AWM78

Reports of Proceedings, HMA Ships and Establishments

AWM78 Class 205 - HMAS LISMORE

File number: AWM78 205/1

Title: AWM78 205/1 - July 1944 - July 1946

RCDIG1073335

[205/1]

"LISMORE"

L. off. P.

AUSTRALIAN ARCHIVES
ACCESS STATUS
OPEN

Archives Branch
NAVAL HISTORICAL RECORDS

Declassification Authority—Defence Records
This record has been reviewed and has been declassified by the Department of Defence (Navy) with effect from: 1 Nov 1990
Authority Dig (N) Admin 18-13.
Reviewer: LCDR R. L. Smith (RANEM)
Signature: R L Smith Date: 1 Nov 90.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

ACK. BY. A.S. 1330Y
6 AUG 1946
INIT.

original

DEPT. OF THE
589/201/423
NAVY

CONFIDENTIAL.

FROM : THE COMMANDING OFFICER, H.M.A.S. "LISMORE"

DATE : 3rd July, 1946

TO : THE SECRETARY, AUSTRALIAN COMMONWEALTH NAVAL BOARD.

File
Hull(5)
17/6/46

Report of Proceedings - June - July, 1946

Submitted.

Passages. The vessel left Brisbane 1st June, 1946 proceeding to Trincomalee via Thursday Island, Darwin and Singapore.

Trincomalee was reached on 26th June, 1946, at which port the R.A.N. crew paid off the ship, and the Royal Netherlands Navy commissioned the ship at 0230½ on 3rd July, 1946. Lieutenant Commander F.H. Knottenhelt R.N.N. assuming command.

Ship's Company. Personnel were transfered to L.S.T's under the direction of L.S.T. 10.

Distances. During the month of June 1946 the vessel steamed 4,952 miles in 470.48/60 hours.

At the time of paying off as an R.A.N. vessel, the total distance steamed was 191,312 miles in 19,118.40/60 hours.

Condition of Ship. This was considered satisfactory by the Officer taking over.

LIEUTENANT R.A.N.R. (S)

COMMANDING OFFICER.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

DEPARTMENT OF THE NAVY

MINUTE PAPER

589/202/423

PART FILE

C.441/45.

SUBJECT: HMAS "Lismore" Report of Proceedings June & July 1946

D.P.S

DTSR

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DCNS

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20-5-7

589/202/ H23.

RECEIVED
6 JUN 1946
D.O.T.M.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. "Lismore." REPORT OF PROCEEDINGS.
April 1946

S.N.B. 17/5

2nd N.M. 24.5.

3rd N.M. 24/5

23/5/46 D. of P. 24/5

D.R.E. 24/5

Ops. (N) 22/5

N.5. 30/5

NAL 31/5/46 D.E. (N) 5/6

D.O.T.M. 1/6

D.N.M.S. 13/6

H.C.B. 14/6

A.A.2nd N.M. 13/6

N.5. 19/6

18/6/46 D.N.I. 20/6.

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

18/6 I.

23/5 I.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

DEPARTMENT OF THE NAVY

MINUTE PAPER

589/202/423

C.441/45.

SUBJECT: HMAS "Lismore" Report of Proceedings April, 1946

D.P.S 10/5

13/5/46

D.T.&R 14/5

DOD 15/5

DENS 15/5

1ST NM 15/5

17/5 13/5

ACK. BY. .S. 1.30Y
6 - MAY 1946
INIT.

DEFENCE
NAVY
CONFIDENTIAL
589 | 202 | 423.

From:THE COMMANDING OFFICER H.M.A.S."LISMORE".

Date:1st May 1946. Ref: FR/1/16.

To :THE SECRETARY,AUSTRALIAN COMMONWEALTH NAVAL BOARD. (1 copy)
THE NAVAL OFFICER-IN-CHARGE,BRISBANE. (2 copies)

Indexing

K.A.
N5

LETTER OF PROCEEDINGS FOR THE MONTH OF APRIL 1946.

Submitted for information the Letter of Proceedings of H.M.A.S."LISMORE" for the month of April 1946. All times are G.M.T unless otherwise stated.

2. On the 7th April in accordance with instructions from N.O.I.C. Brisbane,I departed Brisbane at 0230 and proceeded to a position 144 degrees 20 miles from Cape Byron where G.P.V. 961 was reported to be with main engines broken down.N.O.I.C.(B) signal 070157Z refers.

3. The G.P.V. was located in position Latitude 29 degrees 26 minutes south Longitude 153 degrees 52 minutes east,some twenty miles to the southward of his last correct reported position.By 2335 on 7th April the G.P.V. was taken in tow and course was set for Moreton Bay .The initial towing arrangements in the G.P.V. were unsatisfactory and the chain bridle made up from his anchor cable parted. A four inch F.S.W.R bridle was passed to him and then secured and the tow continued uneventfully.

4. I slipped the tow at the Small Craft Base and secured alongside New Farm Jetty at 0446 9th April.

5. On the 16th April I shifted berth to S.B.S.R. Jetty and reverted to extended notice.

6. The remainder of the month was spent preparing the ship for acceptance into "E" Class reserve,until receipt of Naval Board's signal 261209Z on 27th April when preparation for sea was commenced.

7. The General conduct of the Ship's Company has been satisfactory, likewise the general state of health.Eight cases were discharged to hospital and were mainly minor ailments but included one malarial case.

8. Ships encountered whilst on passage:-

Ship.	Time.	Date.
S.S. "Reynella"	0457	7th April.
S.S. "Thomas.W.Gregory"	1000	8th "
S.S. "Salamaua"	1010	8th "
H.M.S/M "Talent"	1253	8th "
S.S. "Black Swan"	1650	8th "

SUMMARY:-

Monthly.

Distance steamed.	359.5 miles.
Hours underway.	56 12/60. hours.
Average distance per ton of fuel.	9.7 miles.

Total.

Total distance steamed since commissioning at average speed of 9.9 Knots	186,360.5 miles.
Total hours underway from the date of commissioning 25th January 1941 to 30th April 1946.	18,647 52/60 hours.

8/3/E

a/LIEUT CDR.RANVR.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

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CONFIDENTIAL

RECEIVED
7 MAY 1946
D.O.T.M.

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Lismore" REPORT OF PROCEEDINGS. March 1946

S.N.B. 11/4

2 N.M. J.A. 18/4.

3 N.M. 24/4

D. of P.

D.R.E. 10/5

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Ops. (N) 2/5

N.5. 2/5

NAI
D.E. (N) 6/5.

D.O.T.M. 13/5

D.N.M.S. 9/5

H.P.B. 10/5

N.A.2.N.M. 10/5

N.6. 13/5

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

D. 13/5 H.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

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CONFIDENTIAL

C.441/45.

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/18884 (1961)

SUBJECT: HMAS "Lismore" Reports of Proceedings March 1946

K 10/4

D.P.C. W.P. 11/4

D.T.S.R. Std 12/4

D.N.O. 15/4

for D.E.N.S. 15/4

for D.I.S.T.O.M. 16/4

N.S. 17/4

18/4 A

12. On the 30th March I was instructed by the Naval Officer-in-Charge, Brisbane, to proceed to Moreton Bay and search with Asdics and Echo-Sounder, mark, and then demolish the wreck of the SS"DOVER", which had sunk the previous day whilst being towed out to sea by H.M.A.S."INVERELL" and afterwards partly demolished.

13. Having embarked the demolition party with necessary equipment, I sailed at 0400 30th March and by 0630 detected the wreck by Asdics in position 217degrees 1.65 miles from Main Channel Buoy, the position being fixed by sextant angles.

14. A large piece of floating wreckage was seen to just break the surface and appeared to be secured to the wreck by a F.S.W.R. A Dan Buoy was placed in the position of the wreck and an Asdic sweep was carried out to determine the approximate size of the wreck and the direction in which it lay. Good contact could be maintained by using the Short Transmission Unit, but extents of target indicated only small part of wreck remained after "INVERELL'S" demolition.

15. The Recorder A/S208 Patt A970B of the E/S Type 761 P., had unfortunately developed a defect. The insulation across the insulated block mounting the spring contacts Patts 1932 and 1933, had apparently broken down and the short circuit which occured melted the contacts completely and burnt the block. New contacts were made by the C.E.R.A. and the H.S.D. repaired the block with sealing wax. By next morning the E/S was working normally again, when a sounding survey was carried out. Results confirmed that a section of hull remained and projected 9 feet off the bottom, with a further small projection another 10 feet.

16. At 0315 31st March, ML 1323 with the diving vessel "ROYCE" in tow arrived on the scene, and by anchoring "ROYCE" over the wreck the demolition charge (one MkVII Depth Charge) was lowered onto the wreck by sliding it down the anchor cable to be finally placed in position by the diver. A strong SE wind had raised a short sea and had made diving conditions difficult , however after nearly three hours work the charge was detonated electrically from "LISMORE"

17. A considerable quantity of wooden wreckage came to the surface and floated away, but the original floating wreckage remained secured. The M.L. and Diving Boat returned to harbour at 0900 31st March.

18. The next morning April 1st, I anchored close to windward of the wreck, and by means of a bight of Sweep wire around the floating wreckage, cut it adrift as well as removing the wheelhouse and part of the superstructure of) by the same method the wreck)

19. Further Echo-Sounding traces were obtained indicating only a small section of wreck remaining and projecting 10 feet off the bottom. The size of the wreck is estimated to be no greater than 20 to 30 feet in any direction.

20. The Dan Buoy was left in position and I returned to harbour arriving at 0420 1st April.

21. The general conduct of the Ship's Company has been most satisfactory, likewise the state of Health aboard.

22. With reference to my Letter of Proceedings for February the figures quoted for "Hours underway for the Month" and "Total hours underway" should read 196 13/60 and 18,255 20/60 hours respectively.

23. Ships encountered whilst on passage:-

Ship.	Time.	Date.
H.M.A.S."Westralia"	1030	2nd March
S.S. "River Mitta"	2125	4th "
S.S. "Oregon Trail"	0700	5th "
S.S. "Edendale"	0115	6th "
S.S. "Leaside Park"	1045	6th "
S.S. "Tambua"	1340	6th "
S.S. "Point Viat"	1445	8th "
S.S. "Amherst Victory"	1547	8th "
U.S.Army T.P.131.	0010	9th "
S.S. "Frances.E.Siltz"	0045	9th "
S.S. "San Andres	0230	9th "

{With HMS Aimwell in tow.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

Commanding Officer, H.M.A.S. "LISMORE's" letter F.R./1/14
dated 26th March, 1946.

RECEIVED
28 MAR PM46
NAVY REGISTRY

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DEPT. OF NAVY
1946. 7. 1H1H
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DN.600/4

LETTER OF PROCEEDINGS FOR MONTH OF FEBRUARY, 1946.

The Secretary,
NAVAL BOARD.

Submitted for the information of the Naval Board.

A/CAPTAIN..
Naval Officer-in-Charge, Darwin.

Naval Headquarters,
DARWIN.....N.T.
26th March, 1946.

29/3 H.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

Commanding Officer, H.M.A.S. "LISMORE"s Letter FR/1/14
Dated 31st. January, 1946.

RECEIVED 1 FEB 1946 NAVY REGISTRY

Dept.

DEPT. OF NAVY 1946. 7. 1414 SECRET

LETTER OF PROCEEDINGS FOR MONTH OF JANUARY, 1946.

II.

In circulation GB 18/2/46

DN. 600/4.

The Secretary,
NAVAL BOARD.

D.N.I

(N.H.R.O)

Submitted for the information of the Naval Board.

Naval Headquarters,
DARWIN. N.T.
8th. February, 1946.

A/CAPTAIN.

15/2 F.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

CONFIDENTIAL.

From: THE COMMANDING OFFICER H.M.A.S."LISMORE".

Date: 31st January 1946. Ref: FR/1/14.

To : THE SECRETARY,AUSTRALIAN COMMONWEALTH NAVAL BOARD (1 copy)
THE NAVAL OFFICER-IN-CHARGE DARWIN. (2 copies)

LETTER OF PROCEEDINGS FOR THE MONTH OF JANUARY 1946.

Submitted for information the Letter of Proceedings of H.M.A.S. "LISMORE" for the month of January 1946.All times are G.M.T. unless otherwise stated.

2. At 2350 30th December,I arrived at Bima and the"Bima Section"of Timforce surveillance party commenced the task of preparing for the Japanese evacuation of Bima and the entry of NICA.On the 1st January the Sultan was informed of the peaceful entry of NICA and RNIA to Soembawa Besar,and,on the 2nd January Brigadier Dyke arrived by Catalina to confer with the Sultan who was persuaded to accept the inevitable and peacefully welcome NICA and RNIA in the near future.

3. On 3rd at 1400 I received orders from "Quiberon"to proceed forthwith to Koepang,and at 1559 I weighed and proceeded in accordance with instructions.In the meantime one or two riots had broken out in Eastern Soembawa necessitating the return of the surveillance party to Bima.In order that I might arrive in Koepang,top up with fuel from "Quiberon", and not delay his departure from Koepang,"Quiberon" ordered me to rendezvous with him off Bima,transfer surveillance party and proceed as before.The party was transferred whilst underway and the operation was completed at 2215 3rd January."Quiberon" returned to Bima,and I arrived in Koepang at 0100 5th January,coinciding with "Quiberon's" arrival. After refuelling from "Quiberon" I anchored at 0430.

4. Brigadier Dyke and staff were embarked on 10th January,and at 1500 I weighed and proceeded in company with H.N.M.S."Van Kinsbergen" to Bima. "Van Kinsbergen" who had arrived in Koepang on the 8th January had embark -ed a company of RNIA troops who were to land at Bima.

5. At 2359 11th January I arrived at Bima in company with "Van Kinsber -gen".The Sultan was received on board at 0100 12th January.together with Lt Colonel Van Ouyen Commander of the RNIA troops,and Colonel Israel the Senior NICA officer who had come from Soembawa Besar.At 0600 the troops were landed without incident and the ceremony of hoisting the Dutch Flag took place at 0900 in the Sultan's Palace grounds.

6. I refuelled from "Van Kinsbergen" on 13th January,and at 1000 13th January departed Bima,by which time all Japanese had evacuated Bima and were being transported to Soembawa Besar in their own barges and small craft.

7. At 2137 on 14th January I arrived at Koepang and assumed W/T Guardship on Cora for the Port Director.

8. The weather gradually deteriorated,so on the 21st January I shifted berth to Tenau.On the 22nd I topped up with fuel from H.N.M.S."Piet Hein" who had arrived that day.

9. In accordance with instructions from Port Director Koepang,I embarked Sunforce Six (Major J.K.Lynch) and departed Tenau at 1000 25th Jan. I arrived at Soembawa Besar at 0422 27th January.The object of this surveillance was to prepare for the arrival of a Dutch Battalion at Soembawa Besar,due on the 28th January.

10. The Dutch Battalion had not arrived by the 31st January,and since it had been approved to withdraw the surveillance party by this time, I weighed at 1400 31st January arriving at Bima 0021 1st February,embarki -ng Lt Colonel Van Ouyen RNIA,and departing immediately for Koepang via Ende.Before leaving Soembawa Besar seventeen Japanese War Criminals were embarked,these included Mjr General Tanaka.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

RECEIVED
26 JAN 1946
NAVY PROVISIONAL

(The Commanding Officer, H.M.A.S."LISMORE's" submission FR/1/13 dated 2nd January, 1946 - LETTER OF PROCEEDINGS FOR THE MONTH OF DECEMBER 1945.)

DEPT OF NAVY
2026-7-1414
SECRET

Dup.

NS.18/9/45

II.

D.600/97.

The Secretary,
NAVAL BOARD.

In circulation
29/1/46

Submitted for the information of the Naval Board.

A/CAPTAIN.
Naval Officer-in-Charge,
DARWIN.

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

Naval Headquarters,
DARWIN. N.T.
19 th January, 1946.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

CONFIDENTIAL.

600/97

From: THE COMMANDING OFFICER H.M.A.S."LISMORE".

Date: 2nd January 1946. Ref:FR/1/13.

To : THE SECRETARY,AUSTRALIAN COMMONWEALTH NAVAL BOARD. (1 Copy)
THE NAVAL OFFICER-IN-CHARGE,DARWIN (2Copies)

LETTER OF PROCEEDINGS FOR THE MONTH OF DECEMBER 1945.

Submitted for information the Letter of Proceedings of H.M.A.S."LISMORE" for the month of December 1945. All times are G.M.T. unless otherwise stated.

2. Brigadier Dyke CBE.DSO. and staff were embarked at 0800 30th Nov and,in accordance with instructions from the Port Director Koepang,I weighed and proceeded to Dilli,the Capital of Portuguese Timor.

3. At 0029 1st December I entered the harbour of Dilli via the west channel and anchored.The Officer of the Guard and the ADC to the Governor were received aboard with due ceremony.

