

**AWM78**

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

**AWM78 Class 213 - HMAS MACQUARIE**

**File number:** AWM78 213/3

**Title:** AWM78 213/3 - February-December  
1946. Duplicate



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AUSTRALIAN ARCHIVES  
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REPORT OF PROCEEDINGS

H.M.A.S. "MACQUARIE"

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 12-13.

Reviewer: LCDR R. L. Smith (RANEM)

Signature: [Signature] Date: 1 Nov 90



## Commonwealth of Australia.

Department of The Navy.

*Duplicate*

ENCLOSURE No. 8 TO AF. 66/1140/38

## Royal Australian Navy.

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

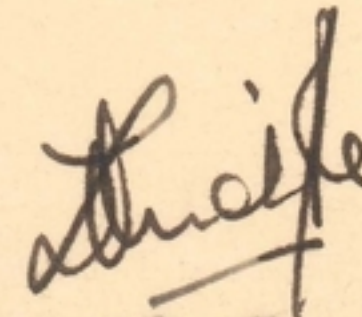
Date 19th. December 1946. Reference No. 1193/M2

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

Subject REPORT OF PROCEEDINGS- 1st. December-19th. December 1946.

The following Report of Proceedings is submitted for the information of the Naval Board.

2. During the period 1st. to the 19th., ship was preparing to pay off into "E" Class Reserve. On the 19th., H.M.A.S. "MACQUARIE" paid off, and Captain A.S. Rosenthal D.S.O., R.A.N. inspected the ship and accepted her into reserve.
3. On the 3rd. Lieutenant Commander L.M. Hinchliffe D.S.C. R.A.N. was temporarily appointed away from the ship to take charge of "CUIGOA" on her trials. This duty was completed on the 12th. These trials also absorbed 32 of "MACQUARIE's" ship's company as no other hands were available.
4. The conduct of the ship's company during this period was satisfactory.
5. The health of the ship's company was satisfactory, four cases of V.D. were discharged ashore for treatment.
6. The condition of the ship is satisfactory. The Engine-room personnel are being retained for two months to complete the preparation for reserve.



Lieutenant Commander R.A.N.  
COMMANDING OFFICER

*Duplicate*



APPENDIX (C.N.O. 266/46)

(a)	Distance Steamed	NIL
(b)	Hours under way	NIL
(c)	Miles per ton	---
(d)	Total distance steamed	20074.4 Miles
(e)	Total hours under way	1965 52/60 hours.



Commonwealth of Australia.  
Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. "MACQUARIE".  
Date 5th December, 1946. Reference No. 1146/M2.  
To The Secretary, Naval Board, Navy Office, Melbourne.  
Subject REPORT OF PROCEEDINGS - NOVEMBER, 1946.

The following Report of Proceedings is submitted for the information of the Naval Board.

- 2. During the month the ship remained alongside Nelson Pier at Williamstown, preparing to Pay Off into "E" Class reserve.
- 3. The health and conduct of the Ship's Company has been satisfactory.
- 4. The condition of the ship is satisfactory.

*[Signature]*  
Lieutenant Commander, R.A.N.  
COMMANDING OFFICER.



APPENDIX. (C.N.O. 266/46).

(a)	Distance Steamed.	NIL.
(b)	Hours under way.	NIL.
(c)	Miles per ton.	-----
(d)	Total Distance Steamed.	20074.4 miles.
(e)	Total Hours under way.	1965 52/60.hours.



ENCLOSURE No. 9 To A.F. 2256/120/38.

Commonwealth of Australia.

St 0836

Department of the Navy.

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. "MADAGASCAR"  
Date 3rd November, 1946. Reference No. 998/M2  
To THE SECRETARY NAVAL BOARD.  
Subject REPORT OF PROCEEDINGS - October, 1946.

The following Report of Proceedings is submitted for the information of the Naval Board.

2. From 1st till 3rd, ship remained in Darwin, departing at 1030 IK on 3rd in accordance with NOIC Darwin's DTG 020150Z. Thursday Island Harbour was reached at 0740Z on 6th. H.M.A. Ships "MANUORA" and "WILCANNIA" were both spoken on night of 3rd/4th.
3. At Thursday Island, the Coal Hulk "APA" was brought alongside for taking in tow. This proved most difficult in the tideway until a further reason was discovered - APA was anchored by a 5 ton concrete lump. The shore oil fuel installation was inspected, handed over to the caretakers and one Stoker Petty Officer embarked. H.M.A.S. "CONDAMINE" arrived at 1600Z with some mail and stores for this ship, departing at 0600Z on the 7th.
4. During the forenoon, of 7th, the five ton clump was towed clear of the fairway, and buoyed in position 072 degrees 2500 feet from Outer Leading Beacon on Thursday Island Jetty. At 1135Z, ship departed from Thursday Island Harbour, with tow. Unfortunately both condensers became choked with weed, and ship was anchored off GOODS ISLAND until condensers were cleared. CAIRNS was reached at 1635Z on the 10th.
5. APA was turned over to the Sub-Collector of Customs at Cairns on the 11th, and ship departed at 1700Z for Townsville, arriving there at 0840Z on the 12th. RAAF Lighter 06-13 was brought alongside at 1100Z and prepared for tow to Sydney.
6. Ship departed Townsville with 06-13 in tow at 0800 on 13th. At 0855Z on the 17th I put into Byron Bay to adjust the tow. The weather was at this time very bad. Whilst at anchor POLICE DTG 170045Z was received. Ship proceeded at 1254Z. The sea was such that with revolutions for 13 knots the speed of advance was at times only 9 knots. "BARBE" was sighted at 1830Z but CCAS DTG 170615Z had just been received. Accordingly I returned to Byron Bay at 0600Z and resumed tow of 06-13, Sydney being reached at 1705Z on 20th.



7. 06-13 was turned over to Dockyard on 21st, and two sets of Squid Gear were embarked on the Quarterdeck for freighting to Williamstown.
8. On the 22nd The Commodore Commanding H.M.A. Squadron inspected the ship, the inspection being a walk round. CCAS DTC 220225Z was received during the afternoon.
9. 4" Ammunition was disembarked and some 4.7" Ammunition was embarked for Melbourne on the 23rd. Ship departed Sydney for Williamstown on 24th, arriving there at 0950 on 27th. Again the passage was in heavy weather.
10. From 27th till the 31st ship remained at Williamstown preparing to pay off into B Class reserve.
11. The health and conduct of the Ship's Company has been satisfactory. Excellent fresh vegetables were obtained at Cairns, and the Milk Bars ashore did quite well. As many ratings as possible have been dispatched on long leave.
12. The condition of the ship is satisfactory internally, but on account of the heavy weather experienced almost continuously between Thursday Island and Williamstown, the external appearance is not all that can be desired. The main propelling machinery has performed satisfactorily.
13. Economical speed was exceeded twice during the month. Once when proceeding to H.M.A.S. "WARRE" by one knot for four hours, and again when passing through Port Phillip Entrance by  $5\frac{1}{2}$  knots for 25 minutes.

