lighter and once for overheated bearings.

Found it necessary to re-wind towing wire on M/S winch as directly weight of tow was taken wire sunk into loose turns on winch.

The voyage was uneventful, fine and clear weather, light variable winds, smooth sea and slight swell. Both craft steering well.

Met at Pile Light by tug which took the lighter to berth up the River. The cable had to be unshackled aboard the "Ballarat", as it was too heavy for lighter crew to haul up to forecastle head. Changed lighter's signalman for one of ours as he could neither signal or cook.

Thursday at 1400 a tug met us at Pile Light, unfortunately towing the lighter. I signalled him to make fast alongside, but due to strong wind and sea he refused as he was afraid of damage to himself. After two unsuccessful attempts to connect tow signalled tug to let lighter go and then ordered lighter to anchor, we anchored about two cables astern of him.

Weighed anchor at 0530 Friday 21st, wind and sea same force as last night. Sent 4 Able Seamen by motor boat to assist lighter to weigh anchor. By 0908 had connected tow with some difficulty and weighed anchor in lighter, 3 shackles and housing it took 1½ hours to complete.

Transferred sick A.B. from Lighter to "Ballarat", replacing him with one of our A.B's, and then proceeded.
1108. Passed Outer buoy of Moreton Bay North Channel, veering towing wire about 35 fathoms from winch and proceeded at 160 R.P.M. Fresh northerly wind and moderate sea, "Ballarat" fairly steady due to tow, but lighter pitching into it causing her to sheer about considerably.

Saturday 22nd. Weather moderated, now smooth sea and slight swell. 1330 - sent motor boat to lighter with fresh provisions, reduced speed for this operation to 50 revs. for 25 minutes.

Sunday 23rd. Moderate following wind and sea - making good speed of 8 knots, occasional rain squalls but weather generally fine and clear. Reduced speed at noon so as to pass through Whitsunday Passage during daylight.

Monday 24th. Increased speed at daylight, 0400, and proceeded at 160 revolutions, excellent conditions through Whitsunday Passage, averaged 8 knots, will arrive at Townsville 24 hours ahead of schedule.

Tuesday 25th. Arrived Townsville 1130. Met by tug, disconnected tow and proceeded up harbour, tug bringing lighter up to wharf astern of us.

Saturday 29th. Left Townsville. Delayed by Engine Room repairs. Left wharf at 0600 in heavy rain squall, not very encouraging for Barrier Reef navigation.
Tug brought lighter down channel, connected up tow and proceeded at 0730. Weather cleared. Averaged 7 knots from 0800 to 1800, 160 R.P.M.

By a chance word from N.O.I.C.Townsville learnt that no oil fuel is available at Thursday Island, so must change my plans. Have sent signal to N.O.I.C.Townsville saying I shall proceed direct to Darwin Should arrive with 2 days fuel in hand. If find am running short will have to fuel from lighter en route. N.O.I.C.Townsville has sent signal to Thursday Island asking launch to meet us outside and take delivery of comforts shipped in Brisbane.

As no fresh water available at Thursday Island filled after trimming tank - 17½ tons fresh water, have now 44½ tons additional to our domestic tanks.

Monday 1st December. 1100 reduced speed and sent motor boat away with fresh provisions to lighter.
At 2130 Petty Officer Platt in lighter signalled me that he had discovered, via engine room ventilator, that there was water in the engine room. He asked permission to unseal door and investigate; I concurred and he reported about 6 feet of water in same.
Pumps were manned but would not function adequately so commenced to bale with buckets.
2250 - owing to bad visibility during rain squalls decided to anchor. Shortened tow and anchored at 2305 off Cape Direction, 12 fathoms water, 4 shackles out, blowing force 5.

Tuesday 2nd December. 0500 - Sent motor boat away to lighter with Engineer Officer, First Lieutenant and baling party. It was found that water had got to engine; as anticipate having to fuel from lighter at Thursday Island tomorrow sent back 4 Able Seamen to assist removing water and 2 stokers to rig pump and prepare engine for use tomorrow. It is presumed that leakage is through rudder post glands due to wear from continuous use of helm.
0635 - Weighed anchor and proceeded, leaving our party aboard lighter to carry on work.

Wednesday 3rd December. Anchored in Quarantine area off entrance to Thursday Island, brought lighter alongside and E.R.A's commenced work on engine, and repacking glands in rudder post.

Thursday 4th December. 1100 - Engine working satisfactory. Engine room still very messy. 1130 - Commenced fuelling from lighter. 1300 - Had taken 47 tons from No.4 tank, considered this adequate. 1345 - Weighed anchor and proceeded to Darwin, leaving one stoker aboard lighter to work cleaning up engine.

Saturday 6th December. 1330 - Reduced speed and sent motor boat away with fresh provisions to lighter.

Sunday 7th December. 2213 - passed Cape Don Light and proceeded down Dundas Channel.

Monday 8th December. 0145 - Anchored until daylight due to difficulty in locating No.1 Buoy, visibility not good due to smoke from Melville Island.
0555 -,Weighed anchor and proceeded.
0720 - News came through of war with Japan. Prepared ship for action as possibility of Japanese submarine off Darwin.
1656 - Secured to buoy off Darwin and brought lighter alongside.
1930 - Commenced fuelling from lighter and passed towing gear aboard.
Tuesday - 9th December. 0600 Left lighter and proceeded to another buoy to take in fresh water prior to proceeding to sea.

Petty Officer Platt in charge of lighter passing over all lighter stores and gear to Darwin Naval Authorities.

The principal knowledge gained from this tow being the difficulty to unshackle cable from wire, the weight being too great for party in lighter to lift it inboard. Methods used in Brisbane and Townsville were; a tug was made fast alongside lighter which brought lighter up to within 6 feet of our stern, cable was then hauled aboard "Ballarat" and unshackled. This requires good weather condition -s. In Darwin we moored to buoy, hove lighter alongside and unshackled cable, then made lighter fast to buoy when we left.

(Sgd) A.D.Barling

COMMANDING OFFICER

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