4. Since the navigation lights of this port are not lit,and although the buoying of the narrow west channel through the reefs is reasonably accurate,entry or exit from the port by night,and the use of the east channel at any time is not recommended.Manoeuvring space is extremely limited in the harbour,and it is estimated that only two vessels of this class could anchor with safety at any one time.A vessel up to the length and draft of a sloop can be berthed alongside the small jetty.

5. By 1500 Brigadier Dyke had concluded his business with the Governor, and it was decided to depart that night,so the Gonclavez Zarcos,who was alongside the jetty,obligingly had her Whaler's crew exhibit a light on the channel buoys.I cleared the harbour at 1529 1st December and set course for Koepang,arriving at 0702 2nd December.

6. On 3rd December H.M.A.S."GYMPIE" arrived from Darwin and at 0015 secured alongside me and transferred 52 tons of fuel.

7. Sunforce Three (5 officers and 9 O/Rs) under the command of Major J.K.Lynch,eight NICA personnel and Lt Collis RNVR, SEAC Intelligence Officer,were embarked.At 1200 6th December I departed Koepang in accordance with instructions from the Port Director,and proceeded to Ende arriving at 0120 7th December.

8. The object of this Timforce Operation Number Six,briefly,was to establish NICA in Flores,ensuring that all Japanese had evacuated the Island,thence to proceed to Soembawa Is to complete the surveillance cruise.

9. At 2000 7th December I departed Ende and proceeded to Maumere via Alor Strait,arriving 0015 9th December.The SS"Paloh MARU" arrived at 0400 and departed at 1515 9th December with the last of the Japanese garrison in this port embarked.

10. I departed Maumere at 1535 9th December and arrived at Reo at 0205 10th December.The last of the NICA personnel disembarked here,and by 0830 10th December the last of the Japanese garrison had evacuated Reo, leaving Flores completely under NICA control.

11. At each of these last three places,NICA and the Surveillance party received a very warm welcome from the missionaries and Indonesians.The receptions had been planned for days,and each one developed into a memorable Gala Day for all concerned. Contrary to the statement on Page 271 of the Naval Intelligence Division's Geographical Handbook N.E.I. Vol 1,340,000 of the 600,000 population of Flores are Christians,and it is likely that this is one of the main reasons why the Indonesians of Flores are very pro-Dutch.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

CONFIDENTIAL

2026/7/ 1844

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Lismore" REPORT OF PROCEEDINGS. November 1945.

S.N.B.

2 N.M.

3 N.M.

D. of P.

D.R.M.

D.N.I. (Later)

Ops (N)

N.5.

D.E. (N)

SNC (Blue) re para 20.

D.O.T.M.

D.N.M.S.

H.R.B.

N.A.2.N.M.

N.5.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073335

12/2

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1HH

6.441/45.

SUBJECT: HMAS "Lismore" Report of Proceedings November 1945.

DPS 12/12

DISR 16/12

DOD 17/12

DCNS 17/12

ISTNM 18/12

NSHQ 19/12

AUSTRALIAN WAR MEMORIAL RCDIG1073335

12. On arrival at Waikelo at dawn on 9th November(2140 8th Nov) the N.I.C.A. representative was landed to take over from the Japanese. The R.N.I.A. troops were retained aboard for passage back to Koepang since a change of policy by Timforce did not permit them ashore.

13. By 0300 on 9th November the last of the Japanese troops had left Waikelo for Rempo by barge,and Soemba Island was then completely evacuated by Japanese,and under Dutch administration.I believe that this is the first island of the Sundas to revert to Dutch control.

14. H.M.A.S."LISMORE" departed Waikelo at 0330 on 9th November, arriving at Koepang at 0538 on 10th November when A.M.F. and R.N.I.A. troops were disembarked.

15. On 13th November two Japanese torpedoes were loaded (21" and 18") and 50 A.M.F. personnel embarked for passage to Darwin."LISMORE" departed Koepang at 0400,arriving in Darwin at 0632 on 15th November.

16. H.M.A.S."LISMORE" departed Darwin at 1230 on 21st November,having embarked the exchange lighthouse-keeper with his stores,and proceeded to Cape Don via Clarence Straits.Arriving at 2325 on 21st November the stor -s were landed with the Keeper and by 0245 on 22nd November the relieved keeper was embarked and "LISMORE" departed Cape Don arriving at Darwin 1300 on 22nd November.

17. Twenty tons of Army stores were loaded and at 0030 on 25th Novemb departed Darwin for Koepang,arriving at 0001 on 27th November.The stores were off-loaded into barges and "LISMORE" assumed the duties of Guard Ship once again.

18. Brigadier Dyke CBE. DSO. and Staff were embarked at 0745,and in accordance with the Port Director's instructions,"LISMORE" weighed at 0800 on 30th November and proceeded to Dilli.

19. General conduct of the ship's company has been satisfactory. There have been only four minor cases of sickness during the month,but one V.D. case was discharged to "MELVILLE" on 15th November.

20. The Brown's Gyro has been entirely unsatisfactory for the whole month,despite considerable time and effort spent on it by Ship's and Base staff who have done everything in their power to effect repairs. The source of the trouble is in the Gyro Unit itself,not the repeat system,resulting in continual/or error. I respectfully request that consideration be given with a view to replacing the entire unit,since record shows that for some years little could be done to eliminate its defects.

SUMMARY:

Monthly.

Distance steamed.	2199.4	miles
Hours underway.	233 47/60	hours
Average distance per ton of fuel.	13.4	miles

Total.

Total distance steamed since commissioning at average speed of 9.9 Knots.	175969.7	miles
Total hours underway from date of commissioning 25th January 1941 to 30th November 1945.	17648 43/60.	hours

LIEUTENANT: RANVR.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

13. The operation was a failure for two reasons;firstly the anchor trouble,and secondly it was found that the No 1 barge also moored itself on the sag of the towing span when "LISMORE" stopped.Therefore "LISMORE" would be the only vessel to make leeway and ultimately be moored by the stern if engine movements were not used.

14. By manoeuvring the two barges close together for about three or four minutes the tow was passed smartly by the Boat's crew and secured by 0510. "LISMORE" returned to Gage Roads arriving at 1100 on the 8th October.

15. At daylight on the 9th October,I was relieved of the tow,and proceeded to the position of the Dan Buoy.H.M.A.S."KARANGI",sailed by N.O.I.C. Fremantle,arrived at the position and recovered the anchor and cable by 0420.

16. On the 9th and 10th October the towing gear was overhauled,and with the assistance of the B.D.O.,who lent some 1½" studded link cable,the weaknesses were eliminated. also 30 tons of cargo was removed from No 1 barge.

17. At 0001 on the 11th October "LISMORE" slipped and proceeded to Gage Roads and took over the tow.By 0500 the new bridles were balanced for strain and the gear adjusted to satisfaction.

18. Mr A.J.Wight,a B.H.P. representative,was embarked for passage to Yampi Sound.

19. After this hard won experience details of the modified gear may be of interest. The No 2 bargewas fitted with a 4"F.S.W.R. bridle,to which was secured one shackle of 1½" studded link cable,then 150 fathoms of 3"F.S.W.R. to the bridle of No 1 barge which consisted of one strand of 1" and two strands of ⅞" open link cable.

The forward bridle of No 1 barge was a 1½" studded link cable secured to a half a shackle of the same sized cable,50 fathoms of 4"F.S.W.R and 85 fathoms of 3½ F.S.W.R. The latter leading inboard through the Kite Roller.

20. It was found necessary to stop everyday and send away the Sea Boat's crew to light the navigation lights,and to serve the wire bridle of No 2 barge where it passed through the fairlead and over the sharp edge of the barge.This operation averaged out at about two hours per day,but the time was well spent because any further casualty with the tow,particularly at night,would mean the loss of one or both barges if it came on to blow. They were difficult to sight at night even in a small swell and the 276 Radar had broken down by this time,not that they were good radar targets in a swell anyway.

21. On Friday 12th October at 0445 a strand of the 3½" wire parted at the nip on the Kite Roller.The 85 fathom length was recovered and "LISMORE'S" towing hawser (3"F.S.W.R. and 8" manilla) bent on until a new eye could be spliced into the 3½" wire.By 0745 "LISMORE" was again under-way

22. On the 13th Oct the 3½" wire plus one shackle of the ship's anchor cable on the inboard end was substituted for the towing hawser,a matter of 2½ hours work.

23. An arrangement was made with B.H.P.in Perth to have the M.S. "YAMPI LASS II" or the Shell Company's tug "ALBATROSS" to relieve me of the tow outside the reefs at Onslow whilst I went in and fuelled.Unfortunately these arrangements came to nothing so I took the barges in,arriving off Onslow Jetty at 0130 17th October,anchored and spent until 0345 anchoring the barges with the ship's Kedge.

24. I proceeded alongside the Jetty at the slack of Low Water at 0500 and fuelled.On the first slack water in daylight,2300 17th October, "LISMORE" slipped and proceeded to recover the Kedge anchor and re-secure the tow.This was completed by 0230 18th October,when "LISMORE" set course for Yampi Sound arriving at 0650 on the 23rd October.The barges were finally moored at 0945.

25. The barges,by this time,had justly earned the appropriate appellation.....from a cheerful but hard worked crew.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

29/10 26/11

CONFIDENTIAL
SECRET

RECEIVED
19 NOV 1945
D.O.T.M.

9/11 Ops (N)

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DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Lismore" REPORT OF PROCEEDINGS. September 1945.

S.N.B. hr 24/10

2 N.M. 22/10

3 N.M.

D. of P. 22.10/11

D.R.M.

D.N.I. (Later)

Ops. (N) 24/11

N.5. 23/11

D.E. (N) 16/11

D.O.T.M. 23/11

D.N.M.S. 23/11

H.P.B. 24/11

N.A.2.N.M.

N.5.

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

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17/10

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CONFIDENTIAL

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/11414

3643....

SUBJECT: HMAS "Lismore," Report of Proceedings September 1945

16/10

D.P.S 17/10

D.T.S.R 18/10

D.O.D 20/10

D.E.N.S

1st N.M 23/10

17/10F

18/10

P1

2026/7/14114.

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CONFIDENTIAL

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. Lismore. REPORT OF PROCEEDINGS.

August. 1945.

S.N.B. 14/9

2 N.M. 16/9

3 N.M. 16/9

D. of P. 4/10.

D.B.M. 4/10

D.N.I. 3/10

Ops. (N) 3/10

N.S. 4/10

D.E. (N) 10/10

D.O.T.M. 17/10

D.N.M.S. 16/10

H.S.B. 10

N.A.2.N.M. 18/10

N.S. 19/10

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

19/10

AUSTRALIAN WAR MEMORIAL RCDIG1073335

10/9

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M. Kelly
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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

4/10/9 SUBJECT: H.M.A.S. "Lismore" Report of Proceedings. August. 1945.

DDS Mac 11/9.

DTSP RPm 9

DODS 13/9

DCNS

1st N.M. RPm 13/9.

N5.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

Total hours underway from date of
commissioning 25th Jan. 1941 to
31st August 1945 — 16,991.33/60 hours

LIEUTENANT R.A.N.V.R.
COMMANDING OFFICER.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

NAVY OFFICE
14 SEP 1945
DEPARTMENT

RECEIVED
7 AUG 1945
NAVY CONFIDENTIAL RECORDS

~~RESTRICTED~~ SECRET

DEPT OF NAVY
Duplicate SECRET
Orig. | 2026 | 7 | 1414
P/20 1225
N59/1/45.

FROM THE COMMANDING OFFICER, H.M.A.S."LISMORE"

DATE 1st. August 1945. Ref. No FR/I/8.

TO THE SENIOR OFFICER 21st. Minesweeping Sweeping Flotilla.
(Copy) The Secretary, Naval Board.

SUBJECT REPORT OF PROCEEDINGS FOR THE MONTH OF July 1945.
(All times Zone minus 10 except where specially stated)

Submitted for your information and necessary forwarding, also for the information of The Naval Board, the report of Proceedings of H.M.A.S."LISMORE" for the period 1st. to 31st. July 1945.

TO JERVIS BAY.

2. At 0730 on the 4th July, "Lismore" slipped and proceeded to Jervis Bay, where arrival was made at 1600.

AT JERVIS BAY.

3. Whilst at Jervis Bay, from the 4th. to the 6th. of July, "Lismore"was employed at towing Pattern II targets for H.M.A.S. "WARRAMUNGA".

TO SYDNEY.

4. Departing from Jervis Bay at 2000 on the 6th. July, arrival was made at Sydney at 0710 on the 7th. July, revolutions being adjusted to arrive at that time.

AT SYDNEY.

5. Target towing was resumed on the 8th. July when "Lismore", with an"excellent" Pattern target in tow, proceeded to exercise area to rendezvous with H.M.A.S."BATAAN".

6. At 1755, when towing to position for the night firings, the sweep wire parted resulting in the target being lost; subsequent search by both "Bataan" and "Lismore" failing to locate it.

7. As the state of the sea, combined with the probability that the target had capsized made the locating of it in the darkness very remote, the search was abandoned at 1905, both ships returning to harbour.

8. "Lismore" slipped at 1050 on the 8th July and proceeded to sea, where an unsuccessfull search was made for the lost target, returning to harbour at 1705.

9. Slipping at 1045 on the 10th. July "Lismore", with an "Excellent" Pattern target in tow, proceeded to rendezvous position, where H.M.A.S."CESSNOCK" carried out firings; returning to port again at 1544.

TO AUCKLAND.

10. "Lismore" slipped at 0730 17th. July and proceeded to escort H.M.Submarine "VOX" to NEW ZEALAND.

11. Leaving "VOX" off Rodney Point, at daylight, to carry out exercises "Lismore" proceeded independently, arriving at AUCKLAND after a voyage without incident at 1100M.

AT AUCKLAND.

12. During the forenoon of the 24th. July, in company with "VOX" and the Fleet S/M. Officer, a visit was made to the Town Hall to call on the Mayor: a return visit to both ships being made later in the day.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

FIGURES.
25.

MONTHLY

Hours underway.	349.2I/60 Hours.
Distance Steamed.	3,278.I Miles.
Average distance per ton of fuel.	I4.5 Miles.

TOTAL.

Hours steamed since commissioning	I6,825.53/60 Hours.
Distance steamed " "	I69,I77.4 Miles.
Average Speed.	I0.05 Knots.

D J Thomson
LIEUTENANT RANR(S)
COMMANDING OFFICER

AUSTRALIAN WAR MEMORIAL RCDIG1073335

8/13

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2026/7/ 1225

DEPARTMENT OF THE NAVY.

MINUTE PAPER

RESTRICTED

SECRET

SUBJECT: H.M.A.S. "Lismore" REPORT OF PROCEEDINGS. May 1945.

S.N.B. 23/6

2 N.M. 26/6

3 N.M. 29/6

D. of P. 2/7

D.R.M. 3/7

D.N.I. 4/7

Ops. (N) 7/7

N.S. 10/7

D.E. (N) 10/7

D.O.T.M. 16/7

D.N.M.S. 21/7

H.P.B. 24/7

N.A.2.N.M.

N.5.

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

H.S. 30/7.

14/6 25/7

AUSTRALIAN WAR MEMORIAL RCDIG1073335

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1225

3644.

SUBJECT: HMAS "Lismore" Report of Proceedings May 1945.

DDS 12/6.

DTSR 19/6

DOD 20/6

DCNS

1STNM 12/6

N5 14/6 DE

DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1225.

3644.

SUBJECT: HMAS "Lismore" Reports of Proceedings April 1945.

D.P.S

D.P.S.R

D.D

D

D.S.C.(N)

D.C.N.S

D.N.I.(NHRO)

D.N.I.

N.H.&.

H.S. 16/6.

A.C.N.S.

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

D2074

2026/7/1225.

3644.

SUBJECT: HMAS "Lismore" Report of Proceedings March 1945

D.P.S ~~Nil~~ 21/4

D.T.S.R ~~Nil~~ 24/4

D.O.D ~~Nil~~ 27/4

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

1ST N.M ~~Nil~~ 26/4

N 5

AUSTRALIAN WAR MEMORIAL RCDIG1073335

AWM 78

589/202/ H23

18/9

PART FILE 9

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. "Lismore" REPORT OF PROCEEDINGS. June & July 1946

File No (5) 18/6/46

S.N.B. 23/8

2nd N.M. 23/8

3rd N.M. 24/8

D. of P. 29/8

D.R.E. 30/8

Ops. (N) 2/9

N.S. 4/9

~~D.E.(N)~~ 6/9

D.O.T.M. 11/9

D.N.M.S. 9

H.P.B. 18/9

A.A.2nd N.M. 18/9

N.S. 19/9/46

D.N.I.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073335

D.N.M.S. BRANCH
12 JUN 1946
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073335

14



AUSTRALIAN WAR MEMORIAL RCDIG1073335

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CONFIDENTIAL.

DEPT OF NAVY
2026. 7. 1414
SECRET

From: THE COMMANDING OFFICER H.M.A.S."LISMORE".

Date: 2nd April 1946. Ref: FR/1/15.