*Sturiffe*

COMMANDING OFFICER.



APPENDIX (C.N.O. 266/46)

14.	(a)	Distance Steamed	3212.6 miles.
	(b)	Hours underway	411 9/60 hours.
	(c)	Miles per ton	7.0 miles.
	(d)	Distance Steamed	20,074.4 miles.
	(e)	Hours underway	1,965 52/60 hours.



TO MACQUARIE

FROM H.O.I.C. DARWIN

UNCLASSIFIED

SAIL AT 1030 IK. 3rd. OCTOBER FOR SYDNEY VIA THURSDAY ISLAND AND CAIRNS.

(2) RENDEZVOUS AT THURSDAY ISLAND WITH "CONDAMINE" AND TURN OVER YOUR DUTIES

(3) TAKE COAL HULK A.P.A. IN TOW TO CAIRNS. ACNB's 240051 PARA 5 REFERS. ON ARRIVAL CAIRNS TURN A.P.A. OVER TO THE ADELAIDE STEAMSHIP COY. REPRESENTATIVE. SUB-COLLECTOR OF CUSTOMS AT CAIRNS HAS BEEN ASKED TO ACT AS THE NAVY'S REPRESENTATIVE. ACNB's 010341 ATTACHED REFERS.

(4) GUARD BELLS. S.O.P. SETTING WATCH FOUR HOURS PRIOR TO SAILING.

(5) ACKNOWLEDGE.

//020150Z

DIST COMDR. SEC. S.O.O. S.O.C. SHIP'S OFFICE. H.A.A. MACQUARIE LOG.

HAND P.L. T.O.D. IN TRANSIT A.R. 2/10/46

IMMEDIATE

MACQUARIE (R) MURCHISON  
FOICS ACNB  
NOIC BRISBANE

CCAS

FOIC SYDNEY 170613 X RETURN TO BYRON BAY FOR LIGHTER AND ACT IN ACCORDANCE WITH PREVIOUS INSTRUCTIONS FOR PASSAGE TO SYDNEY.

//170615

TOR 17 0707Z

AKP

BL744

IMMEDIATE

CCAS (R) MACQUARIE MURCHISON ACNB  
NOIC BRISBANE WAREE

FROM FOICS

REQUEST MACQUARIE AT BYRON BAY ANCHOR TOW AND PROCEED TO ASSISTANCE OF WAREE X WAREE POSITION AT 1000K 17th IS FIVE MILES SOUTH OF WOODK-BLUFF LAT 29 DEGS 21 POINT 5 SOUTH 153 DEGS 23 POINT 5 EAST X WAREE GUARDING BELLS SOP

//170045Z

TOR 0122

EGS

17/10

MACQUARIE (R) SO 1st FF

FROM CCAS

I WAS SORRY THAT YOUR PREPARATIONS FOR PAYING OFF PREVENTED ME FROM CARRYING OUT A FULL INSPECTION TO-DAY. I SAW ENOUGH HOWEVER TO CONFIRM THAT MACQUARIE HAS BEEN A CLEAN AND SMART SHIP. YOU AND YOUR OFFICERS AND SHIPS COMPANY WILL PAY OFF WITH A SATISFACTORY FEELING OF A JOB WELL DONE IN THE H.B.I. AND ON PASSAGE. GOOD LUCK TO YOU ALL.

//220225Z

SEM

P.L.

0325Z

22/10



ENCLOSURE No. 5 To A.F. 21/10/46/38.

St 6339

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy. *sup*

From..... THE COMMANDING OFFICER..... H.M.A.S. "MACQUARIE"  
Date..... 2nd October, 1946..... Reference No..... 778/M2  
To..... THE SECRETARY OF NAVAL BOARD.  
Subject..... REPORT OF PROCEEDINGS - September, 1946.

The following Report of Proceedings is submitted for the information of the Naval Board.

2. From 1st until 5th Ship was at sea. DARWIN was reached at 1000 IK on 5th, remaining there until the 14th, proceeding at 0730 IK in accordance with NOIC DARWIN's D.T.G. 120147Z and ACNB's D.T.G. 090947Z, and returning to DARWIN at 1500 IK on 22nd. The result of this operation has been reported to NOIC DARWIN in my letter. (Copy not attached)
3. At 2000 IK on 22nd Ship proceeded to CAPE DON to take MSL 708 in tow. MSL 708 was taken in tow at 1030 IK on 23rd and Ship reached DARWIN with the tow at 2220 IK.
4. N.R.P. "BARTOLOMEU DIAS" arrived DARWIN at 1230 IK on 24th. As no pilot was available I carried out the duties. The Ship was very clean and Officers and Men were smartly and cleanly dressed. It was something of a novelty to see teak decks in small ships again.
5. At 2000 IK on 27th Ship proceeded to SNAKE BAY in accordance with NOIC DARWIN's D.T.G. 270055Z returning to DARWIN at 0915 IK on 30th. Reasonable anchorage was obtained in position  $11^{\circ} 22'.8S$   $130^{\circ} 41'.4E$  in five fathoms. Boat work in this bay was unpleasant on account of the tidal stream, the sand bars and N.E. winds.
6. The conduct of the Ship's Company during the month has been most satisfactory. Recreation leave was given whenever possible. The cinema facilities available in DARWIN have been of considerable value to the Ship's Company. Morale remains good.
7. The health of the Ship's Company has been satisfactory. The return to fresh vegetables and meat has helped considerably to cut down the time to heal a number of cuts and scrapes. One case of venereal disease was landed at DARWIN.



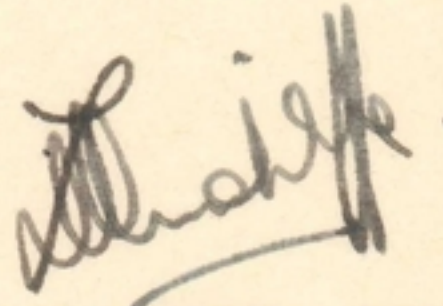
8. The condition of the Ship is satisfactory. Scaling of the forecastle and quarter deck continues. Main and auxiliary machinery has performed satisfactorily. Interim repairs to the steam generators have been carried out.

9. Monthly Figures.

Distance Steamed	2580.1 miles
Hours under way	257 hours
Miles per ton	7.95 miles

Total Figures since Commissioning - 7th December, 1945.

Distance Steamed	17,861 miles
Hours under way	1554 43/60 hours
Average Speed	11.49 knots.

  
COMMANDING OFFICER.



TO: NOIC DARWIN (R) MELVILLE

FROM: ACNB

...UNCLASSIFIED...

ONE LST WILL ARRIVE DARWIN AREA AT END OF SEPTEMBER TO EVACUATE RAAF RADAR STATIONS. IT IS REQUESTED THAT YOU WILL ARRANGE FOR AN OFFICER TO VISIT PLACES CONCERNED AND SELECT SUITABLE BEACHING POINTS FOR THE LST.

(2) SHIP MAIN DIMENSIONS ARE AS FOLLOWS. LENGTH 360 FEET. DRAFT FORWARD 4 FEET 6 INCHES, AFT 12 FEET. UNDERWATER GRADIENT CLOSE OFF SHORE OF ONE IN TEN OR BETTER AND GOOD APPROACHES FOR A STRAIGHT RUN TO BEACH FOR HALF A MILE SHOULD BE SOUGHT.

// 090947Z

CMDR : SEC : SOO : SOC : SOI : LOG

TT PL 015D TOR 1242Z TGB 9/9/46

to; MACQUARIE FROM: NOIC DARWIN

...UNCLASSIFIED...

PROCEED AT 0730 IK 14th. SEPTEMBER FOR CHAMPAGNY, SIR GRAHAM MOORE, AND CAPE FOURCROY AND INVESTIGATE AND REPORT ON SUITABLE BEACHING POINTS FOR AN LST ACNB's 090947 (COPY ATTACHED) REFERS.

- (2) GUARD BELLS CONTINUOUSLY.
- (3) PRIOR TO SAILING REPORT SOA, ETA CHAMPAGNY AND LATEST NAVIGATIONAL MESSAGES HELD.
- (4) ACKNOWLEDGE.

//120147Z

REF. LST ARRIVING END OF SEPTEMBER TO EVACUATE 3 RAAF RADAR STATIONS.

CMDR: SEC: SOO (0): LOG

HAND P.L. IN TRANSIT NE 12/9/46

TO: MACQUARIE

FROM: NOIC DARWIN

...IMPORTANT...

...UNCLASSIFIED...

SAIL AT 2000 IK TODAY FRIDAY FOR SNAKE BAY.

- (2) GUARD BELLS CONTINUOUSLY SETTING WATCH FOUR HOURS PRIOR TO SAILING
- (3) RETURN TO DARWIN 0800 IK MONDAY 30th SEPTEMBER.
- (4) ONE P/O 21 SEAMEN AND 2 TELEGRAPHISTS WILL JOIN AT 1800 FOR TRAINING
- (5) ACKNOWLEDGE

// 270055Z

CMDR : SEC : SOO(0): SOC : SOI : LOG

HAND PL IN TRANSIT TGB 27/9/46.



ENCLOSURE No. 3 TO A.F. 2077/11/10/38.

589/202/448  
SI 6338

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

Duplicate

From THE COMMANDING OFFICER, H.M.A.S. "MACQUARIE"  
Date 1st September, 1946. Reference No. 649/M2.  
To THE SECRETARY NAVAL BOARD.  
Subject REPORT OF PROCEEDINGS - August, 1946.

The following report of Proceedings is submitted for the information of the Naval Board.

2. Ship departed from EMMA HAVEN at 0730 G.H. on the 1st, to carry out the second phase of A.C.N.B. D.T.G. 291030Z May, NOIC BATAVIA's DTG 220935Z July and D.T.G. 260505Z July, returning to EMMA HAVEN at 1735 G.H. on the 12th.

3. The "line" was crossed for the first time at 1100 G.H. on the 6th, the Traditional Ceremony being carried out early in the afternoon.

4. An accident ashore in which Lieutenant W.L.GAY. R.A.N. was involved, occurred early A.M. on the 14th. This accident is the subject of a separate report.

5. At approximately 0150 G.H. on the 15th, I was returning from PADANG ARRA Headquarters in an armoured carrier when we were ambushed. Bullets, bombs and grenades flew and lasted for about 250 yards. There were no casualties to our party. This was the second time in 24 hours that I had been fired upon. These occurrences are not unusual on this road.

6. Ship departed from EMMA HAVEN at 1000 G.H. on the 15th to complete the purport of A.C.N.B.'s D.T.G. 291030Z May, securing at TANJONG PRIOK at 0915 G.H. on the 20th. This operation is the subject of a separate report.

7. Lieutenant I.S.GIBB, Captain T.M.B.WILLIAMS and Mr. LYE and the Platoon of Seaforth Highlanders disembarked on 20th. All had rendered very good service and the conduct of the Seaforths was exemplary. I presented a Commonwealth Ensign to the Seaforths as a token of appreciation and it has since been learned that this Ensign has been forwarded to their Home Depot. Early last century, the Seaforths were at sea in this area with the Royal Navy.



7. Continued.

The Commonwealth Ensign flown during the operation mentioned in Paragraph 6 was presented to the Australian Political Representative BATAVIA, Mr. BALLARD, for use on ceremonial occasions.

Both these presentations were very much appreciated.

8. Ship departed from TANJONG PRIOK and proceeded for DARWIN at 1110 G.H. on 30th in accordance with AFNEI D.T.G. 290855Z and NOIC BATAVIA's D.T.G. 290903Z. At 2359 G.H. on 31st "MACQUARIE" was still at sea being in position 6° 32'S 113° 37'E.

9. Before departing from TANJONG PRIOK farewell calls were paid on all necessary authorities. NOIC BATAVIA came on board and congratulated all on the recent period under his control. After departure NOIC BATAVIA's T.O.R. 1117 G.H. was received. ? No DTG.

10. The general health of the Ship's Company during the month has been satisfactory. On account of lack of fresh meat and provisions, cuts etc., have been taking much longer to heal than normal. Some cases of dengue fever and suspected malaria have occurred. One rating Able Seaman J. RODGERS, O/N PM7388, was discharged to No. 67 Indian General Hospital on 29th August and placed on dangerously ill list. My D.T.G. 300240Z and 67 I.G.H. D.T.G. 292215 G.H. refer.

Some of the areas visited during the recent operation were highly malarious and fever ridden and mosquitoes were prevalent even in daylight.

11. The conduct of the Ship's Company during the month has been satisfactory. Some Engineer room personnel were involved in an incident with the local Naval Patrol. This incident was the only such case during the 25 days in TANJONG PRIOK.