To : THE SECRETARY,AUSTRALIAN COMMONWEALTH NAVAL BOARD. (1 copy)
THE NAVAL OFFICER-IN-CHARGE. BRISBANE. (2 copies)

ACK. BY. A.S. 1330Y
9 APR 1946
INIT.

HN

LETTER OF PROCEEDINGS FOR THE MONTH OF MARCH 1946.

Submitted for information the Letter of Proceedings of H.M.A.S."LISMORE" for the month of March 1946. All times are G.M.T. unless otherwise stated.

2. On the opening day of the month "LISMORE" was on passage to Townsville from Darwin,escorting M.S.L.701,and making a deviation to Croker Island to disembark the 24 Aboriginal passengers at the Mission Station - duly completed by 2359 28th February.

3. At 2040 3rd March,when just to the northward of Booby Is the M.S.L. was forced to stop due to shortage of fuel and the fact that his fuel pumps could not lift the remaining quantity in the reserve tanks.I transferred to the M.S.L. a 44 gallon drum of diesel fuel,and then it was found that his main engines could not be started due to a defect on the compressor.I took the M.S.L. in tow and proceeded to Thursday Island arriving 2257 3rd March.The tow was slipped in the anchorage,by which time the M.S.L.was able to proceed under his own power,I recovered tracks and continued passage via Prince of Wales Channel and thence to Townsville arriving at 2125 6th March.

4. On the 5th March,a Depth Charge which failed to detonate,was dropped for exercise off Fitzroy Island.A signal to The Naval Board T.O.O.070554Z was made,and a report of full details has been submitted Vide my letter FG/1/21/0 23rd March.

5. In accordance with Naval Board's signal 280157Z February,I departed Townsville at 2327 7th March with "ANACONDA" in tow and proceeded to Newcastle.

6. The 1080 mile passage was uneventful except for one parting of the tow,the discovery of two stowaways in "ANACONDA",and for a period of anxiety on the 12th March when about 15 hours from Newcastle,the "ANACONDA" started to make water at an uncomfortable rate,all power pumps having broken down.The weather at the time was unfavourable for transferring portable pumps nor was there safe and sheltered refuge on the coast,so the already weary crew of "ANACONDA" was entreated to bail "Chain bucket fashion" with utmost energy,which they duly did to "stem the tide",so arriving in Newcastle at 2230 12th March.

7. There being no fuel available in Newcastle I departed at 1400 13th March and proceeded to Sydney,arriving 2100 13th March.

8. At 0800 on 18th March I departed Sydnay and proceeded to Byron Bay,arriving 2235 19th March.In accordance with Naval Board's signal 010328Z March,it was intended to remain one week during which time the Ship's company would visit the town of Lismore some 29 miles away, and the citizens of Lismore would visit the ship during the week-end 23rd and 24th March.

9. The first part of the Ship's Company was despatched to Lismore on the 21st March and were received by His Worship the Mayor,Alderman Dalziell,at a civic reception,and were entertained handsomely by the various Patriotic Societies.

10. The weather rapidly deteriorated however,and it was not possible to remain alongside the jetty more than the first 18 hours,and by 22nd March further communication by boat with the shore had to cease due to heavy NE swell and a SE wind force 4.Permission was granted by F.O.I.C Sydney to proceed to Brisbane,so I weighed at 0900 22nd March and arrived in Brisbane at 0355 23rd March.

S.O.F.

11. The first leave party was returned to the Ship by motor bus,and the second part motored down to Lismore the next day the 24th March . A similar welcome and reception was given,the visits were enjoyed by all notwithstanding the strike in the"refreshment" trade.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

(Paragraph 23 continued)

Ship.	Time.	Date.
H.M.S."Bonaventure"	1917	10th March.
S.S."Burwah"	0800	19th "

SUMMARY:-

Monthly.

Distance Steamed.	3504 miles.
Hours underway.	336 20/60. hours.
Average distance per ton of fuel.	15.99. miles.

Total.

Total distance steamed since commissioning at average speed of 9.9. Knots.	186,001.miles.
Total hours underway from the date of commissioning 25th January 1941 to 31st March 1946.	18,591.40/60.hours.

Sutherland
.....
A/LIEUT CDR.R.A.N.V.R.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

CONFIDENTIAL.

From: THE COMMANDING OFFICER H.M.A.S."LISMORE".

Date: 2nd March 1946. Ref: FR/1/14.

To : THE SECRETARY,AUSTRALIAN COMMONWEALTH NAVAL BOARD (1 Copy)
THE NAVAL OFFICER-IN-CHARGE,DARWIN. (2 Copies)

LETTER OF PROCEEDINGS FOR THE MONTH OF FEBRUARY 1946.

Submitted for information the Letter of Proceedings of H.M.A.S."LISMORE" for the month of February 1946.All times are G.M.T. unless otherwise stated.

2. Whilst on return passage to Koepang from Soembawa Besar and Bima, I called at Ende in Flores Is to collect documents for Timforce,arriving at 2023 1st February.I weighed anchor at 2146 1st February and set course for Koepang,arriving at the Tenau anchorage at 0954 2nd February.

3. At 0140 on the 4th February I departed Koepang and proceeded to Darwin arriving at 2328 5th February,after an absence from that port and Base of nearly six weeks.

4. Having embarked one Army Officer and two other ranks and loaded approximately 20 tons of stores,I departed Darwin at 2330 16th February and proceeded to Koepang.Arriving at the Tenau anchorage at 2337 18th February,the passengers were disembarked and stores off loaded.

5. Brigadier Dyke,two Officers,three other ranks and twenty-two Japanese War Criminals and witnesses were embarked,and,at 0905 19th Feb-ruary I weighed and proceeded to Darwin arriving at 0537 21st February. Signals were exchanged with AV1351 at 0230 21st February.

6. On 27th February at 2040 I sailed from Darwin for Brisbane via Townsville,escorting MSL 701 through Clarence and Dundas Straits and as far as Thursday Island.Before departure however twenty-four aborig-ines were embarked,with their stores and odd collection of gear,for passage to the Mission Station at Croker Island where they were duly landed by motor boat and whaler by 2359 28th February.

7. The general conduct of the Ship's company has been very satisfact ory.During the month two ratings with malignant malaria were landed at Darwin for hospital treatment.Common colds have been very prevelant.

8. The defective transformer in the Radar Set A276 has been replaced and the power training is now working satisfactorily.Vide Jan Letter of Proceedings,Para 12.

9. The Brown's Gyro is still very unreliable,the defect in the Master is as yet unclassified.

10. With reference to my Letter of Proceedings for January,the figure quoted for total distance steamed should read 180,446 miles.

SUMMARY:-

Monthly

Distance steamed.	2051 miles.
Hours underway.	237 6/60. hours.
Average distance per ton of fuel.	14.41 miles.

Total.

Total distance steamed since commissioning at average speed of 9.9 Knots.	182,497 miles.
Total hours underway from the date of commissioning 25th January 1941 to 28th February 1946.	18,296 13/60 hours.

[signature]
.....
a/Lieut Cdr.RANVR.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

Naval Headquarters,
DARWIN. N.T.
8th. February, 1915.

A\CAPTAIN.

Submitted for the information of the Naval Board.

Postg.

NAVAL BOARD.
The Secretary,

DN. 600\1.

11.

LETTER OF PROCEEDINGS FOR MONTH OF JANUARY, 1915.

Commanding Officer, H.M.A.S. "Fishguard" to Secretary, Naval Board.

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Navy Records
Melbourne

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Navy Records
Melbourne

RCDIG1073335
AUSTRALIAN WAR MEMORIAL

 CONFIDENTIAL.

11. The general conduct of the Ship's Company has been very satisfactory.The general health of the Ship's Company has been satisfactory, but there have been many minor cases of unhealed skin sores,thought due to lack of fresh foods in this area.There have been two cases of suspected Dengue Fever,but both cleared up within three days and no satisfactory diagnosis was obtained from the Medical Officer of Timforce.

12. On 31st January,the training system of the Radar Set A 276 developed a defect.It was found that the 6.3V filament winding of the transformer ITS 14146 had burnt out.It is hoped to replace this part from spares held in Darwin.

SUMMARY:-

Monthly.

Distance steamed.	1501.7 miles.
Hours underway.	146 29/60hours.
Average distance per ton of fuel.	14.3 miles.

Total.

Total distance steamed since commissioning at average speed of 9.9 Knots.	180,486 miles.
Total hours underway from the date of commissioning 25th January 1941 to 31st Jan 1946.	18,059 7/60 hours.

A Sutherland

LIEUTENANT.RANVR.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

(The Commanding Officer, H.M.A.S. "LISMORE's" submission of PR/1/13 dated 2nd January, 1946 - LETTER OF PROCEEDINGS FOR THE MONTH OF DECEMBER 1945.)

II.

D.600/97.

The Secretary,
NAVAL BOARD.

Submitted for the information of the Naval Board.

A/CAPTAIN.
Naval Officer-in-Charge,
DARWIN.

Naval Headquarters,
DARWIN. N.T.
19th January, 1946.

12. At 0845 10th December I departed Reo and proceeded to Bima arriving at 2245 10th December and,weighing again at 1000 11th December,set course for Soembawa Besar,where arrival was made at 2255 11th December.

13. The surveillance party spent the next four and a half days completing their duties and at 0404 16th December,I departed Soembawa Besar and proceeded back to Bima,arriving at 1240 16th December.The Sultan's representatives had been requested to meet the ship at the anchorage to receive instructions from Sunforce Three.This they duly did and at 1450 16th December I weighed and set course for Ende via Sapeh Straits.

14. The FIM in Bima and Soembawa Besar appeared to be politically strong and better organized since my last visit on 7th November.Anti-Dutch posters written in English for our benefit,left no doubt as to the peoples point of view!

15. On arrival at Ende on 17th December (0645) two NICA personnel,and one Japanese escapee were embarked,and I departed at 0915 17th December, and returned to Koepang arriving 2050 17th December.All passengers were then disembarked.

16. At 0145 18th December I departed Koepang and proceeded to Darwin, arriving at 2232 19th December.

17. The Christmas celebrations were enjoyed by all although it was necessarily one day early,for on Christmas Day,having embarked one officer and five O/Rs and loaded 25 tons of Army stores,I departed Darwin and set course for Koepang,arriving at 0110 27th December.Passengers were disembarked and the stores were landed.

19. On 29th December,the "Bima" section of the surveillance party-Capt J.C.Banks in charge-were embarked and,in accordance with instructions from the Port Director Koepang and in compliance with Timforce Order No 7.,I weighed at 1500 and proceeded to Bima.Another surveillance party-the "Besar" section-were embarked that evening by H.M.A.S."QUIBERON" who proceeded to Soembawa Besar.The intention of Timforce Order No 7.was to establish NICA in Soembawa Island. I anchored at Bima at 2350 30th December.

20. The satisfactory conduct of the Ship's Company was marred by two Engineroom ratings who were found guilty of theft,and a Telegraphist who was punished for sleeping on watch.The several minor offences which occured are due to the generally unsettled state of personnel under peacetime conditions,and to the impatient outlook of those awaiting demobilization.

21. Communication with Timforce throughout the first surveillance cruise on the allotted frequencies of 4600 Kc/s and 3316 K/Cs was unsatisfactory and signals were passed after long delays due to bad conditions. The recently allotted frequency 8715 K/Cs has proved satisfactory to date.

22. The Brown's Gyro Compass was again overhauled in Darwin but it still cannot be relied upon for even short periods.

SUMMARY:

Monthly.

Distance steamed.	2974.6 miles.
Hours underway.	263 55/60 hours .
Average distance per ton of fuel.	15 miles.

Total.

Total distance steamed since commissioning at average speed of 9.9 Knots.	178944.3 miles .
Total hours underway from the date of commissioning 25th January 1941 to 31st Dec 1945.	17,912 38/60. hours .

NAVAL OFFICER-IN-CHARGE
JAN 1946
DARWIN

LIEUTENANT.R.A.N.V.R.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

CONFIDENTIAL

ACK. BY. A.S. 13[illegible]Y
-7 DEC 1945
INIT.....

CONFIDENTIAL.

orig

DEPT. OF NAVY
2026.7-1414.
SECRET

NS 18/9/45

From: THE COMMANDING OFFICER H.M.A.S."LISMORE".

Date: 30th November.1945. Ref:FR/1/12.

To : THE SECRETARY,AUSTRALIAN COMMONWEALTH NAVAL BOARD. (1 Copy)
THE NAVAL OFFICER-IN-CHARGE,DARWIN. (2 Copies)
THE SENIOR OFFICER 21st MINESWEEPING FLOTILLA (2 Copies)

LETTER OF PROCEEDINGS FOR THE MONTH OF NOVEMBER 1945.

Submitted for information the letter of proceedings of H.M.A.S."LISMORE" for the month of November 1945. All times are G.M.T. unless otherwise stated.

2. H.M.A.S."LISMORE",having arrived at Koepang on the 31st October, assumed the duties of W/T Guard ship.

3. In accordance with instructions from the Port Director,Koepang, "LISMORE" was detailed to escort S.S."STAGEN" to Soembawa Besar via Waingapoe.The general plan of this Timforce operation was to evacuate Japanese troops with supplies from Timor and Soemba Islands to Soembawa Besar,and to establish Royal Netherland Indies Army and Netherland Indies Civil Administration personnel on Soemba Island.

4. Accordingly "LISMORE" embarked Steveforce (Officer in Charge of land operations,Captain Stevenson) together with fifty Japanese Prisoners of War,and departed Koepang at 0150 4th November,escorting S.S."STAGEN".

5. S.S."STAGEN" had loaded Japanese stores and embarked 300 Japanese P.O.W.,together with 27 A.M.F. guards and 145 R.N.I.A. and N.I.C.A. personnel.

6. At 0207 on 5th November "LISMORE" in company with "STAGEN" arrived at Waingapoe,where "STAGEN" disembarked 132 of the Duth personnel. It was the intention to evacuate the remaining Japanese garrison troops in "STAGEN" but as they had already started evacuating themselves by barge to the staging point,Rompo in Soembawa Is,it was not necessary for "STAGEN" to embark any extra.The remaining few Japanese left Waingapoe by 1100 that day.

7. At 1100 on 5th November,Captain Sato.Japanese Navy.,with his personnel doctor,a Lieut Cdr,were embarked and,with "STAGEN" in company, "LISMORE"departed Waingapoe at 1501 on 5th November.

8. In passing through Sepeh Straits by noon of 6th November,we arrived at Soembawa Besar at dawn on the 7th November (2232 6th Nov)

9. All Japanese troops were disembarked and "STAGEN" had completed unloading stores by 0930 on 7th November,when she weighed and set course for Darwin.

10. The Free Indonesian Movement had not grown to any organized strength in Soembawa Island,and they had like feeling towards both Australian and Dutch.Provided there were no provocative acts such as removal of the Movement Flag which was pasted to nearly every hut,good relations would be maintained.The more common salute among the native population is the familiar one as taught by Australians! The local Sultan supports the Movement but in his own words he suppresses violence. It is thought that his attitude is like that of the proverbial"fence-sitter",since the day of reckoning for his sins during the Japanese occupation is rapidly approaching.

11. "LISMORE" embarked the 27 A.M.F. guards, one N.I.C.A. and 13 R.N.I.A. personnel all ex "STAGEN",and at 2300 on 7th November departed Soembawa Besar for Waikelo.

9/26

AUSTRALIAN WAR MEMORIAL RCDIG1073335

210/89/9

From: THE COMMANDING OFFICER, H.M.A.S."LISMORE"

Date: 31st October 1945. Ref:FR/1/11.

To: THE SECRETARY,AUSTRALIAN COMMONWEALTH NAVAL BOARD. (1copy)
THE SENIOR OFFICER, 21st MINESWEEPING FLOTILLA. (2copies)
THE NAVAL OFFICER-IN-CHARGE. FREMANTLE. (1copy)

LETTER OF PROCEEDINGS FOR THE MONTH OF OCTOBER 1945.

Submitted for information the Letter of Proceedings of H.M.A.S."LISMORE" for the month of October 1945. All times are G.M.T. unless otherwise stated.

2. On the 2nd October the refit was completed,and the ensueing four days were spent on Gunnery,Radar and Gyro trials,ammunitioning ship,D.G. ranging and Compass adjusting.

3. H.M.A.S."LISMORE" had the honour of receiving Commodore C.J.Pope C.B.E. R.A.N. on a social visit on the 5th October.

4. The ship was assigned to tow two steel barges,the property of Broken Hill Proprietary,to Cockatoo Island in Yampi Sound,a distance of fourteen hundred miles.

5. These flat topped rectangular barges were approximately 80 feet by 35 feet beam,with a"bow"slightly flared.One barge was loaded with 102 tons of steel cargo,and the other with 44 tons of gelignite and 30 tons of ballast .Each barge displaced 61 tons empty.

6. During the week prior to sailing,the towing arrangements were finally decided upon,but some of the gear that B.H.P. intended to use was not to hand.A compromise had to be accepted therefore.