12. The condition of the Ship is satisfactory. The paint shortage, especially that of white paint, is causing some worry, but it is hoped to obtain some white paint on return to DARWIN. Main and auxiliary machinery have performed satisfactorily with the exception of the steam generators, which are the subject of a separate report. It is of interest to note that during the recent operation the Ship was anchored 62 times.

13. Monthly Figures:

Distance Steamed	2293.7 miles
Hours under way	201 22/60 hours
Miles per ton Oil Fuel	6.25 miles

TOTAL Figures since Commissioning 7th December, 1945.

Distance Steamed	14281.7 miles
Hours under way	1297 43/60 hours
Average Speed	11 knots.

*[Signature]*  
COMMANDING OFFICER.



RESTRICTED

IMPORTANT

ACNB (R) FOMA AFNEI

FROM NOIC BATAVIA

CONSIDER THAT MACQUARIE SEARCH SHOULD BE EXTENDED TO INHABITED ISLANDS OFF PADANG COMMA WHERE ALREADY EVIDENCE OF OTHER ALLIED TROOPS EXISTS X BRT MILITARY SEARCH PARTY WILL EMBARK IN MACQUARIE WITH AUST PARTY TO CARRY OUT COMBINED SEARCH UNDER AFNEI COMMAND OF SIBEROET AND ~~PAGI~~ ISLANDS COMMA WHICH ARE WELL WITHIN REACH OF A COASTING BOAT PASSAGE FROM SUNDA STRAITS X INTEND INSTRUCTING MACQUARIE AS ABOVE X AFNEI FOMA AND AUS JUDGE KERBY CONCUR X REQUEST YOUR EARLY CONCURRENCE

//220935Z July

W/T

P/L

TOR 2032

22/8/46

RESTRICTED

IMPORTANT

MACQUARIE

FROM NOIC BATAVIA

FOLLOWING RECEIVED FROM ACNB ADDRESSED NOIC BATAVIA REPEATED FOMA AFNEI BEGINS YOUR 220935Z CONCUR ENDS

//260505Z

RECEIVED BATAVIA W/T FROM SINGAPORE 0815/23/46

RESTRICTED

TO: ACNB (R) MACQUARIE, ALFSEA, FOMA, SACSEA, NOIC BATAVIA,  
NOIC PORT DARWIN  
FROM: AFNEI

MACQUARIE HAS COMPLETED HER SEARCH IN ACCORDANCE WITH YOUR 18 0337Z (NOT TO ALL)

2. NOIC BATAVIA IS REQUESTED TO SAIL MACQUARIE TO PORT DARWIN 30th AUGUST.

//29 0855 Z

DIST: 1,2,3,5,6,8,11,16,LOG, MACQUARIE, 1.



RESTRICTED

TO: MACQUARIE (R) ACNB, NOIC DARWIN, FOMA, AFNEI, ALFSEA,  
COM HONG KONG, C IN C BPF.  
FROM: NOIC BATAVIA

REF 185 P. SAIL FROM BATAVIA AS FOLLOWS:-

- (A) 1000 GH/30th AUG.
- (B) PORT DARWIN
- (C) VIA LOMBOK STRAITS LO POINT 5.
- (D) W.C. 380
- (E) BELLS
- (G) AFNEI's 29 0855 Z (NOT TO ALL) REFERS.  
ACKNOWLEDGE.

//29 0903 Z

DIST: 1,2,3,5,6,8,11,16,MACQUARIE, LOG, 1.

MACQUARIE FROM NOIC BATAVIA

YOUR EFFICIENT HANDLING OF THE DIFFICULT AND UNUSUAL OPERATION ON WHICH YOU HAVE BEEN REFLECTS GREAT CREDIT ON THE CO, OFFICERS, AND SC, WHOSE CONDUCT ASHORE HAS ALSO BEEN EXEMPLARY.

//

SEM P/L 1117 GH GW 30/8/46

IMPORTANT

TO: ACNB (R) SO 1st F.F. AFNEI CCAS KUTTABUL NOIC FND 67 IGH  
FROM: MACQUARIE

A/B J.RODGERS O/N PM7388 PLACED ON DANGEROUSLY ILL LIST WITH UNDIAGNOSED FEVER AND DISCHARGED TO 67 I.G.H. BATAVIA AT 2130 G.H. 29th AUG. REQUEST NEXT OF KIN? MRS.E.RODGERS

BE INFORMED

MID BEVERIDGEWELL  
SCOTLAND

// 300240Z

HAND TO BATAVIA P/L 1025 30/8/46

FROM: 67 I.G.H.  
TO: DDMS AFNEI ADMS 554 SUB AREA HMAS MACQUARIE

133/1/60. UNCLASS. PM7388 A/B RODGERS Joseph OF HMAS MACQUARIE IS PLACED ON D.I.L. FROM 2130 HRS ON 29 AUG. DISEASE NYD FEVER. RELIGION PRES. NEXT OF KIN Elizabeth J. RODGERS. 38 MID BEVERIDGEWELL



PART FILE

589/202/431

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RECEIVED  
5-OCT 1946  
D.O.T.M.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT:

H.M.A.S. "Macquarie"

REPORT OF PROCEEDINGS.

July 1946

~~S.N.B. 14/9~~

~~2nd N.M. 17/9~~

~~3rd N.M. 24/9~~

~~D. of P. 27/9~~

~~D.R.E. 28/9~~

~~Ops. (N) 30/9~~

~~N. 1/10~~

~~D.E. (N) 8/10~~

~~D.O.T.M. 8/10~~

~~D.N.M.S. 11/10~~

~~H.A.B. 16/10~~

~~A.A. 2nd N.M. 16/10~~

~~N. 19/10~~

~~D.N.I.~~

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

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PART FILE

DEPARTMENT OF THE NAVY

589/202/H31

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MINUTE PAPER

C.441/45.