7. The forward barge (No 1) was fitted with composite chain bridle -s fore and aft,likewise No 2 barge on the forward end. The towing span to the No 1 barge consisted of 175 fathoms of 3" and 3½" F.S.W.R., and between the barges 150 fathoms of 3" F.S.W.R. The tow was secured to the ship on a slip and 4" wire pendant.

8. H.M.A.S."LISMORE" departed Fremantle at 0030 on the 7th October, the tow was secured in Gage Roads by 0255,and course was set for Onslow at a speed of 6½ to 7Knots.

9. At 0700 when in position 316° 17.5 miles from Rottnest Lt., the towing span between the two barges parted..

10. The sea boat was sent away and it was ascertained that the after bridle of No 1 barge had parted.The boats crew spent the next 3½ hours to dusk recovering the remaining part of the bridle,transferring to No 2 barge and recovering the towing span as far as the wire.The gear was too heavy to manhandle without block and tackle.However an 8" manilla was passed between the barges in order to keep them together during the night.It was soon apparent that the No 2 barge moored itself on the tail of the parted towing span,so even when "LISMORE" was hove to in the wind of force 3-4 the manilla parted.

11. The logical approach to couple the barges together once again was to anchor as necessary allowing the grass line to be passed from No 1 to No 2 barge.It was a dangerous practise to manoeuvre under the conditions with due regard to the screws,and also taking into account the cargo in the event of these two unwieldy objects colliding

12. After standing by all night the operation was re-commenced at dawn,and after manoeuvring to a suitable position veered cable to 5½ shackles at 0115 8th October.It was immediately found that the cable could not be worked,the links jumping over the capstan gypsy. This was thought due to worn and stretched links rather than excessive strain or fouled anchor.Efforts were made to weigh until 0325 by which time the towing span had been recovered and flaked down on No 2 barge which began to make rapid leeway.I then slipped the anchor and cable marking it with a Dan Buoy.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

26. The weather throughout the trip was comparatively favourable, and I am sure that 12 hours of bad weather would have spelt disaster for the barges,having observed their capabilities in tow.

27. At high water on the 24th October,0510,"LISMORE" weighed and proceeded to Darwin arriving at 2135 26th October.Orepesa sweeps were streamed for exercise on passage.

28. "LISMORE" departed Darwin at 0630 29th October for Guard Duty at Koepang,arriving at 0736 31st October.

29. Signals were exchanged with the S.S."Calibee" at 2345 on the 24th October.

30. The general health of the ship's company has been good.There have been five cases of Urethral Discharges and the ratings were despatched to "MELVILLE" on the 27th October.

Living conditions in the messes have improved considerably since the reduction in complement.Although there has been little time for Ship's Company sports during the month,no opportunity has been lost to arrange cricket and swimming parties.

General conduct has been very satisfactory.

31. Since the refit there have been only minor defects with two exceptions.The Radar A276 ceased functioning on the 11th October.The defect was traced to the Modulation Unit which was replaced in Darwin.

The Brown's Gyro was unsatisfactory for the entire trip north, thought due to faulty jointing in the oil pipes connecting the Damping Bottles.Unfortunately no spare washers were held,so repairs could not be made until arrival at Darwin.

Engineroom defects were mainly caused by poor quality steam packing,so all glands had to be re-packed.

SUMMARY:

MONTHLY.

Distance steamed.	2917.1	miles.
Hours underway.	423 23/60.	hours.
Average distance per ton of fuel.	12.6.	miles

TOTAL.

Distance steamed since commissioning at average speed of 9.9 knots.	173,770.3	miles.
Total hours underway from date of commissioning 25th January 1941 to 31st October 1945.	17,414 56/60.	hours.

COMMANDING OFFICER
2[illegible] NOV 1945
H.M.A.S. "BALLARAT".

LIEUTENANT.R.A.N.V.R.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

NAVY
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DEPT. OF NAVY
2026-7-1414
SECRET
N5 19/9/45.

FROM : THE COMMANDING OFFICER, H.M.A.S. "LISMORE".

DATE : 30th September, 1945. REF. FR/1/10

TO : THE SECRETARY, AUST.COMMONWEALTH NAVAL BOARD (1 copy)
THE SENIOR OFFICER, 21st MINESWEEPING FLOTILLA (2 copies)

ACK. BY. A.S. 1330Y
11 OCT 1945
INIT.

LETTER OF PROCEEDINGS FOR THE MONTH OF SEPTEMBER 1945

H.M.

Submitted for information the Letter of Proceedings of H.M.A.S. "LISMORE" for the month of September, 1945.

2. H.M.A.S. "LISMORE" has been under refit at Fremantle the entire month.

3. The general conduct of the ship's company has been satisfactory, likewise the state of health with the exception of loase of Malaria BT on the 11th September.

4. All authorized Alterations and Additions have been completed and it is anticipated that before sea trials, commencing 3rd October, the Defect List will also have been completed.

5. The electrical wiring defects, mentioned in previous Reports, have been dealt with, a considerable amount of wiring being renewed.

6. The ship was docked from the 15th to 19th September; minor repairs only were found necessary.

7. Basin trials were carried out on 28th September.

L Sutherland

LIEUTENANT R.A.N.V.R.
COMMANDING OFFICER

AUSTRALIAN WAR MEMORIAL RCDIG1073335

NAVY
OFFICE
15 OCT 1945
D.N.M.S.
BRANCH

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INIT.

orig. 2026-7-14144
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SECRET

DEM/6/2/45

From: THE COMMANDING OFFICER, H.M.A.S. "LISMORE".

Date: 31st August 1945. Ref: FR/1/9.

To : THE SECRETARY, AUSTRLIAN COMMONWEALTH NAVAL BOARD. (1 copy)
THE SENIOR OFFICER, 21st MINESWEEPING FLOTILLA. (2 copies)

HN.

LETTER OF PROCEEDINGS FOR THE MONTH OF AUGUST 1945.

Submitted for information the Letter of Proceedings of H.M.A.S. "LISMORE" for the month of August 1945. All times are G.M.T. unless otherwise stated.

2. H.M.A.S. "LISMORE" was docked at Williamstown from 1st to 3rd August to effect repairs to the Port Main Injection.

3. At 0700 on the 3rd August change of command took place and Lieut. D.S.Thompson R.A.N.R.(S) was discharged to H.M.A.S. "PENGUIN".

4. H.M.A.S. "LISMORE" departed Williamstown at 0200 4th August, sailing independently by the most direct route to Fremantle. The passage was made without incident, "LISMORE" arriving at Fremantle at 2208 11th August.

5. Signals were exchanged with the S.S. "VITE" at 2314 10th August.

6. The refitting conference was held by N.O.I.C. on the 13th August. The ship was de-ammunitioned the next day and preparations made to commence the refit, which, however, was delayed until the 17th August due to the VP holidays.

7. The ship's company, whose health and general conduct has been satisfactory, was despatched on leave on the 14th August, with the exception of three officers and key ratings.

Summary:-

Monthly

Distance steamed	1675.8 miles
Hours underway	165.40/60 hours
Average distance per ton of fuel	14.7 miles

Total

Total distance steamed since commissioning, at average speed of 10.05 knots	170,853.2 "

1/9 F

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SUBJECT: H.M.A.S. "Lismore" REPORT OF PROCEEDINGS. July 1945.

S.N.B. Jr 18/8

2 N.M. H.A.S. 20/8

3 N.M.

D. of P. 30/8

D.R.M. 31/8

D.N.I. NIS Ait 4851/9

Cps. (N)

N.5.

D.F. (N)

D.O.T.M. 9/9/9

D.N.M.S. M151/9

H.C.B. 18/9

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2026/7/1944

MINUTE PAPER

#818

SUBJECT: HMAS "Lismore" Report of Proceedings July 1945

D.P.S 9/9

D.T.S.R 15/8

D.O.D 15/8

D.C.N.S

1ST N.M. 7/8

N.S.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

TO MELBOURNE.

13. At 0?ICM. on the 25th July "Lismore" slipped and proceeded to sea, en route to Fremantle via Melbourne.

14. Experiencing a rough head sea and moderate to heavy head swell for the first day or so after clearing Cape Maria Van Dieman, a considerable amount of water was shipped, keeping the wheelhouse and chartroom constantly flooded with a result that a few chart folios were soaked.

PRACTICES AND EXERCISES.

15. On the 26th July the Ship's Company were closed up to General Quarters to exercise depth charges and high angle close range firings.

16. A five charge Pattern set to 150 Feet (Throwers 100 Feet) was dropped; and one round of H.E. T.F. was fired as a target for the short range weapons. A target rocket was also fired for the same purpose.

DAMAGE.

17. After completion of exercises mentioned in paragraphs 15 and 16 it was discovered that the Ship was making water in the port engine room bilges and on subsequent investigation it was found that the Port Main Injection was fractured on the hull side of the first flange.

18. Temporary repairs effected enabled one fire and bilge pump to cope with the intake of water and it was decided to continue on to Melbourne, dockyard assistance being requested on arrival

19. Arrival was made without further incident at 0300 on the 31st July.

HEALTH.

20. The health and conduct of the Ship's Company remains satisfactory there being no serious cases of either category.

WELFARE.

21. Having spent a number of days in port throughout the month there have been numerous opportunities to grant short leave, which was much appreciated by alll.

22. The hospitality experienced during the recent visit to Auckland was also much appreciated.

CONDITION OF THE SHIP.

23. The condition of the ship remains satisfactory with the exception of the electrical wiring, which was mentioned in previous reports.

24. During the voyage from Auckland to Melbourne the field coils of the port steam generator burned out necessitating replacement at Melbourne.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

St 6334

Royal Australian Navy.

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2026.7.1225
SECRET

RESTRICTED
In circulation after 11/8/45

FROM: The Commanding Officer ; H.M.A.S."Lismore"

DATE: 1st. July 1945 . Reference No. F.R./1/7.

To : The Senior Officer 21st. Minesweeping Flotilla (Copy to The Secretary Naval Board.)

Subject : Report of Proceedings For the Month of June 1945. (All times Zone minus 10 except where specially)

H.M.S. 1/18.

Submitted for your information and necessary forwarding, also for the information of The Naval Board, The Report of Proceedings Of H.M.A.S."Lismore" for the period 1st. to 30th. June 1945.

At Brisbane.

2. "Lismore" was at Brisbane from the 1st. to the 21st. June during Which time the boilers were cleaned internally and externally and routine maintenance work was performed on machinery.

3. A "Southern Cross" Diesel was also fitted satisfactorally during this period.

4. As "Lismore" had not fuelled since arriving from Manus, the opportunity was taken to chip and coat the wind and water strake, after which, it was coated with red lead and boot-topping.

Target Towing

5. At 0905 on the 21st.June, "Lismore" slipped and proceeded to Moreton Bay to tow a Pattern VI. target for The Escort Vessels' Working Up programme, returning to harbour at 0756 on the 25th. June.

To Sydney

6. Slipping at 0907 on the 27th. June "Lismore" proceeded to escort H.M.Submarine "Voracious" to Sydney where arrival was made at 1600 on the 29th. June.

7. At 0535 on the 29th. June the port engine was stopped to make good a defect in the L.P. Valve gear: and at 0815, temporary repairs being effected, way was resumed with both engines.

8. After clearing from Moreton Bay it was discovered that A/S Dome jammed whilst being lowered, and the voyage to Sydney was made with the Dome in the housed position.

Health and Conduct

9. The health and conduct of the ship's company remains very good, although there have been a number of cases of common cold treated during the month.

10. Whilst in Brisbane, the ship's company were X-Rayed, and one rating was discharged to H.M.A.S.Moreton for admission to hospital as a tuberculosis patient.

Welfare

11. The welfare of the ship's company remains satisfactory; the opportunities to partake of short leave, that have been had during the month, being appreciated by all.

Condition of Ship

12. The condition of the ship and the machinery in general remains satisfactory.

13. The defect mentioned in paragraph 7 has been taken in hand by the dockyard.

14. Advice has been received from the A/S Base Staff that the defect mentioned in paragraph 8 cannot be remedied without docking.

D.N.I
(NHRO)+

~~Lt H. Boston~~
~~A/e Gleeson~~ H.S.
14/8.

10/6

AUSTRALIAN WAR MEMORIAL RCDIG1073335

Royal Australian Navy.

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No.....

Sheet 2

Figures

15. Monthly

Hours steamed	92.43/60	hours
Distance steamed	870.4	miles
Average speed	10.12	knots
Average distance per ton of fuel	9.04	miles

Total

Hours steamed since commissioning	16,476.32/60	hours
Distance steamed since commissioning	165,899.3	miles
Average speed	10.06	knots

.....D Thomson.....

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

AUSTRALIAN WAR MEMORIAL RCDIG1073335

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ACK. BY. A.S. 1330Y
7 - JUN 1945
INIT.

Original

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DEPT. OF NAVY
2026. 7. 1225
SECRET

From : The Commanding Officer; H.M.A.S. "Lismore"

Date : 1st. June 1945 Reference No. F.R./1/6

To : The Senior Officer 21st. Minesweeping Flotilla (Copy to The Secretary, Naval Board.)

Subject : Report of proceedings For The Month Of May 1945.
(All times zone minus 10 except where specially stated.)

Submitted for your information and necessary forwarding, also for the information of the Naval Board, the Report of Proceedings of H.M.A.S. "Lismore" for the period 1st. to the 31st. May 1945.

Leyte to Manus

2. Lismore weighed at 0644I on the 3ed. May and in company with H.M.A.Ships "Woolongong" (Senior Officer) and "Tamworth" proceeded to escort four ships of the Fleet Train to Manus, where arrival was made at 0940K on the 9th. May.

3. At 1045I on the 4th. May H.M.X.S."Deersound" dropped astern with engine trouble and "Tamworth" was detailed as A/S screen, both ships rejoining convoy at 0930 I on the 5th. May.

4. A possible floating mine was investigated on the morning of the 8th. May, but was found to be a cylindrical buoy, prbbably from some boom defence: and whilst returning to station on screen, an asdic contact was obtained which was at first thought to be a possible submarine, but after further investigation was classified as non-sub.

Harbour Entrance Patrol.

5. At 0602 on the 13th. MAY 1945 "Lismore" weighed and proceeded out of harbour to relieve "Kalgoorlie" on the Seeadler Harbour Entrance Patrol remaining on patrol until relieved by U.S.S. "S.C.650" at 1155.

6. Prior to entering harbour at 1302, four runs were made over the D.G.Range.

Exercises and Practices.

7. In company with H.M.A.Ships "Kalgoorlie","Goulbourn and "Tamworth" (Kalgoorlie Senior Officer) "Lismore" weighed at 1158 on the 15th.May and proceeded to the Exercise Area, where H.A.long and close range firings were carried out: a towed drogue being the target. All ships returned to port on completion.

Minesweeping Operations.

8. A thorough "Oropesa" Sweep was carried out in the centre channel of Seeadler Harbour, on the 18th. May, H.M.A.Ships "Kalgoorlie" and "Goulburn" sweeping in "C" to Starboard formation whilst "Lismore" and later, "Toowoomba"were occupied with danning

Manus to Brisbane.

9. "Lismore" weighed at 0729 on the 20th.May and in company with and under the orders of H.M.A.S."Kalgoorlie", proceeded to Brisbane via Raven Channel and China Strait, where arrival was made at 1728 on the 27th.May.

10. Rough weather being experienced throughout the crossing of the Coral Sea and until arrival in Moreton Bay, Brisbane was a very welcome sight to the majority of the ships company.

At Brisbane.

11. On the 29th.May "Lismore"commenced another boiler-cleaning period, which is to be completed on the 4th. June.

Health and Conduct.

12. The health and conduct of the ship's company remains satisfactory, there being no serious cases in either category.

Welfare.

13. The opportunity is being taken now, to grant as much leave as possible whilst "Lismore" is in Brisbane and a number of ratings have been sent off on long leave, to ensure their presence on the ship during the coming refitting period.

HW 4/64

AUSTRALIAN WAR MEMORIAL RCDIG1073335

14. A pleasant time was had during our last visit to Manus as "Lismore" in company with other A.M.S., were anchored off Rara Island where swimming and football could be indulged in and a beer ration obtained.

Condition of Ship.

15. The condition of the ship and machinery in general remains satisfactory. However, whilst chipping the deck of the foc'stle deck over the engine room, a hole was made in one of the plates, at what appears to be the only thin place.

Figures.	Monthly.	
16.	Hours steamed	334-24/60 hours
	Distance steamed	3,500 miles
	Average speed	10.47 mileknots
	Average distance per ton of fuel	12.32 miles

Total.		
Hours steamed since commissioning	16,383-49/60	hours
Distance " " "	165,028.9	miles
Average speed " "	10.07	knots

Appendix "A"

Ships met at sea during May.