8/9

SUBJECT: Amas "Macquarie" Reports of Proceedings July 1946

D.P.S. ~~WP~~ 6/9

10/9  
DTSR ~~10/9~~  
9/9/46

~~DCAS~~ ~~11/9~~

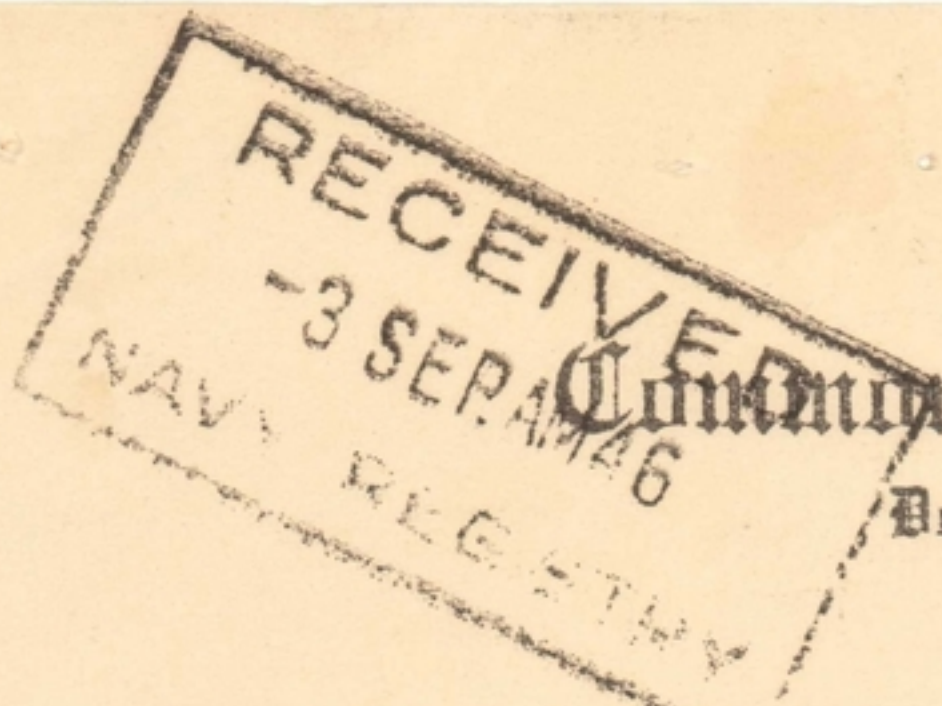
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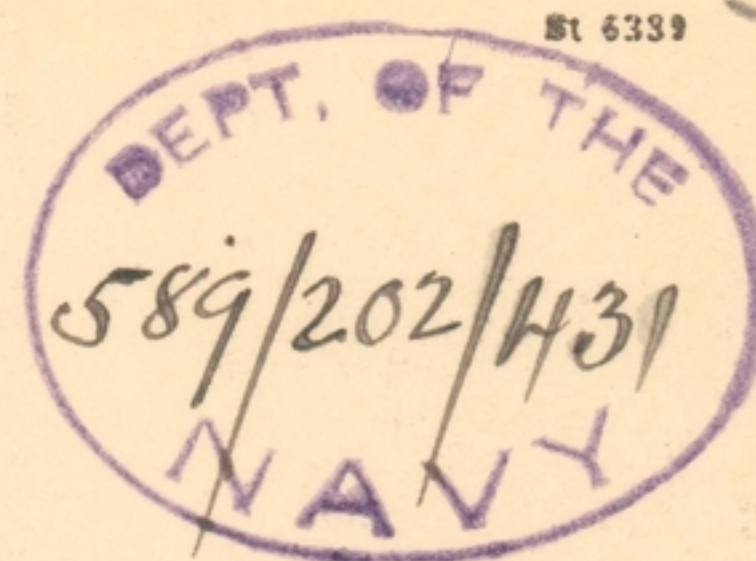
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DUPLICATE



Commonwealth of Australia.  
Department of The Navy.



File  
Hulb  
18/6/46

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. "MACQUARIE"  
Date 1st August, 1946. Reference No. 593/M2  
To THE SECRETARY NAVAL BOARD.  
Subject REPORT OF PROCEEDINGS - July, 1946.

The following report of proceedings is submitted for the information of the Naval Board.

2. From the 1st till 4th, Ship was at sea. TANJONG PRIOK was reached at 1100 G.H. on 4th and remained there until 20th, proceeding at 1530 G.H. in accordance with NOIC BATAVIA's D.T.G. 200750Z. Calls were paid on all Necessary authorities.
3. The Flag Officer Commanding Malaya Area, walked round the Ship and Ship's Company on 9th July, 1946.
4. On 9th a platoon (30) of the Seaforth Highlanders under the command of Lieut. IS.GIBB, 1st Bn. The Seaforth Highlanders joined. On 20th Capt. T.M.B.WILLIAMS, The Duke of Wellington's Regiment, Flight Lieut. N.M.KATER, M.C., R.A.A.F. (M.O.) and a Chinese Interpreter, Mr. Li, joined.
5. From 21st till 29th, Ship was at sea carrying out the purport of ACNB's D.T.G. 291030Z May. A separate report will be submitted on completion of this operation.
6. Ship arrived at EMMA HAVEN at 1835 G.H. on 30th in accordance with NOIC BATAVIA's D.T.G. 290618Z. Lieut.Colonel N.J.D.READ-COLLINS, of No.4 War Crimes Investigation Team, Capt. J.B.RITSON, No.1 Searcher Party Team, Lieutenants R.K.JONES and R.J.SELBY of 66 War Graves Registration unit, eight other ranks and one interpreter were embarked p.m. 31st.
7. The general health of the Ship's Company has been satisfactory. The presence of a Medical Officer has increased the daily attending list, more ratings attending for treatment of cuts etc. A medical inspection of all the Ship's Company was held on 12th.
8. The conduct of the Ship's Company has been satisfactory. Although "feeling" in BATAVIA runs fairly high, no incidents whatever were reported by the Military or other police. A curfew is imposed from 2359 in both BATAVIA and TANJONG PRIOK and is most rigidly observed. No leave was given in PADANG. The perimeter of the port is only 50 yards from the edge of the wharf and only escorted traffic is allowed between EMMA HAVEN and PADANG. Owing to the long period in TANJONG PRIOK provisions of all kinds have become very low. Three weeks army dry rations were obtained from Army Sub Area PADANG. No fresh provisions or vegetables were available from there on account of boycotting by Indonesians. BATAVIA is in a somewhat similar position.

49E



9. Only one official and three private letters were received by the Ship during the month. Ship was berthed on H.M.S. "WHIMBREL", in TANJONG PRIOK for a few days and this Ship was receiving three mails per week from Australia.

Letters on file  
563  
201  
2599

Swimming, cricket and football were available in BATAVIA. A few films were borrowed from the Army and on these nights no ratings proceeded ashore.

10. The condition of the Ship is satisfactory. Painting in accordance with A.S.T.M. 7 has been completed. Main and auxiliary machinery have performed satisfactorily. The opportunity was taken in TANJONG PRIOK to refit the air pumps and overhaul the steering system in addition to normal maintenance work. Whilst being shifted to a new berth by tugs in TANJONG PRIOK, one of them manned by Javanese dented the plating on port side between stations 48 and 49.