Date	Time	Position	Ship	Remarks
4th.	0540	In vicinity 9 -33' N 128 -20' E	H.M.Ships "Illustrious", "Wager" and "Wessex"	Bound S.E.
5th.	1645	" 6 -17' N 133--38' E	1 L.CI and 1 L.C.V.	" South
8th.	0915	" 0 -36' N 144 -02' E	2 R.N.Destroyers	" N.E.
22nd.	2315	" Ipotato Is.	1 Unidentified merchant ship	" West
22nd.	2340	" " "	1 " " " "	" West
25th.	1540	" 18 -43' S 153 -33' E	1 R.N. Escort Carrier 1 R.N. Destroyer	" North

Signed.....G.T.Thomson.....

Lieutenant R.A.N.R.(S)

Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

ACK. BY. A.S. 1330Y
23 MAY 1945
INIT.

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MAY 17 1945
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FROM THE COMMANDING OFFICER H.M.A.S."LISMORE"

DATE 11/5/45.

TO THE SENIOR OFFICER 21st M/S. Flotilla.
Copy To. The Secretary Navy Board.

Subject REPORT OF PROCEEDINGS FOR MONTH OF APRIL 1945.

Submitted for your informationn are the distances steamed and fuel consumption,which were omitted from the above report.

MONTHLY.

Hours steamed	110.49/60.	Hours.
Distance Steamed	1054	Miles.
Average Speed	9.5	Knots.
Aveeage distance per ton of fuel	9.5	Miles.

TOTAL

Hours steamed since commissioning	16,049.25/60	Hours.
Distance " " "	161,528.9	Miles.
Average Speed " "	10.06	Knots.

H Thomson
LIEUTENANT RANR(S)
COMMANDING OFFICER.

HV
24/5

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25/1/7

S/S

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2026/7//225

DEPARTMENT OF THE NAVY.

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

S.N.B. Mar 1/5

2 N.M. 1/5

3 N.M. 7/5

D. of P. 8/5

D.R.M. 9/5

D.N.I.

Ops. (N) 14/5

N.S. 15/5

D.E. (N) 8/5.

D.O.T.M. 21/5

D.N.M.S. 24/5

H. 25/5

N.A.2.N.M. 28/5

N.S. 29/5

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

H. S.
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29/5 E

1/5 M

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AUSTRALIAN WAR MEMORIAL RCDIG1073335

D.N.M.S. BRANCH
24 MAY 1945
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073335

ACK: BY. A.B. 1330Y
16 APR 1945

1225

RESTRICTED
2026-7-1225
SECRET

From: THE COMMANDING OFFICER, "H.M.A.S."LISMORE".

Date: 1st. APRIL 1945. Reference No. F.R./1/4.

To: THE SENIOR OFFICER, 21st. MINESWEEPING FLOTILLA. (Copy to THE SECRETARY, NAVAL BOARD.)

Subject: REPORT OF PROCEEDINGS FOR THE MONTH OF MARCH 1945.

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

Submitted four your information and onward forwarding, also for the information of the Naval Board the Report of Proceedings of H.M.A.S. "LISMORE" for the period 1st. to 31st. March 1945.

SYDNEY-MANUS 2.

2. AT 1502 on the 2nd. March "LISMORE" slipped and proceeded out of harbour to escort Convoy Sydney — Manus 2. on the early portion of their to MANUS.

3. An adverse set of from 3 to 4 knots was experienced on the NEW SOUTH WALES coast, reducing the convoy speed made good to about 4.5 knots.

4. As "LISMORE" had been ordered to leave the convoy in time to arrive at MANUS by the 11th. March, at 1244 on the 4th. March "LISMORE" left the convoy which then dispersed, each ship proceeding independently.

Rough weather was experienced in the CORAL SEA during the night of the 7th. and morning of the 8th. March, when crossing the track of an advancing disturbance, and heavy rain during the crossing of the BISMARCK SEA on the 11th. March.

6. Arrival was made at MANUS at 1900 on the 11th. March.

MANUS to LEYTE.

7. In company with H.M.A.Ships "BALLARAT", "WHYALLA", "PIRIE" and "BENDIGO", "LISMORE" weighed at 1302 on the 19th. March. and proceeded out of harbour to escort T. U. 112.1.1. to LEYTE.

8. After the Task Unit had cleared the harbour the escorts, being then joined by H.M.Ships "AVON" and "WOODCOCK", took up their appointed station on the screen under the orders of M.S.21.

9. At 1500 on the 21st. March "WHYALLA" and "KALGOORLIE", together with a portion of the Task Unit, were detached to proceed to another destination. The Task Unit, shortly afterwards, was joined by H.M.S. "SLINGER".

10. On the 22nd. March at 2110/I a floating object, which consisted of a pontoon with two (2) fabricated trestle or tower structures, passed close alongside.

11. The number of escorts was increased during the night of the 22nd. by the arrival of H.M.S."PARRET", but reverted again on the 23rd. March. "PIRIE" was detached to stand by a ship that had fallen out of the Unit, being not under command.

12. An object, suspected of being a floating mine, was sighted at 1511/I on the 24th. March and "LISMORE" closed to investigate. A few rounds of .303 amunition were fired before object was classified as a spherical buoy, probably from some boom defence area.

13. Sighting the PHILLIPINE ISLANDS for the first time at 0715/H on the 26th. March, arrival was made at LEYTE, after a quiet voyage, at 1752/H.

14. During the passage exercises were carried out by the Task Unit, which consisted of emergency turning, streaming of fog- buoys and firings. Escorts exercised the laying of a smoke screen and tested radar in transmission and reception of I.F.F.

HEALTH AND CONDUCT.

15. Whilst the conduct of the ship's company remains very good the health has deteriorated slightly during the month, a number of ratings having been discharged to the Hospital Ship "OXFORDSHIRE" for treatment.

16. On passage from SYDNEY to MANUS one case of Mumps was reported, the rating being discharged to "OXFORDSHIRE" on arrival. A second case was reported en route to LEYTE and a third a few days later: all cases being discharged to "OXFORDSHIRE".

17. As a result of the above mentioned cases "LISMORE" has been placed under restricted quarantine for a period of twenty eight days.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

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WELFARE.

18. On the 11th. March prior to arriving at MANUS, the ship's company organised a "crossing of the Line" ceremony, the entire ship's company and officers entering into the fun. Realizing that it would be better to hold the ceremony whilst the ship was proceeding independently, King Neptune and his suite travelled a little further south than is usual.

19. Every opportunity was taken whilst the ship was at MANUS, to grant recreation leave: but owing to the weather conditions prevailing at the time, was not always taken advantage of.

20. A cricket match was arranged with a team from "PIRIE", resulting in a win for "LISMORE" and challenges in other sports from "PIRIE".

21. Being under quarentine no liberty has been granted at this port, and an invitation to a number of ratings to attend a cinema aboard H.M.S."TYNE" had to be refused.

CONDITION OF THE SHIP.

22. The general condition of the ship remains satisfactory, with the exception of electrical defects;which keep the torpedo staff constantly busy and are becoming too much for that small party to handle: repairs occupying the time usually employed on maintenance.

23. As "LISMORE" has had very little electrical assistance from ashore labour in the past four years, the general wiring of the ship has deteriorated in that time, it is hoped that a general overhaul of the wiring will be carried out during the next refitting period.

FIGURES.

24.

Monthly.

Hours steamed	400.9/60 hours.
Distance steamed	4,343 miles.
Average speed	10.85 knots.
Average distance per ton of fuel	16.38 miles.

Total.

Hours steamed since commissioning	15,938:41/60 hours.
Distance steamed. " "	160,474.9 miles.
Average speed	10.06 knots.

Appendix "A".

SHIPS MET AT SEA DURING MARCH.

Date	Time	Position	Ship	Remarks.
3rd.	0410	East of NEWCASTLE	Unidentified Merchant Ship	Bound South
3rd.	0450	" " "	Unident. Destroyer	" "
8th.	0650	CORAL SEA	"WILLIAM F. HOWE"	" N.W
9th.	1800	South of KITAVA ISLAND	"DAVID D FIELDS"	" South
10th.	0505	" " NEW BRITIAN	"LURLINE"	" East
10th.	0610	" " " "	Unident. Liberty Ship	" "
11th.	0305	North of TOLOKIWA IS.	"JEAN LAFITTE"	" SOuth
11th.	1630	Off LOS NEGROS ISLAND	H.M.Ships "CRANE"and "AVON"	" S.W
22nd.	1731	MANUS to LEYTE	Convoy of three ships with two escorts.	" N.W
26th.	0720	Approaching SULUAN I.	Three U.S.N.Ships.	Patroll.

Appendix "B".

COMPOSITION OF CONVOYS.

~~Sydney-Manus~~ Manus 2.

"KHETI" (Commodore)
"HERON"
"TEXRA S."
"ROBERT MAERSK"
"HERMELIN"

H H Thomson
Lieutenant R.A.N.R.(S)
Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

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2026/7/ 1225.

DEPARTMENT OF THE NAVY.

MINUTE PAPER

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

S.N.B. 9/7

2.N.M. 27/7

3.N.M.

D. of P. 27/7.

D.R.N.M. 28/7

D.N.I. NIS 31/7

Ops. (N)

N.5.

D.E. (N)

D.O.T.M. 13/8

D.N.M.S.

H.R.O.B.

N.A.2.N.M. 16/8

N.5.

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

H.S. 23/8.

21/8 B

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DEPARTMENT OF THE NAVY.
MINUTE PAPER.

2026/7/1225

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SUBJECT: HMAS "Lismore" Report of Proceedings February 1945.

D.P.S 28/6

D.T.S.R 28/7

DoD 3/7

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ACK. BY. A.S. 1239Y
21 JUN 1945
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DEPT. OF NAVY
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FROM THE COMMANDING OFFICER H.M.A.S."LISMORE"

TO THE SENIOR OFFICER 21st. MINESWEEPING FLOTILLA. (COPY TO THE SECRETARY NAVAL BOARD.)

DATE 1/3/45.

SUBJECT REPORT OF PROCEEDINGS FOR THE MONTH OF FEBRUARY 1945.
(All times Zone minus 10 except where specially stated.)

Submitted for your information and the information of the Naval Board the Report of Proceedings of H.M.A.S."LISMORE" for the period 1st. to 28th. of February 1945.

AT SYDNEY.

2. "Lismore" was at Sydney throughout the month, during which time the boilers were cleaned internally and externally, routine maintenance work performed on machinery, and general maintenance work carried out on the upper deck and hull.

3. During the boiler cleaning period a number of W/T. defects were made good, the main transmitter being renovated and a new charging board fitted. The R.C.8 was also fitted, the wiring being of a temporary nature until the ship's next refit.

4 The perid from 6th. to 22nd. February was occupied in changing the ship's armament and altering the magazine to take the fixed ammunition.

5. Gun trials were carried out on the afternoon of the 23rd. Feb.

EXERCISES AND PRACTICES.

6. Slipping at 0911 on the 24th. February, "lismore", in company with H.M.A.Ships "Pirie","Maryborough","Launceston"and "Bendigo" ("Pirie") Senior Officer, proceeded to sea for H.A. close range, and L.A. long and close range firings.

7. On completion "Lismore" returned to harbour, arriving at 1255.

OPERATION KEMPTON.

8. Being duty ship for Operation Kempton on the 28th. of February "Lismore" weighed at 1830 and- proceeded through the Heads to carry out the night A/S. Patrol, returning to harbour at 0600 on the 1st. of March.

HEALTH AND CONDUCT.

9. The health and conduct is still very good, there being no serious cases in either category, recorded for the month.

10. A number of ratings were discharged ashore on medical grounds of which one case of Scabies was discharged ~~ashore~~ for treatment and one case of suspected Venereal Disease for observation.

WELFARE.

11. The welfare of the Ship's Company remains satisfactory and the home leave granted during the boiler cleaning period was appreciated by all

CONDITION OF SHIP.

12. The condition of the ship in general is satisfactory, a considerable amount of general maintenance work having been done during the month.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

FIGURES.
13.

MONTHLY.

Hours Steaming	14 1/60.	Hours.
Distance Steamed	93	Miles.
Average Speed	6.6	Knots.
Average Distance per Ton of Fuel	4.8	Miles.

TOTAL.

Hours Steamed since Commissioning	15,538. 32/60.	Hours.
Distance Steamed " "	156,131.9	Miles.
Average Speed	10.04	Knots.

A.G.Thomson

LIEUTENANT R.A.N.R.(S).
COMMANDING OFFICER.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

182 B

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12 MAR 1945
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2026/7/ 1225.

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SUBJECT: H.M.A.S. "Lismore" -REPORT OF PROCEEDINGS. January 1945

S.N.B.

2.N.M.

3 N.M.

D. of P.

D.R.M.

D.N.I.

Ops (N)

D.E.(N)

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

Lt Rankin

Mr Gleeson 3/4 H.S.

Fish

AUSTRALIAN WAR MEMORIAL RCDIG1073335

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D.N.M.B. BRANCH 16 MAR 1943 NAVY OFFICE

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SUBJECT: HMAS "Lismore." Report of Proceedings January 1945

Jan 10

D.P.S 12/2

D.T.S.R 16/2

D.O.D 18/2

D.C.N.S 18/2

1ST NM 19/2

12/2 E

N 5

AUSTRALIAN WAR MEMORIAL RCDIG1073335

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

Date : 1st. February 1945. Reference No. FR/1/2.

To : Senior Officer 21st. Minesweeping Flotilla.(Copy to Secretary, Naval Board.)

Subject : Report of Proceedings for Month of JANUARY 1945.

(All times used minus 11 unless specially stated.)

DEPT. OF NAVY 2016-7-1225 SECRET
RECEIVED 7FEB 1945 NAVY CONFIDENTIAL RECORDS
ACK. BY. A.C. 1330Y 7 FEB 1945 UNIT

Submitted for your information and the information of the Naval Board is the Report of Proceedings of H.M.A.S."LISMORE" for the period 1st. to 31st. of January 1945.

H.M.A.S."COOMBAR".

2. On the 1st. January "LISMORE" was at sea escorting H.M.A.S. "COOMBAR" to SYDNEY where arrival was made at 1813 on the 2nd. January.

3. At 1050 on the 2nd. January an A/S contact was made, a Counter Attack being carried out and 1 (one) depth charge dropped whilst closing the ship's Company at Action Stations. At 1059 a pattern of 4 (four) charges was fired and at 1145 Action Stations were secured, although "LISMORE" continued to carry out an A/S search of the area.

4. "LISMORE" increased speed to resume station ahead of "COOMBAR" at 1215.

To JERVIS BAY.

5. Slipping at 1600 on the 5th. January "LISMORE" proceeded to sea, joining and coming under the orders of H.M.A.S."MARYBOROUGH" at 1900.

6. Arrival was made at JERVIS BAY, after a voyage without incident, at 0145 on the 6th. January.

A/S Patrol.

7. After a morning spent at Minesweeping Exercises "LISMORE" weighed and proceeded out of JERVIS BAY at 1832 on the 6th. January to carry out an A/S patrol between JERVIS BAY and NEWCASTLE, returning to JERVIS BAY at 0745 on the 7th. January.

JERVIS BAY.

8. From the 7th. to 11th. January "Lismore" was at Jervis Bay continuing the exercise and working program under the Senior Officer.

To SYDNEY

9. Weighing at 1901 on the 11th. January "Lismore" proceeded under the orders of the Senior Officer and, in company with R.A.N. Ships "Ballarat" "Goulburn" "Burnie"-"Cessnock" and "Maryborough" to Sydney, where arrival was made at 1110 on the 12th. January.

10. Before making harbour L.A. and short range H.A. firing exercises were carried out.

11. A/S PATROL

At 1830 on the 13th. January orders were received to come to immediate notice and, on receipt of sailing orders, "Lismore" slipped at 1936, proceeding to sea to carry out A/S Patrol in an area off the Heads.

12. On being relieved by H.M.A.S. "Bowen" at 0215 on the 14th. January, "Lismore" returned to harbour.

AT SYDNEY

13. While at Sydney from the 14th. to the 22nd. January "Lismore" was Dry-docked at the Fitzroy Dock, Cockatoo Island, when the underwater surfaces were thoroughly scrubbed and all shell etc. scraped off, before coating with anti-corrosive and anti-fouling. A Bracket bushes were renewed, and the edges of plating in the way of Asdic Dome faired.

EXERCISES AND PRACTICES

14. From the 22nd. to 26th. January "Lismore" took part in mine-sweeping, A/S and L.A. and short range firing exercises, and also treining at the G.I.C., Woolloomooloo, and the A/S School, Rushcutter.

At GARDEN ISLAND

15. Securing alongside "Maryborough" at Suttabel Wharf at 1330 on the 26th. January, "Lismore" commenced another boiling-cleaning period, with the assistance of a boiler-cleaning party from H.M.S. "Golden Hind".

HEALTH AND CONDUCT.

16. The general health and conduct of the Ship's Company has been satisfactory, there being only a few cases of illness and no serious breaches of conduct recorded.

HN 9/A 1/

AUSTRALIAN WAR MEMORIAL RCDIG1073335

WELFARE.

17. An athmosphere of discontent was manifest amongst the Ship's Company, due to not being granted leave on their return from Overseas. A marked improvement was noticed however when the announcement was made that a weeks leave would be granted during the boiler-cleaning period.

CONDITION OF SHIP.

18. The condition of Ship in general is satisfactory.

19. The W/T equipment, which was in a bad state, is being repaired and renovated at the A.W.A. workshops.

FIGURES.

20.

	MONTHLY	TOTAL.
Hours steamed:	150.42/60. hours.	15,524.31/60. hours.
Distance " :	1,039.3 . miles.	156,038.9. miles.
Average Speed:	6.89. knots.	10.05. knots.
Average distance per ton of fuel:	8.8. miles.	

Appendix "A".

Ships met at sea.

Date.	Time.	Position.	Ship	Remarks.
1st.	0800	South of GABO ISLAND	1 Coaster & 1 Tanker.	Bound West.
1st.	0903	Off GREEN CAPE	1 Tanker	Bound South.
2nd.	0225	S.E. of Pt. Perpendicular.	1 Merchant Vessel	Bound South.
2nd.	0235	" "	1 Merchant Vessel	Bound South.
2nd.	1216	Off PORT KEMBLA	H.M.A.S."COOLBURN	Bound South.
14th.	0104	Off SYDNEY Heads	1 Merchant Ship.	Bound South.

H.S.Thomson
Lieutenant R.A.N.R.(S).

Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

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MINUTE PAPER

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

S.N.B. Nov 18/1

2.N.M. 20/1

3 N.M.

D. of P. 27/1

D.R.M.

D.N.I. 30/1

Ops (N)

D.E.(N)

D.O.T.M. 19/2

D.N.M.S. 16/2

H.P.B. 19/2

N.A.2.N.M.

N.5. 20/2

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

H.S. 3/3.

29/6 20/2/1

AUSTRALIAN WAR MEMORIAL RCDIG1073335

NAVY
OFFICE
14 FEB 1945
D.N.M.S.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

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2026/7/1225

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A10/1

SUBJECT: HMAS "Lismore," Reports of Proceedings December 1944

D.O.S Ref 10/1

D.T.S.R. 12/1

D.O.D. 14/1

D.C.N.S. 1+/1

1ST A.N.M. 17/1

17/1F

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- 5 JAN 1945
NAVY CONFIDENTIAL RECORDS

DEPT. OF NAVY
SECRET

2026-7-1225

HP6/1/45

FROM.....COMMANDING OFFICER, H.M.A.S."LISMORE".

DATE.....JANUARY Ist. 1945.

TO.....AUSTRALIAN COMMONWEALTH NAVAL BOARD.

SUBJECT.....REPORT OF PROCEEDINGS OF H.M.A.S."LISMORE" FOR THE MONTH OF DECEMBER 1944.

HN.

December Ist. and 2nd. : At sea on passage with H.M.A.S's. Toowoomba, Burnie, and Maryborough from Colombo to Fremantle.
December 3rd. : Arrived at anchorage off Fremantle at 0632, shifted to berth and wasssecured at 0825. Fuelled, stored and watered.
December 4th. : At 0805 slipped and proceeded to sea with "Burnie" and "Maryborough bound for Melbourne.
December 5th.,6th.,7th.,& 8th., At sea, no incidents to report. ILLISSOS
December 9th., Received a signal to proceed and interrogate Greek ship "Ilossus"who claimed he had exchanged gun fire with submarine. Contacted "Ilossus" at 1845 who confirmed the report. "Burnie" "Maryborough" and "Lismore" commenced to carry out a hunt. At 1946 port engine broke down. 2000 detached and ordered to proceed to Melbourne on one engine.
December 10th., At sea on passage, made temporary repairs to port engine, proceeded on two engines at 1615 and entered Port Phillip Heads at 1800. Arrived Nelson's Pier and secured at 2220. Commenced fuelling.
December 11th. At Williamstown, completed fuelling at 0230, remained in port repairing port engine.
December 12th. Left Williamstown at 0605 to carry out searching sweep Commenced mine-sweeping at 0945. In sweeps at 2000. Anchored in Appollo Bay for the night.
December 13th.,Weighed anchor at 0334, resumed sweeping at 0539.0631 "Maryborough" sighted. "Maryborough" and "Lismore" continued searching sweep together. 1829 in sweeps and proceeded into Portsea. Arrived Portsea anchorage at 1945.
December 14th. At 0415 weighed anchor and proceeded to sea for searching sweep in company with "Burnie", S.O. "Maryborough" and "Lismore". Commenced sweeping at 0615 and completed sweeping at 1951.
December 15th., Resumed sweeping at 0600 and completed at 1650. Proceeded into port and was secured at Williamstown at 2111.
December 16th., In port at Williamstown.
December 17th. Left Williamstown at 1902 with "Burnie" and "Maryborough" to continue searching sweep.
December 18th Commenced sweeping at 0520 and completed at 2030.
December 19th Weather conditions unfavourable for sweeping, sheltered in Appollo Bay.
December 20th At 0001 weighed anchor and proceeded to sea, streamed sweeps at 0400. Completed sweeping at 2010, anchored in Oberon Bay at 2205.
December 21st Weighed anchor at 0201. Resumed sweeping at 0400. Completed sweeping at 1716 and proceeded to Williamstown, anchored off Williamstown at 2235.
December 22nd Weighed anchor at 0550 and was secured alongside Nelsons Pier at 0619. Commenced boiler clean.
December 23rd., 24th., 25th., 26th., 27th., 28th., Boiler cleaning in Williamstown.
December 29th. Left Williamstown at 0255 and proceeded to sea to rendevous with H.M.A.S."Coombar" towing target to Sydney.
December 30th. Met "Coombar"at 0430 and proceeded on passage.
December 31st. On passage escorting "Coombar" to Sydney. No incidents to report.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

CONDUCT

The conduct of the Ship's Company for this month has been quite satisfactory. There have been a few cases of over-staying leave, this is probably due to the fact of the men returning from over-seas for the first time after having been away so long.

HEALTH

The health of the Ship's Company for the month of December has been reasonably good. There have been only three cases discharged to hospital for this period. Only one of these being venereal disease.
There is quite a lot of dental work to be done as it is some-time since many of the Ratings have seen a Dental Officer.
Rats and other vermin are very bad on board. There have been a few isolated instances where rats have bitten Ratings while asleep.
The ship needs fumigating badly.

STEAMING

Miles steamed in December, I944	396I.2
Hours steamed in December, I944	440 54/60
Fuel consumed in December, I944	309.66
Total miles travelled to 3Ist. December I944	I54,999.6
Total hours steaming to 3Ist. December I944	I5,473 49/60.
Total distance at average speed of	I0.0I knots.
Average distance per ton of fuel for December.	I3.6 miles.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073335

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SUBJECT: H.M.A.S. "Lismore" - REPORT OF PROCEEDINGS. November 1944.

S.N.B. Noted 2/1

2.N.M. H.A.S. 21/12

3.N.M. 4/1

D.O.D.

D. of P. 3/1

D.R.M. 4/1

D.N.I. 4/1

Ops (N) 5/1

D.E.(N) 9/1

D.O.T.M 10/1.

D.N.M.S 17/1.

H.P.(R.) 18/1

N.A.2.N.M. 18/1.

N.S. 19/1

D.N.I. (N.H.R.O.) 20/1

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AUSTRALIAN WAR MEMORIAL RCDIG1073335

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BRANCH
D.N.M.S.
16 JAN 1945
OFFICE
NAVY

AUSTRALIAN WAR MEMORIAL RCDIG1073335

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DEPARTMENT OF THE NAVY. 2026/7/1225

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3644. DG

SUBJECT: HMAS "LISMORE" – Report of Proceedings – November 1944

~~DPS~~ 11/12

~~DTSR~~ 13/12

~~DOD~~ 16/12

~~DCNS~~ 17/12

NAVY 18/12

12/120 N5

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6 DEC 1944
NAVY DEPARTMENTAL RECORDS

DEPT. OF NAVY
2026-7-1225
SECRET

3.N.M.
28
11
44

From.....Commanding Officer, H.M.A .S. "Lismore"

Date.....1st December, 1944.

To.....Australian Commonwealth Naval Board.

Subject...Report of proceedings of H.M.A.S.."Lismore" for the month of November, 1944 in accorda nce with C.C.N.O. 97/43.

November 1st. On passage with Convoy J.C. 65 to Vizaga patam from Colombo w ith H.M.S. Rockrose as Senior Officer of escorts.
November 2nd. Arrived Vizagapatam and secured alongside oiling berth at 1038.
November 3rd. At Vizagapatam.
November 4th. At Vizagapatam.
November 5th. Slipped from buoy at 1234 and proceeded out of Port with H.M.S. Rockrose to rendezvous with Convoy C.J. 42 bound for Colombo.
November 6th, 7th, 8th & 9th. At sea on passage.
November 10th. Arrived Colombo at 1029 and secured alongside Lucia, 1050 ordered to shut down for boiler cleaning.
November 11th, 12th, 13th, 14th, 15th, 16th & 17th. Boiler Cleaning.
November 18th. 1345 slipped and proceeded to sea with H.M.A.S's Toowoomba (S.O.) Burnie and Maryborough bound for Freemantle.
November 19th. Rendezvoused with R.F.A. Tanker Arnda le at 1200, approx. position 5°10'N, 80°55'E.
November 20th. Arndale stopped to supply fuel, secured alongside at 1117 and commenced fuelling. Finished fuelling and slipped at 1233.
November 21st, 22nd, 23rd, 24th & 25th. At sea on passage - no incidents to report.
November 26th. A t 1330 started to fall astern from screen in preparation for fuelling buoyant Method from Tanker. 1450 first line aboard, commenced fuelling at 1555. Finished fuelling at 1710, 85 tons on board. Cleared Tanker by 1810.
November 27th, 28th, 2 9th, 30th. At sea on passa ge - no incidents to report.

H.N.

CONDUCT.

The conduct of the ship's company for this month has been very satisfactory.

HEALTH.

The health of the ship's company for this month has been very good. There has been very little sickness. Only two ratings were discharged to hospital during this period, both of these were admitted with Venereal Disease contracted in Vizagapatam. The food has been of a very high standard this month. It is hoped to have the ship fumigated in the near future as there are numerous rats and cockroaches on board.

STEAMING.

Miles steamed in November, 1944	4,075
Hours steamed in November, 1944	447 33/60
Fuel consumed in November, 1944	265.11 tons
Total miles travelled to 30th November	151,038.4
Total hours steaming to 30th November	15,032 55/60
Total distance at average speed of	10.04 knots
Average distance per ton of fuel for November, 1944	15.37 M/P/T

.....
Lieutenant R.A.N.R.(s)
Commanding Officer

N/A N

AUSTRALIAN WAR MEMORIAL RCDIG1073335

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2026/7/ 1225.

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

S.N.B. 2/1

2.N.M. 1/1

3 N.M. 9/1

~~D.O.D.~~

D. of P. 16/1.

D.R.M. 1/1

D.N.I. 17/1

Ops (N) 18/1.

D.E.(N) 22/1

D.O.T.M 23/1.

D.N.M 24/1

H. 26/1

N.A.2.N.M. 26/1

N.S. 30/1

D.N.I. (N.H.R.O.) 2/1/45

7/F 16/XE 30/1E

AUSTRALIAN WAR MEMORIAL RCDIG1073335

D.N.M.S. BRANCH
24 JAN 1945
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073335

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2026/4/1225

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SUBJECT: H.M.A.S. "Lismore" - Report of Proceedings - October 1944.

D.P.S. 14/11

D.T.R. 19/12 19/11

D.O.D. 28/11

D.C.N.S. 23/11

29/11

N.S. 18/12

RECEIVED
11 DEC 1944
NAVY CONFIDENTIAL RECORDS

DEPT. OF NAVY
2026.7-1225
SECRET

From.....Commanding Officer, H.M.A.S. "Lismore".
Date.....1st November, 1944.
To.....Australian Commonwealth Naval Board.
Copy to:-Captain E.F.E.
Subject.....Report of proceedings of H.M.A.S. "Lismore" for the month of October, 1944 in accordance with C.C.N.O. 97/43.

Submitted:-

October, 1st 1944. At Mahe, Seychelles.

October 2nd. 1559 slipped from buoy and proceeded as escort to 8 MLs bound for Colombo, Ceylon via Addu Atoll.

October 3rd. Returned to Mahe and was secured alongside tanker "Athelmere"

October 4th and 5th. At Mahe.

October 6th. At 1630 left Mahe with 7 MLs bound for Colombo via Addu Atoll

October 7th, 8th, 9th and 10th. At sea on passage.

October 11th. Arrived Addu Atoll at 0804 fuelled by 1130 and shifted to anchorage.

October 12th, 13th. At Addu Atoll.

October 14th. Left Addu Atoll at 1800 with 7 MLs.

October 15, 16th. At sea.

October 17th. Arrived Colombo a.m. All proceedings with the MLs are attached.

October 18th. Commenced boiler clean.

October 19th, 20th, 21st, 22nd and 23rd. Boiler cleaning.

October 24th. Boiler cleaning completed.

October 25th. At 1015 slipped and proceeded to sea for exercises. AM. depth charge exercise, PM. L.A. and H.A. shoot. Returned to harbour 1823 and berthed at N.3.C. buoy.

October 26th. Slipped from buoy at 1128 and proceeded to sea with H.M.S. "Rockrose" for submarine exercise with "Brin". Returned to harbour and was secured to N.3.C. buoy at 2015.

October 27th. AT Colombo storing ship.

October 28th. Left Colombo at 0910 with convoy J.C. 65 consisting of 21 ships bound for Trincomalee, Madrass, Vizagapatam and Calcutta with escorts H.M.S. "Rockrose" S.O.E., and H.M.A.S. "Lismore". Escorts to be releived at Viz agapatam.

October 29th. At sea on passage. At noon two additional escorts joined convoy, H.M.S. "Awe" and H.M.S. "Cauvery" in Pos. 6°31'N, 82°08'E.

October 30th. At sea on passage, detached 3 merchant ships for Trincomalee at 0540. At 2000 H.M.S. "Cauvery" was detached to return to Trincomalee.

October 31st. At sea on passage. 6 Merchant ships detached at 1330 for Madras. At 1345 7 Merchant ships hoined convoy. At 2300 H.M.S. "Monkshead and H.M.I.S. "Bihar" joined convoy as additional escort.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

HEALTH.

The health of the ship's company for the month has been about average. Only two ratings were discharged to hospital during this period. Eleven ratings and two officers were made dentally fit and the remainder will be sent off for dental treatment in the near future. Typhoid (T.A.B.) innoculations were given to those who had not been done during the last 9 months. There have been no cases of infectious diseases on board for the month. The ship was fumigated in Junelast but already there are numerous rats and other vermin aboard.

CONDUCT.

The conduct of the ship's company for the month has been average with no major offences, mostly absent over leave for short periods of 1 to 2 hours.

STEAMING REPORT.

Miles travelled to 31st October, 1944	146,963.4 miles
Total hours steamed to 31st October.	14,585 22/60 hours
Total distance travelled at average spped of	10.07 knots
Average distance per ton of fuel for October.	16.52 M.P.T.
Hours steamed for October	297 32/60 hours
Miles travelled for October	2,758.2 miles
Fuel for October	167.80 tons

Lieut. A. Rowe. RANR(S)
COMMANDING OFFICER
H.M.A.S. "LISMORE"

AUSTRALIAN WAR MEMORIAL RCDIG1073335

From.....Commanding Officer, H.M.A.S. "Lismore".

Date.....October, 1944.

To.....Commander-in-Chief, Eastern Fleet.
Copies to.Captain, A-B-C-E-F, A.C.N.B.

Subject.....Report on the Escort of 8 M.L's from Seychelles to Colombo.

Submitted:- Lismore sailed from Mahe, Seychelles at 1600 Monday 2nd October escorting the following M.L's:- 833 Senior Officer, 892 sub-division leader, 856, 895, 893, 896, 857 and 894.

Stationing was as follows, order 5 by day and order 2 by night. During the day I stationed Lismore 5 ca bles ahead and zig-zagged across the column, at night I steered the mean course and M.L's kept station on me.

At 1710 I received a signal from 833 saying that 895 reported carbuerettor trouble, I reduced speed and stationed 895 astern of me, at 1725 I received a further signal requesting tow, owing to the sea and swell it was not until 1830 before we were under way again with 895 in tow, at 2010 the manila attached to 895's bridle parted. He told me that he thought he could continue on one engine at a slow speed and hoped to have both running by morning. At 2358 the remaining engine broke down and I had to take him in tow again. He reported that he had very little confidence that after working on his engines they would be to his satisfaction. In the meantime during the evolution of towing the other M.L's had been steaming backwards and forw ards using up fuel and as we were only fifty miles from Mahe I decided to return to port. We arrived Mahe at 1215/3.