11. Monthly and Total Figures.

Distance Steamed	1866.6 miles
Hours under way	157 3/60 hours
Miles per ton	7.27 miles

Total Figures since Commissioning 7th December, 1945.

Distance Steamed	11,988.0 miles
Hours under way	1096 21/60 hours
Average Speed	10.93 knots

Enclosures:

NOIC BATAVIA's

D.T.G. 200750Z  
D.T.G. 290618 Z

COMMANDING OFFICER.



589/201/431

RESTRICTED

MACQUARIE (R) ACNB ADMLTY C IN C BPF FROM NOIC BATAVIA  
C IN C RNNE COM HONGKONG  
FOMA

EITM 43 X SAIL FROM BATAVIA AS FOLLOWS

- (A) 1530
- (B) SUNDA STRAITS
- (D) WC343
- (E) FORWARD AREA WAVE SHIFTING TO READ FOX FOX GEN PERIODS
- (G) CONDUCT SEARCH IN ACCORDANCE WITH ACNB 180337 NOT TO ALL X

ACKNOWLEDGE

//200750Z

HAND	P/L	LB	1630	20/7/46
------	-----	----	------	---------

MACQUARIE (R) ACNB FOMA AFNEI FROM NOIC BATAVIA  
RNO PADANG  
SUB AREA PADANG 26th DIV

IMMEDIATE

PROCEED AS SOON AS POSSIBLE TO PADANG X EMBARK NUMBER 4 WAR CRIME  
 INVESTIGATING TEAM THENCE EXTEND SEARCH TO COMPLY MY 220935 PROPOSED  
 COPIES WHICH ARE BEING PASSED TO YOU AND RNO PADANG X ENDS  
 REPORT E T A TO RNO PADANG X  
 RNO PADANG IS REQUESTED TO SAIL MACQUARIE AND TO SUPPLY NECESSARY  
 NAVIGATION DATA X  
 AFNEI AND JUDGE KIRBY CONCUR X  
 ABOVE IS A REPETITION NOIC BATAVIA 240345

//290618Z

W/T	CODE	LB	0756Z	29/7/46
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ENCLOSURE No. 2 TO A.F. 986/1140/38

St 6339

Commonwealth of Australia.

Department of The Navy.

*Sup. Acate*

Royal Australian Navy.

From..... COMMANDING OFFICER. H.M.A.S. "MACQUARIE"  
Date..... 1st July, 1946. Reference No. 578/M2  
To..... THE SECRETARY NAVAL BOARD.  
Subject..... Report of Proceedings for June, 1946.

The following Report of Proceedings is submitted for the information of the Naval Board.

2. Until 15th June, "MACQUARIE" remained in Port Jackson completing second leave period and storing ship. Six-monthly docking was carried out at Cockatoo Island 12th to 14th June.
3. At 1400 K on 15th "MACQUARIE" slipped and proceeded to TOWNSVILLE arriving there at 0800 K 20th. During the passage as a few hours were "in hand", ship was anchored in CID HARBOUR in an endeavour to catch a few fish. Results however were negative.
4. At 0900 K 21st slipped and proceeded to DARWIN arriving there at 1330 I.K. Whilst passing FITZROY ISLAND, the lightkeeper requested we inform CUSTOMS CAIRNS that his generator was failing rapidly. This was done, message being passed by light via "BINGERA" in the harbour. "BARWON" passed on opposite course at 1432 K on 23rd.
5. At 1000 I.K. on 28th slipped and proceeded in accordance with NOIC DARWIN'S D.T.G. 260601Z and ACNB's D.T.G. 291030Z May. (Copies not attached) At 1124 I.K. ACNB's D.T.G. 280131Z was received and course and speed altered accordingly. However a very faint signal on 500 K.C.'s was heard at 1137 I.K. and reported in my D.T.G. 280240Z. A perusal of charts of the immediate vicinity of the original position revealed nothing but the new position taken from DARWIN OUTER BUOY showed it could be near a shoal west of GUNN PT. Course was accordingly altered to close this shoal and investigate. At 1323 I.K. a signal in Dutch was received and as it mentioned BALIKPAPAN and BATAVIA a scrutiny of the relevant charts led us to believe that the ship was in fact off BALIKPAPAN. ACNB's D.T.G. 280406Z was received a few minutes later at 1414 I.K. and ship proceeded accordingly. At the close of the month "MACQUARIE" is still at sea, position at 2359GI/30 being  
100 05' S 118° 44' E.

X



6. The conduct of the Ship's Company has been satisfactory. The health of the Ship's Company has been satisfactory. One case of Venereal Disease was landed at TOWNSVILLE. Little opportunity has occurred for recreation since leaving SYDNEY. With the reduction in complement, it has been possible to use the Alternate Messes as wet weather recreation spaces. A class of seven Able Seamen for Leading Seamen has been started.

7. The condition of the Ship is satisfactory. The change of paint to 507C is progressing as rapidly as possible. The problem of a suitable durable deck covering has not yet been solved. Main and auxiliary machinery has performed satisfactorily, some trouble occurring with the air pumps. This has been overcome. During the time "proceeding with all despatch", a careful watch was kept on the Ship's behaviour this being the first occasion on which she had proceeded at high speed with a full load of oil, ammunition and water. She behaved most satisfactorily.

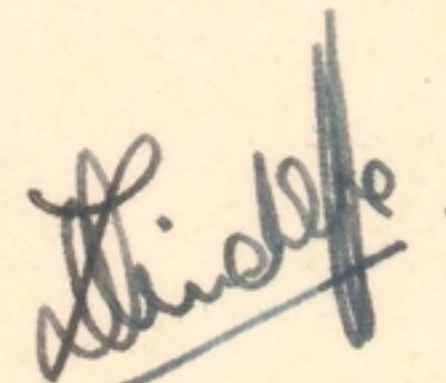
8. MONTHLY FIGURES.

Distance Steamed	3406.1 miles
Hours under way	274 54/60 hours
Miles per ton	10.54 miles

TOTAL FIGURES SINCE COMMISSIONING 7th December, 1945

Distance Steamed	10,121.4 miles
Hours under way	939 08/60 hours
Average Speed	10.77 knots

77



COMMANDING OFFICER.



MACQUARIE (R) NOIC DARWIN NOIC FREMANTLE FROM ACNB

-IMMEDIATE-

FOLLOWING RECEIVED SOS HERMES (PERE) SINKING IN LAT 12 DEG SOUTH  
LONG 117 22 EAST REQUIRE IMMEDIATE ASSISTANCE X MESSAGE ENDS PROCEED  
WITH ALL DESPATCH TO HER ASSISTANCE.

//280131

BLS P/L TOR 0154 FWQ 28/6/46

ACNB (R) NOIC DARWIN NOIC FREMANTLE FROM MACQUARIE

-IMMEDIATE-

~~KKKK~~ YOUR 280131 ACKNOWLEDGED FOLLOWING RECEIVED AT 0207Z BEGINS  
CORRECTED POSITION OF HERMES AT 0145 BEARING 75 DEG 18 MILES FROM  
OUTER BUOY ENDS HAVE PRESUMED THE OUTER BUOY IS OFF DARWIN AM  
PROCEEDING ACCORDINGLY

//280240Z

8385 P/L TOD 0255Z AKP 28/6/46

MESSAGE FROM BLINFOE NR1 CK26 0300 28TH

(MISSED) BALAKPAPAN OM.HERMES DIE SOS UITZOND LEASSISUEREN  
STOPASSISTEEREN ZALSEINEN WANNEER BELADING WORDT VERVOLGD WAARSCHUW  
BATAVIA //MASTER (SIG LETTERS PKFD)

500 P/L TOR 0353Z AKP 28/6/46

MACQUARIE (R) NOIC DARWIN NOIC FREMANTLE FROM ACNB

-IMMEDIATE-

CANCEL MY 280131 X PROCEED IN EXECUTION OF PREVIOUS ORDERS  
POSITION OF HERMES HAS NOW BEEN REPORTED AS 1 DEG 20 MINS  
SOUTH NOT REPEAT NOT 12 DEG

//280406Z

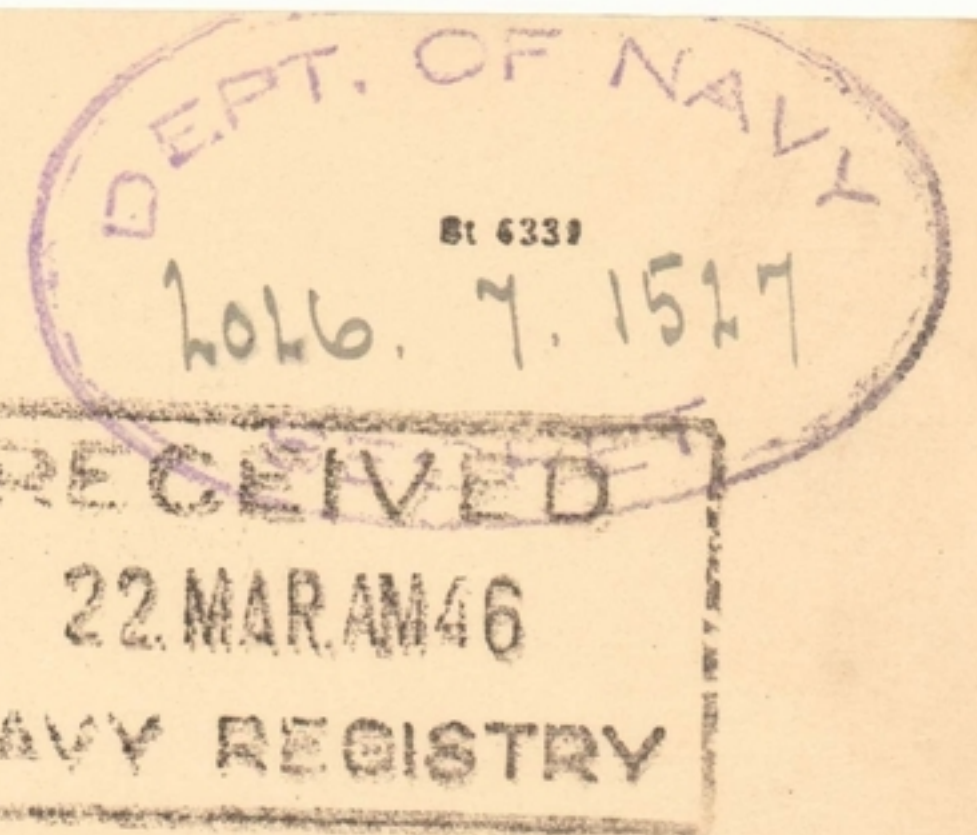
BLS P/L TOR 0444Z JET 28/6/46



DUPLICATE

Commonwealth of Australia.

Department of The Navy.



Royal Australian Navy.

From... **Commanding Officer H.M.A.S. "MACQUARIE"**  
Date... **2nd. March, 1946.** Reference No... **216 / M<sub>2</sub>**  
To... **Secretary, NAVAL BOARD.**  
Subject... **Report of Proceedings - February 1946.**

(All times referred to are Zone - 10)

The following report of proceedings is submitted for the consideration of the NAVAL BOARD:-

2. From the 1st. till 8th. "MACQUARIE" was at sea on passage to DREGER HARBOUR. An unusually strong current was experienced along the NEW SOUTH WALES coast and headwinds were prevalent. At 0100 on 6th. Cook (s) A. COATES, O/N S.6611 became ill with acute appendicitis and H.M.S. "VINDEK" was asked if the case could be accepted. Course was altered to close "VINDEK" and patient was transferred by whaler at 0602. Course for DREGER was resumed at 0635, and ship anchored in DREGER HARBOUR at 0734 on 8th. February.
3. Ship weighed at 1700 and proceeded to MADANG, anchoring off BELIAU ISLAND at 0818 on 9th.
4. At 0900 on 10th. two pontoon docks were taken in tow and towed outside MADANG HARBOUR for sinking. As many valves as possible were opened and pontoons holed. In addition, 12 rounds 4" and 100 rounds 40 mm. were expended in sinking the pieces of the docks. Position of sinking was 084° KALIBOBO POINT light, distance 1.81 miles. On completion, ship returned to harbour and anchored off BELIAU ISLAND at 1215.
5. At 0815 on 11th., ship weighed and proceeded to take H.M.A.S. "TOLGA" in tow. At 0830 tow was commenced and "TOLGA" was towed to ALEXISHAVEN just off the Fairmile Repair Base, where she was turned over to TB5 for anchoring at 1112. An attempt was then made to water ship in BOSTRUM BAY, but was abandoned on account of lack of manoeuvring space. At 1342 proceeded to MADANG and secured on BELIAU ISLAND jetty at 1520.
6. On 12th. stores, cargo, 1 Officer and 24 Ratings were embarked for DREGER and at 1545, having embarked in addition one R.A.A.F. Other Rank for RABAU, ship slipped and proceeded

25/20



# Commonwealth of Australia.

Department of The Navy.