At about 1700 an explosion occurred aboard M.L. 894, their distress was not noticed aboard Lismore till 1730 owing to the distance of the anchorage from the M.L's. The 1st Lieutenant, Lieutenant P.J. McCormick, R.A.N.V.R. and the following ratings Stoker Petty Officer W.W. Graham, O/N 14316, South African Ldg. Seaman C.A. Sinclair, O/N S.A. 68127, A.B. M.L. Archdall, B.3972; A.B. R.K. Smith, P.M. 5293; A.B. G.I. Green, H. 2187; A.B. D.J. Rodwell, B. 3790; A.B. R.F. Brennan, P.M. 5394 and Stoker A. Stewart, F.3878 left the ship at 1745 with the auxiliary fire fighting gear. Their assistance to quell the outbreak of fire was very commendable, especially the 1st Lieutenant and M.L. Archdall. In the meantime preparations were made to shift Lismore into the inner anchorage so as to bring 894 under my main water pressure but just as I was about to slip I received a signal notifying me that the fire was under control.

We remained at Mahe until 1600 of the 6th October by which time M.L. 895 was satisfied with the performance of his engined. Unfortunately we sailed without M.L. 894 who was unseaworthy through the explosion and fire.

During the passage to Addu Atoll provisions were passed to the M.L's on two separate days with succes andlittle trouble and on another day firing practice was carried out by Lismore and M.L's. Two star shells were used for targets by Lismore.

We arrived Addu Atoll and passed through the boom at 0815. M.L8s were berthed alongside Apple Leaf for fuel

AUSTRALIAN WAR MEMORIAL RCDIG1073335

We left Addu Atoll and passed through the boom at 1807 of the 14th October, M.L. 892 sailing with a defective engine.

At 1935 M.L. 893 reported that one of her engines was defunct and had to do the passage with one engine. This was now two boats out of the seven. On October 16th at 0850 M.L. 856 reported that he had burnt out a supply line to his port engine. This defect was temporarily made good.

H.M.A.S. Nizam and one "G" class destroyer bound south w ere met and identified in Pos. 3°57' N, 77°22'E at 0834 of the 16th.

Heavy rain squalls were encountered during the night and the M.L's had great difficulty in keeping station. Daylight found them scattered in many directions. I signalled order 1 and kept that station to abeam of West Entrance w here the M.L's were ordered to act independently. They entered West Gate at 1010.

No further incidents to report. I regret I was unable to utilise the M.L's for Asdic sweep, through lack of operators and some boats having defective A/S gear.

Lieutenant R.A.N.R.(s)
Commanding Officer

AUSTRALIAN WAR MEMORIAL RCDIG1073335

21/12

32A

RESTRICTED SECRET

2026/7/1225

DEPARTMENT OF THE NAVY

MINUTE PAPER

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

September 1944

S.N.B. 4N 23/11

2.N.M. H.N.S. 24/11

3.N.M.

~~D.O.D.~~

D. of P. 6/12

DR(M)

D.N.I. 9/12

Ops (N) 10/12

D.E.(N)

D.O.T.M 14/12

RECEIVED 14 DEC 1944 D.I.O.T.M.

D.N.A.S.

H.~~C.B.~~

N.A.2.N.M.

N.5.

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

File

27/12 5/12

AUSTRALIAN WAR MEMORIAL RCDIG1073335

NAVY
D.N.M.S.
BRANCH
18 DEC 1944
OFFICE

18/9/12

AUSTRALIAN WAR MEMORIAL RCDIG1073335

16/11

347A

RESTRICTED
SECRET

DEPARTMENT OF THE NAVY.

2026/7/12.25

MINUTE PAPER.

D157

D4520/12.43.—C.14053.

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

D.P.S 16/11

D.T.S.R 18/11

D.O.D 18/11

D.C.N.S

1 [illegible] 22/11

IVN

16/11

AUSTRALIAN WAR MEMORIAL RCDIG1073335

RECEIVED
13 NOV 1944
NAVY CONFIDENTIAL RECORDS

DEPT. OF NAVY
2026-7-1225
SECRET

From.....Commanding Officer, H.M.A.S. "Lismore" .

Date.....6th October, 1944.

To.....A.C.N.B. (R) Capt. A-B-C-E-F.

Subject.....Report or proceedings of H.M.A.S. "Lismore" for the month of September, 1944 in accordance with C.C.N.O. 97/43.

Submitted:-

Sept. 1st. On passage from Bandar Abbas to Bombay with convoy P.B.84

Sept. 2nd. Arrived Bombay, at 1045 secured alongside tanker Olcades and fueled. On completion of fueling shifted ship to inner basin and reverted to 12 hours notice for boiler clean

Sept. 3rd. Commenced boiler clean.

Sept. 4th. Boiler cleaning.

Sept. 5th. Boiler cleaning cancelled, commenced to box up and raise steam

Sept. 6th. 0832 slipped and proceeded to D.G. range, completed at 1000 proceeded to sea with convoy B.A.78 comprising City of Hongkong (Comdr) Samtorch, Westmount Park, escorts H.M.S. Tay S.O.E., H.M.A.S. Lismore.

Sept. 7th, 8th, 9th, 10th, 11th, 12th, 13th. On passage and no incidents to report.

Sept. 14th. Arrived Aden and secured at 1613, reverted to 12 hours notice.

Sept. 15th. Commenced boiler clean.

Sept. 16th, 17th, 18th, 19th, 20th and 21st. Boiler cleaning.

Sept. 22nd. At 0639 left buoy and proceeded to Seychelles independently to rendezvous with H.M.S. "Languard" and 9 M.L's

Sept. 23rd, 24th, 25th, 26th, ~~27th~~. On Passage.

Sept. 27th. Arrived Mahe, Seychelles at 0950 and reverted to 4 hours notice on completion of fueling.

Sept. 28th, 29th, 30th. At Mahe, Seychelles.

CONDUCT. Number of offences below average and of minor nature, all 1st Lie

HEALTH. Health has been slightly a bove average, three ratings were discharged to hospital. Dental appointments were arranged for 12 ratings at Aden, this makes the ship's company dentally fit again. There were no cases of Venereal disease for the month. The food has been slightly better than usual with more greens causing less boils and mouth ulcers. The ship's company at the moment are very healthy with no colds or infectious disease.

STEAMING.

Total miles travelled to 30th September.	144,205.2
Total hours steaming to 30th September.	14,287 50/60.
Total distance to 30th Sept. at average of	10.6 Knots
Average distance/ton of fuel for September	18 m.p.t.
Miles travelled in September	3,962
Hours steaming in September.	356 9/60

.....
Lieutenant R.A.N.R.(s)
Commanding Officer

AUSTRALIAN WAR MEMORIAL RCDIG1073335

9/12

1A

~~RESTRICTED~~ SECRET

2026/7//225

DEPARTMENT OF THE NAVY

MINUTE PAPER

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

August 1944

S.N.B. 12/11

2.N.M. ~~N.S.~~ 12/11



3 N.M. 12/11

D.O.D. 28/11

D. of P. 28/11

~~D.R.(T)~~ 28/11

D.N.I. 28/11

Ops (N) 29/11

D.E.(N) 30/11

D.O.T.M 4/12

D.N.M.S 7/12

H.P. 9/12

N.A.2.N.M. 9/12

N.5. 12/12

D.N.I. (N.H.R.O.) 18/12

File

21/12

11/12

AUSTRALIAN WAR MEMORIAL RCDIG1073335

D.N.M.S. BRANCH
6 DEC 1944
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073335

9/11

335B

RESTRICTED

DEPARTMENT OF THE NAVY 2026/7/1225

MINUTE PAPER

SUBJECT: H.M.A.S. "Lismore" - Report of Proceedings August 1944

D.P.S. 9/11

D.T.S.R 13/11

D.O.D 13/11

D.C.N.S 14/11

1st N.M. 16/11

N.S.

10/11

RECEIVED
6 NOV 1944
WAR CONFIDENTIAL RECORDS

DEPT. OF NAVY
2026.7.1225.
SECRET

Checked for Indexing

From.....Commanding Officer, H.M.A.S. "LISMORE".
Date.....12th September, 1944.
To.....A.C.N.B. (R) Capt., A-B-C-E-F.
Subject.....Monthly report of proceedings of H.M.A.S. "Lismore" for the month of August, 1944 in accordance with C.N.O. 97/43.

Submitted:-

August 1st, 2nd, 3rd and 4th. At sea on passage from Kilindini to Aden with Convoy C.M.56. No incidents to report.
August 5th. Arrived Aden and secured to No. 11 buoy at 0812, reverted to 12 hours notice and ordered to blow down boilers.
August 6th, 7th, 8th, 9th, 10th, 11th, 12th, and up to 2359 of the 13th. Boiler cleaning and ship's staff overhauling main and auxiliary engines with the assistance of a couple of shore fitters the last three days.
August 14th. At 1730 slipped from buoy and proceeded to sea as sole escort to convoy A.P.73C, consisting of one ship, George Read bound for Rooka.
August 15th. At sea on passage.
August 16th. At 0700 overtook Park Holland in position 13°49'N, 51°21'E bound for Khor Kuwai, invited him to join convoy which he gratefully accepted.
August 17th, 18th and 19th. At sea on passage, no incidents to report.
August 20th. Left convoy at 1057 and proceeded in to Khor Kuwai, 1130 secured alongside tanker and commenced fueling and watering. At 1336 fueling and watering completed proceeded to anchorage. 1345 anchored and reverted to 4 hours notice.
August 21st. At anchor.
August 22nd. Weighed anchor at 0638 and proceeded to sea for patrol duties returning to Khor Kuwai at 0922, August 26th. Refuelled and shifted to anchorage at 1212, reverted to 4 hours notice. Engine trials during patrol duties, maximum revs. 232 both engines.
August 27th. At anchor.
August 28th. Weighed anchor at 0708 and proceeded to Hormuz to rendevouz with convoy P.B.84. Left Hormuz at 1800 with the following ships. Escorts Meadow Sweet, S.O.E., Lismore and Burnet. Merchant ships Salma, Jaladurga and Islamis bound for Bombay.
August 29th. At sea, nothing to report.
August 30th. At sea. H.M.S. Burnet reported condenser trouble. At 2156 Burnet detached and proceeded to Karachi.
August 31st. At Sea and nothing to report.

Conduct of ship's company for the month of August, 1944.

Conduct for this month was good.

Health of ship's company for the month of August, 1944.

The health of the ship's company for this month was about average, there being 4 hospital cases, only one of these being venereal disease. There has been no outbreak of infectious diseases such as scabies pediculosis Pubis etc., for the past four months.

Steaming report for the month of August, 1944.

Total miles travelled to 31st August.	140,243.2 miles.
Total hours steaming to 31st August.	13,230 42/60 hours.
Average distance/ton of fuel for the month	19.37 miles.
Total distance at average speed of 10.60 Knots.	
Hours steaming for the month of August.	422 56/60 hours.
Miles travelled for the month of August.	4,663.8 miles.

.....
Lieutenant R.A.N.R.(s)
Commanding Officer

AUSTRALIAN WAR MEMORIAL RCDIG1073335

DEPARTMENT OF THE NAVY

MINUTE PAPER

DEPT. OF NAVY
SECRET

2026	14	388.

3422—41 †

SUBJECT: "LISMORE" H.M.A.S.

Report of attack by Enemy Aircraft.
on 25th July 1943.

Zone A.S. 1515. Fwded.

DDS 2/9

DCNS 3/9.

NH 2/9

NH Records

DEPARTMENT OF THE NAVY
MINUTE PAPER

SUBJECT: "ARGUS" H.M.A.S.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

6/1

57A

2026/7/1225

RESTRICTED

Secret

DEPARTMENT OF THE NAVY

MINUTE PAPER

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

July 1944

S.N.B. Nov 24/11

2.N.M. H.M.S. 25/11

3.N.M. 12

~~D.O.D.~~

D. of P. 6/12

DR(M) 9/12

D.N.I. 11/12

Ops (N) 14/11/12

D.E.(N) 22/11/12

D.O.T.M 15/12/11

RECEIVED -2 JAN 1945 D.O.T.M.

~~D.N.W.T.~~ 4/1

H.P. 6/1

N.A.2.N.M. 6/1

N.S. Jn 10/1

D.N.I. (N.H.R.O.) 6/1

17/

File

Previous record 2026/14/515

AUSTRALIAN WAR MEMORIAL RCDIG1073335

D.N.M.S. BRANCH
3 JAN 1945
NAVY OFFICE

9/11

334A

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/122

Hq/11

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

D.P.S. J 9/11

NS X

D.T.S.R. Hq/N. Request Lismore report July 20th re Sighting a Torpedo. 11/11

D.O.D 18/11 14/11

21/11

20/11 D.T.S.R.

D.C.N.S

Con Rec

Pls attach report from "Lismore" re above X

J.W 17/11

18/11 N.M. 19/11

Report marked to DTSR (2026/14/NS3S) on 23/11 J.W

HN.

NS

AUSTRALIAN WAR MEMORIAL RCDIG1073335

RECEIVED
6 NOV 1944
NAVY DEPARTMENT

DEPT. OF NAVY
SECRET
2026-7-1225.

From.....Commanding Officer, H.M.A.S. "Lismore".

Date.....11th September, 1944.

To.....A.C.N.B., (R) Capt. A-B-C-E-F.

Subject.....Monthly report of proceedingsnof H.M.A.S. "Lismore" for the month of July, 1944 in accordance with C.N.O.97/43.

Checked for Indexing

Submitted:-

HN

July 3rd. At Port Elizabeth, South Africa, flashed boilers at 0810 and commenced to warm engines for trials at 2359.
July 4th. At 0100 commenced to turn main engines, at 0809 slipped and proceeded to sea for engine trials and compass adjusting. Compasses completed at 1100, commenced engine trials under the supervision of Lieut. Commander Burgess, A.E.O. Ship's Engineer Officer ashore under medical attention, injury received to third finger whilst feeling round, just after slipping. Trials most unsatisfactory, maximum revs. 120, returned to port at A.E.O's request.
July 5th. Sailed independently for Durban at 1700.
July 6th. On passage.
July 7th. Arrived in Durban 1450 and secured alongside Manchester City at T. jetty.
July 8th. 0846, slipped from Manchester City and proceeded to dry dock, at 0916 secured in drydock. P.M. commenced scraping and painting ship's bottom and overhauling Asdic dome.
July 9th. In drydock. Gunnery parties and A/S ratings with officers ashore on exercise.
July 10th. In drydock. Gunnery parties and A/S ratings with officers ashore on exercises.
July 11th. In drydock.
July 12th. Left drydock at 12.45 and proceeded to Maydon wharf. Secured at 1347.
July 13th. Fueled and watered.
July 14th. Slipped at 1209 and proceeded to Island View for potting. Potting completed and proceeded to T. Jetty at 1430. Secured at 1455.
July 15th. At 0806nslipped and proceeded to sea for A/S exercise with submarine "Osis" Returned to port and s ecured alongside T. jetty at 1710
July 16th. Alongside T. jetty.
July 17th. nAlongside T. jetty.
July 18th. Alongside T. jetty. Provisioned ship. Every opportunity and available moment was utilised by the Engineer Officer and ship's staff to overha ul Main Engines.
July 19th. A t 0700 slipped and proceeded to Compass swinging buoy for compass adjusting. Compass adjusting completed at 1036, slipped from buoy and proceeded to sea. Escort for C.M.56 bound for Kilindini. Escorts were H.M.S. "Banff" S.O.E., H.M.S. "Rockrose", and H.M.A.S. "Lismore". Convoy consisted of the following ships:- "Sontay", "Selandia" and "Empire Woodlark". At 1220 convoy formed up and proceeded on passage.
July 20th. ?At 0111 torpedo sighted port bow, action stations closed up. See report attached for further details. This report has previously been rendered to A.B.C.E.F.
July 21st. Continued hunt for submarine, at 1027 ceased hunting and proceeded with H.M.S. "Banff" to rejoin Convoy. At 1625 detached from "Banff" to proceed independ[illegible] to Kilindini in execution of orders received by signal from C-in-C S.A.
July 22nd, 23rd, 24th, 25th and 26th. On passage, no incedents to report.
July 27th. Entered Kilindind boom at 0722 and secured to buoy at 0752. Shifted ship for fueling at 1145. Secured alongside tanker "Gold Ranger" at 1215. Fueling completed at 1600, returned to buoy and reverted to 4 hours notice.
July 28th and 29th. At buoy, A/S party landed for exercise and instructio Ship's staff overhauling main engines.
July 30th. Slipped at 0553 and proceeded to sea as Escort to convoy C.M. 56. Escorts were H.M.S. "Lulworth", SOE, H.M.S. "Banff", Fishguard, Rockrose and Lismore. The convoy comprised the following ships:- Sontay, Salween Kutsang and Selandia.
July 31st. On passage.

Report registered on 2026/7/535
TDTSA

AUSTRALIAN WAR MEMORIAL RCDIG1073335

Conduct of ship's company for the month of July, 1944.