## Royal Australian Navy.

From..... Commanding Officer H.M.A.S. "MACQUARIE"  
 Date..... 2nd. March, 1946. Reference No.....  
 To..... Secretary, NAVAL BOARD.  
 Subject..... Report of Proceedings - February 1946. (continued)

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6. (ctd) with oil lighter ROCKLEA intow. ROCKLEA had been placed alongside during the forenoon in order to increase the time allowed to embark cargo. This operation was carried out by the Navigating Officer. TB5 with a "work" boat in tow had been ordered to proceed at 1500. When clear of the harbour it was observed that the TB5 tow had come adrift. Both TB 5 and the work boat were ordered alongside MACQUARIE, and tow was repaired. The Bridle round the workboat had come adrift as the boat surged in the seaway. At 1806, TB 5 cast off with work boat in tow and speed was increased until ROCKLEA was being towed at 8 knots. TB 5 was ordered to carry on alone to DREGER at 1500 on 13th. Tow was shortened by 1515 on 13th. and DREGER HARBOUR was entered at 1645. Tow was turned over at 1709 to M.S.L. 705 and L.C.M. with the Navigating Officer in ROCKLEA, in charge. At 1730 ship secured on H.M.A.S. PING WO on No. 11 Wharf, NORTHWEST DREGER HARBOUR.

7. Cargo was discharged during the forenoon of 14th. and at 1555 ship slipped and proceeded to WEWAK, anchoring in WEWAK HARBOUR at 2112 on 15th.

8. At 1430 on 16th. ship weighed and proceeded to MUSHU ISLAND with N.C.S.O. and Lt. Col. M. HOARE A.I.F., Base Commander on board. Ship anchored off MUSHU at 1552, weighing and proceeding again at 1720, and anchoring in WEWAK HARBOUR at 1845. At 2000 weighed and proceeded to RABAU by direct route, anchoring off Naval Headquarters at 1714 on 18th.

9. At 1015 on 19th., weighed and proceeded to TOROKINA with General Officer Commanding 8th. Military District, Major General B.M. MORRIS, his A.D.C. Lt. R. HARBISSE, and Major T.R. MAPPIN, Senior Army Chaplain on board. Ship anchored inside PURUATA ISLAND at 1100 on 20th. The weather was extremely squally and visibility was approximately one mile for most of the night, thus precluding accurate use of Radar. However the off lying reefs were passed close and proved we were on our track.



# Commonwealth of Australia.

Department of The Navy.

## Royal Australian Navy.

From..... Commanding Officer H.M.A.S. "MACQUARIE"  
 Date..... 2nd. March, 1946. Reference No.....  
 To..... Secretary, NAVAL BOARD.  
 Subject..... Report of Proceedings - February, 1946. (continued)

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10. At 0655 on 20th. weighed and proceeded to FAURO ISLAND. The weather once again was thick and although the land was only a mile on the port beam, it was often out of sight. At 1445 anchored off Australian Army Headquarters. N.C.S.O. RABAU, 4 Army Officers and 25 other ranks were embarked for passage to FAURO.
11. Weighed and proceeded at 0600 on 22nd. to TOROKINA. Two Army Officers were embarked for TOROKINA and N.C.S.O. for RABAU. Anchored inside PURUATA ISLAND at 1445. Weighed and proceeded at 1650 to JACQUINOT BAY, securing alongside Liberty Wharf at 1242 on 23rd. At 1750 slipped from wharf, weighed and proceeded to RABAU. One officer and two P.I.R. other ranks were embarked for passage. Anchored off Naval Headquarters at 0815 on 24th. Major General Morris and his party disembarked at 0915.
12. Weighed and proceeded at 0645 on 27th., securing alongside a beached Japanese Tanker in KARAVIA BAY at 0815. We were to attempt to salvage her and berth her alongside a wreck near Naval Headquarters. At the present time pumping is still in progress.
13. Chaplain A.J. CUTTS, R.A.N. was taken round his "parish" during the month and discharged to N.O.I.C. RABAU on 25th. for passage to "TARANGAU". Lieut. J.D. JEFFRIES, R.N.V.R. was discharged to TARANGAU on 8th. Sub. Lieut. B.L. ANTHONY, RANR, joined as new A/S Officer on 27th.
14. The health of the Ship's Company has been satisfactory. Two fractures occurred, one of which is unlikely to be cured for some months. Both incidents occurred by slipping on the wet decks. Recreation leave has been given where possible and swimming has proved very popular. The army personnel acted as honorary guides in the places visited and the young ratings are feeling almost like veterans, having seen so many of the battlefields.
15. The conduct of the Ship's Company has been satisfactory,



# Commonwealth of Australia.

Department of The Navy.

## Royal Australian Navy.

From..... **Commanding Officer H.M.A.S. "MACQUARIE"**  
 Date..... **2nd. March, 1946** Reference No.....  
 To..... **Secretary, NAVAL BOARD.**  
 Subject..... **Report of Proceedings - February, 1946. (continued)**

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15. (ctd) except for a few incidents of scrounging. All these incidents were obviously carried out by ratings who have heard tales of the scrounging carried out during the war, in these areas. At present all these articles have been returned to proper owners or authorities. It is considered most unlikely that any further incidents of this nature will occur on account of the inconvenience these ratings have caused the remainder of the Ship's Company. Morale is good. On Sunday, 3rd, and Sunday 17th, a full sit down church service was conducted by Chaplain CUTTS. The interest of the ratings was most marked. It is thought that these services are the first to be held in a small ship, at sea, for some years.

16. The condition of the ship is satisfactory, though constant rain produced an incredible number of rust weeps due to lack of red lead between joints.

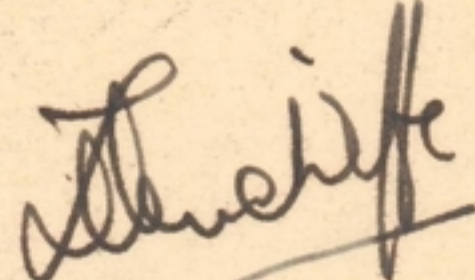
Main and auxiliary machinery has performed most satisfactorily, steam being on main engines every day except 28th.

17. Monthly Figures.

Distance Steamed.	3830 miles.
Hours Under Way.	346 25/60 hours.
Miles per Ton Oil fuel.	11

Total Figures since commissioning, 7th. December, 1945.

Distance Steamed.	4480.8	miles.
Hours Under Way.	442	hours.
Average Speed.	10.0	knots.

  
 A/Lieutenant Commander. R.A.N.  
COMMANDING OFFICER



**AWM**

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