With the exception of one warrant, conduct of ship's companyfor this month was satisfa ctory.

Warrant No. 9, dated 8th July, 1944 for confinement in a cell Mervyn Harold Eagle, Stoker 1, O/N S.4638. Punishment awarded 14 days cells, first three days low diet.

Medical report on ship's company for the month of July, 1944.

The health of the ship's company for this month was far below average there being 8 cases discharged to hospital. Three(3) of these being Venereal Disease. There has been no outbreak of coughs and colds during this month.

Steaming report for the month of July, 1944.

Ship commissioned 25th January, 1941.

Total hours steaming to 31st July, 12,807 46/60 hours.
Total miles travelled to 31st July, 135,579.4 miles.
Hours steaming for the month of July. 278 32/60 hours.
Miles travelled for the month of July. 3,002.3 miles.
Average distance per ton of fuel for July 16.8 miles.
Total distance at average speed of 10.58 knots.

.....
Lieutenant R.A.N.R.(s)
Commanding Officer

AUSTRALIAN WAR MEMORIAL RCDIG1073335

Secret.

From: Commanding Officer, H.M.A.S. Lismore.

Date: 23rd. December 1942.

To: The Flag Officer, Ceylon.

Subject: Convoy B.M.35

Submitted in accordance with E.I.E.G. article 203, and C.B.04024 (41) article III.

1. Convoy B.M.35 sailed from Bombay at 0830 (FG) 18th December 1942, escorted by H.M.A.S. Lismore.

2. H.M.S. Okapi joined convoy at 1230 (FG) 21st December and was stationed on the starboard side of the convoy, Lismore moving out to port.

3. S/S Singu joined convoy at 1400 (FG) 22nd December, and ships for Trincomalee were detached at 1412 (FG) escorted by Okapi.

4. Station keeping was good throughout, and the convoy arrived at Colombo at 1700 (FG) 22nd December.

(Sgd) Crawford.

Lieutenant Commander R.A.N.R.

Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

580/201/229

Extracted from Admiralty File M.01247/43.

Convoy B.P.61 H.M.A.S. LISMORE.
Report of Proceedings 4 - 9 December 1942.

From C.O. H.M.A.S. LISMORE.

Date 10 December 1942.

To Flag Officer, Ceylon.

Subject. Convoy B.P.61.

Convoy sailed from Bombay at 0800 (F.G.) 4th December escorted by H.M.A.S. LISMORE and H.M.I.S. MADRAS on starboard and port sides respectively.

2. Voyage was without incident. Station keeping good throughout as was manoeuvring.

3. Ships for Karachi were detached at 1145 (E.F.) 6th December and convoy dispersed off Quoin Id. at 0730 (D) 9th Dec.

Ships in Convoy: MARIT
ROHNA - (Vice Commodre)
Dilwara - (Commodore)
BRITISH COMMODORE
VANCOUVER CITY
JALAMCHAN
LANCASHIRE

Captain A.F. Lucas.
KONGSDAL
HUNAN
CLEODORA
HAVKONG
YANKEE ARROW.

S.H. Crawford
Lt. Cdr. R.A.N.R(S)
COMMANDING OFFICER.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

580/201/229

COPY

SECRET

RESTRICTED

FROM.....COMMANDING OFFICER, H.M.A.S. LISMORE.

DATE.....17th OCTOBER 1942.

TO.....THE FLAG OFFICER, CEYLON.

SUBJECT.....CONVOY B.M.29.

275

33

Submitted in accordance with E.I.E.G. art. 203 and C.B. 04024(40) art. 145.

(a) B.M.29, consisting of following ships "Maharaja", "Singu", "Kutsang", "Taiping Yang"

(b) (1) 1700 FG 13th October 1942.
(2) 9.5 Knots.
(3) Fresh W.S.W. winds, rough head sea, showery weather.
(4) S.S. "Taiping Yang" detached at 2000 FG 15th. October. At 0745 FG 16th. "Kutsang" and "Maharaja" were detached under "Marguerite" to allow them to reach destination in daylight as "Singu" was unable to maintain speed of convoy in her deep-loaded condition, owing to short heavy head sea (My 0145z/16 refers)
(c) H.M.A.S. "Lismore" and H.M.S. "Marguerite" on starboard and port side of convoy respectively.
(d) Nil.

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

II.

No. 290/C.956/4.
THE SECRETARY OF THE ADMIRALTY.
(Copy to:-
Commander-in-Chief, Eastern Fleet).

Forwarded.

(Sgd.) .....
REAR ADMIRAL.
FLAG OFFICER, CEYLON.

H.M.Naval Office, Colombo.
3rd November, 1942.

√

AUSTRALIAN WAR MEMORIAL RCDIG1073335

DEFENCE
580/201/229
NAVY

COMMONWEALTH OF AUSTRALIA

AUSTRALIA HOUSE
STRAND · LONDON
W.C.2

PLEASE REPLY TO
THE OFFICIAL SECRETARY
AND QUOTE

TELEGRAPHIC ADDRESS:
~~XXXXX~~ CROTONATE, ESTRAND, LONDON
Navreptive
TELEPHONE: TEMPLE BAR 1567

RECEIVED
10 SEP 1946
DESPATCH

file
DN!
(NHRO)
9/9/46

608/1/5/5149.

27th August, 1946.

BY AIR MAIL

The Secretary,
NAVAL BOARD,
Melbourne.

Admiralty Records for Official Historian

Reference your N.L.1192 of 9th August, enclosing lists of ships and dates for which Letters of Proceedings are required for use by the Official Historian, I send herewith the first batch of copies extracted from Admiralty Records in respect to :

Ship	Convoy	Date	Documents
HMAS LISMORE	B.P.44	21.5.42.	L. of P.
Ships in convoy	B.P.11	6.8.41.	Convoy Form A.1.
HMS KANIMBLA	B.P.11	6.8.41.	L. of P.
HMAS LISMORE	B.P.61	4.12.42.	L. of P.
HMAS GERALDTON	B.P.63	15.12.42.	Convoy Form D.

2. Where Letters of Proceedings are not available or do not appear in the relevant files, copies of Convoy Form D and/or other relevant documents are being forwarded, as and when they become available at the Admiralty Records Branch.

NAVAL LIAISON OFFICER.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

580/201/229

~~SECRET~~ RESTRICTED Copy extracted from Adm.File M09380/42

From Commdg. Officer H.M.A.S.Lismore

Date..... 27 May, I942

To..... Commander-in-Chief, East Indies.

Subject...Convoy B.P. 44

Report of Proceedings from 2I May I942.
Submitted in accordance with E.I.E.G. Art. 203 nd C.B.04024 (40)

(a) B.P.44 consisted of follwing transports;"Cap St Jacques"; "Dilwara";(Basra)"Khedive Ismail" (Karachi) sailed from Bombay;

(b) 0I00Z 2I May, I942

(c) 8 5 knots

(d) Fresh to strong S W winds;rough sea; fine weather.

(e) "Cap St Jacques unable to maintain speed of convoy(I0)knots owing to boiler trouble. "Dilwara" was therefore sailed independent-ly from Position 23 N 65 I3 E, and "Lismore" continued with "Cap St Jacques" to position 23 46 N 6I 20 E.
"Khedive Ismail" was detached from convoy as arranged, and proceeded to Karachi

(f) H.M.A.S.Lismore disposed as most advantageous

(g) Nil

(signed) S.H.Crawford
Lt Cdr R.A.N.R.(S)
Commdg officer

AUSTRALIAN WAR MEMORIAL RCDIG1073335

580/201/229

Adm. File M/017995/41

Convoy Form Al. Ships in Convoy BP 11

Commodore - Master of NEVASA

Vice Commodore - Master of EKMA

EKMA	NEVASA	ETHIOPIA
ISLAMI	EL MEDINA	EGRA

AUSTRALIAN WAR MEMORIAL RCDIG1073335

COPY

580/201/229

FROM.....COMMANDING OFFICER, H.M.A.S. LISMORE.

DATE.....9th MAY, 1942.

TO.....THE COMMANDER-IN-CHIEF, EAST INDIES.

SUBJECT.....COMBINED CONVOYS B.A. 22 and B.P. 41.

145

41

Submitted in accordance with E.I.E.G. Art. 203, and C.B. 04024(40) Art. 145.

(a) B.A. 22 and B.P.41 consisting of the following transports. "Varela", "Devonshire", "El Medina".

(b) (1) 0930z 7th May 1942.
(2) 10.5 Knots.
(3) Moderate W.N.W. winds, fine weather.
(4) Nil.

(c) H.M.A.S. "Lismore", starboard beam of convoy - 2000 yards.
H.M.I.S. "Dipavati", port beam of convoy - 2000 yards.

(d) Nil.

(Sgd.) S.H. CRAWFORD

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

Commanding Officer.

II
650/E.I.2631
SECRETARY OF THE ADMIRALTY.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

COPY

580/201/229

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(a) B.A. 22 and B.P.41 consisting of the following transports. "Varela", "Devonshire", "El Medina".

(b) (1) 0930z 7th. May 1942.
(2) 10.5 Knots.
(3) Moderate W.H.W. winds, fine weather.
(4) Nil.

(c) H.M.A.S. "Lismore", starboard beam of convoy - 2000 yards.
H.M.I.S. "Dipavati" , port beam of convoy - 2000 yards.

(d) Nil

(Sgd.) S.H. Crawford
Lieut. Cdr. R.A.N.R.(S)
Commanding Officer.

II
650/E.I.2631
SECRETARY OF THE ADMIRALTY.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

C O P Y

580/201/229

FROM.....COMMANDING OFFICER, H.M.A.S. LISMORE.

DATE.....29th APRIL 1942.

TO.....THE COMMANDER-IN-CHIEF, EAST INDIES.

SUBJECT.....CONVOY MB2. SECOND PART.

145

36

Submitted in accordance with E.I.E.G. art. 203 and C.B. 04024 (40) art. 145.

(a) MB 2

(b) (1) 0700z/21st April 1942.

(2) 8 knots after parting company with "Falmouth" and first part of convoy.

(3) Light S.W. winds, fine weather.

(4) Dutch S/S "Van Outhoorn" proved a very erratic station-keeper probably due to inexperience. S/S. "Van Outhoorn" and H.M. Trawlers "Atmosphere" and "Billow" were detached from convoy at 0105z/26 a t S.C. 4 buoy, Bombay channel.

S/S "Valdemosa" developed defect in circulating pump at 0230z/27th April, causing a reduction in speed to 5 knots while repairs were attempted. These were completed by 0730z but proved unsuccessful as did a further attempt P.M. the day. "Valdemosa" was then reduced to 7½ knots with further frequent reductions. Escort was consequently extended to Lat. 23N. Long. 62E. in accordance with your signal T.O.O. 0247z/28.

S/S "Steua Romana" was detached at 0400z/27, and proceeded to destination independently.

(c) One escort vessel disposed as most advantageous.

(d) Nil.

(Sgd.) S.H. Crawford

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

Commanding Officer.

II.
648/E.I.2631.
SECRETARY OF THE ADMIRALTY.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

COPY

580/201/229

RESTRICTED

SECRET

FROM.....COMMANDING OFFICER, H.M.A.S. LISMORE

DATE.....2nd MARCH 1943

TO.....ADMIRALTY
Copies to:- C-in-C Eastern Fleet
Flag Officer, Ceylon

447
23

CONVOY M.B.26

Submitted in accordance with C.B. 04024(41), art. III.

Convoy M.B.26, consisting of S.S. Athelmonarch (Commodore) and R.F.A. Cedardale, sailed from Colombo at 1800 FG/ 25th February 1943, and arrived at Bombay at 1100 FG/ 2nd March 1943.

The intended convoy speed of 6 knots was exceeded throughout, and the convoy arrived at its destination 44 hours early.

At 0432/ 28th. February, in position 12 degrees 04 minutes North, 74 degrees 48 minutes East, a contact was made bearing 250 degrees range 2500 yards. Contact was firm with an extent of 10 degrees and stationary, no doppler or hydrophone effect being discernible. At 0439 a depth-charge was dropped directly over the contact, depth setting 150 feet. As it was considered very "doubtful", contact was regained and more closely investigated and was decided to be "non-sub". "Lismore" then rejoined the convoy, which had turned away when contact was first made.

H.M.A.S. Lismore was the only escort.

(Sgd.) .....

Lieutenant R.A.N.R.(S)

Commanding Officer

II.

No. 518/C.956.
THE SECRETARY OF THE ADMIRALTY.
(Copy to:- Commander-in-Chief, Eastern Fleet).

Forwarded.

(Sgd.) .....

for REAR ADMIRAL.
FLAG OFFICER, CEYLON.

H.M. Naval Office, Colombo.
14th March 1943.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

COPY

580/201/229

RESTRICTED

SECRET.

FROM.....COMMANDING OFFICER, H.M.A.S. LISMORE .

DATE.....10th MARCH 1943.

TO.....ADMIRALTY
Copies to:- C-in-C Eastern Fleet
Flag Officer, Ceylon

CONVOY B M 44

457
8

Submitted in accordance with C.B. 04024(41) art. III.

Convoy B M 44, consisting of the following ships :-

"Abel Stearns"
"British Sincerity" (Commodore)
"Erling Brovig"
"Yenang Yaung"
"Jefferson Davis".

sailed from Bombay at 1000 FG/ 5th. March 1943, speed of advance II knots.

Convoy arrived at Colombo at 0900 FG/ 9th March, without incident.

The Escort consisted of H.M.A.S. "Lismore".

At 0400 FG/ 6th March, detached S.S. "Yenang Yaung" in position 16 degrees 02 minutes North 73 degrees 01 minutes East, to proceed independently in accordance with previous orders.

(Sgd.) .....

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

II.

No.533/C/956/4.
SECRETARY OF THE ADMIRALTY.
(Copy to :-
Commander-in-Chief, Eastern Fleet).

Forwarded.

(Sgd.) .....
for REAR ADMIRAL
FLAG OFFICER, CEYLON.

H.M. Naval Office, Colombo.
25th March, 1943.

√

AUSTRALIAN WAR MEMORIAL RCDIG1073335

580/201/229

COPY

SECRET

RESTRICTED

FROM. THE COMMANDING OFFICER, H.M.A.S. "LISMORE".
DATE 9th January, 1942.
TO. THE FLAG OFFICER, CEYLON.

SUBJECT. CONVOY B.M. 36 (COLOMBO - CALCUTTA.)

Submitted in accordance with E.I.E.G. art. 203 and C.B. 04024 (41) art. 111.

H.M.A.S. "LISMORE" relieved H.M.S. "Scout" and "Aster" at 0800 F.G. 3rd January and with H.M.I.S. "Konkan" proceeded with Calcutta portion of convoy B.M. 36 stationed on Starboard and Port sides of convoy respectively.

H.M.I.S."Konkan" was detached p.m. 4th to proceed to Madras to refuel and rejoined 0700 F.G. 7th.

Convoy arrived at Western Channel Lightvessel at 1550 F.G. 8th January being 28 hours early owing to favourable weather and an adverse current which had been anticipated not being experienced northward of Madras. Station keeping, smoke control and general convoy work was good throughout voyage. Voyage was without incident.

(Sgd.) S.H. CRAWFORD.

389
14

Lt. Com. R.A.N.R.
Commanding Officer.

II

No. 443/C.956.
THE SECRETARY OF THE ADMIRALTY.
(Copy to:-
Commander-in-Chief, Eastern Fleet).

Forwarded.

(Sgd.) .....

for REAR ADMIRAL.
FLAG OFFICER, CEYLON.

H.M. Naval Office, Colombo.
27th January 1943.

AUSTRALIAN WAR MEMORIAL RCDIG1073335

COPY.

M. Kelly
25.5.65

~~SECRET.~~ RESTRICTED

From: Commanding Officer, H.M.A.S. LISMORE.

DATE: 17th December 1942.

TO: The Flag Officer, Ceylon.

Subject: Combined Convoy P.A.14 and P.B.16.

Submitted in accordance with E.I.E.G. Art.203 and C.B. 04024 (41) Art.III.

Combined Convoy P.A.14, P.B.16 sailed from Bandar Abbas at 0930(D) 10th December escorted by H.M.A.Ss. Lismore and Bathurst and H.M.I.S. Madras, disposed ahead and on starboard and port sides of convoy respectively.

2. P.A.14 escorted by H.M.A.S. Bathurst parted company at 0645(DE) 12th December, Lismore then took up station on starboard side of convoy.

3. At 0715(DE) 12th British, ex Danish, cable "Store Nordiske" was met on passage to Bombay and invited to join convoy. This was accepted.

4. At 1240(DE) 12th ships for South and East African ports parted company and proceeded independently.

5. At 1730(E) ships for Karachi left the convoy and proceeded independently.

6. The voyage was without incident. Station-keeping and manoeuvring was fair, improving aftet the first 48 hours. Fine weather was experienced throughout, and convoy arrived ....

File ends thus
SR

AUSTRALIAN WAR MEMORIAL RCDIG1073335