AWM78

Reports of Proceedings, HMA Ships and Establishments

AWM78 Class 215 - HMAS MANOORA (I)

File number: AWM78 215/1

Title: AWM78 215/1 - March 1940 - December 1944

RCDIG1073354

[215/1]

AUSTRALIAN ARCHIVES
ACCESS STATUS

OPEN

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

Signature: R L Smith Date: 1 Nov 90

AWM 78

MANOORA

1940 - 1944

[215/1]

AUSTRALIAN WAR MEMORIAL RCDIG1073354

MANOORA" L. of f: 1940-44

NAVAL. ARCHIVES BRANCH
NAVAL HISTORICAL RECORDS

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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M. Kelly 26.5.65

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1200

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3644.

SUBJECT: HMAS "Manoora" Report of Proceedings December 1944

D.P.S 30/1

D.T.S.R

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AUSTRALIAN WAR MEMORIAL RCDIG1073354

AUSTRALIAN WAR MEMORIAL RCDIG1073354

St 6339

Commonwealth of Australia

Department of The Navy.

DECLASSIFIED 26 JAN 1945

SECRET

DEPT. OF NAVY 2026-7-1200 SECRET

HP 28/10/44

Royal Australian Navy.

From COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 1st JANUARY, 1945. *Reference No.* S.C.192/2/0799

To SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE, (Copy - COMMANDER ADMINISTRATIVE COMMAND, 7th AMPHIBIOUS FORCE.) THRU' SENIOR NAVAL OFFICER, AUSTRALIAN LANDING SHIPS.

Subject REPORT OF PROCEEDINGS FOR THE MONTH OF DECEMBER, 1944.

HN

Submitted for the information of the Naval Board the Report of Proceedings for the month of December, 1944 :

1st December at Torokina, Bougainville Island, at 0610L weighed anchor to shift anchorage. At 0717 let go anchor in berth No.14. During the afternoon of 1st loaded ship's stores and military equipment for the forthcoming operation; continued loading throughout the night and completed at 1245 2nd.

Normal routine Sunday, 3rd.

During the forenoon 4th fuelled to capacity from Oil Lighter, Y.O.33.

5th to 9th At anchor upkeep and overhaul of boats and gear.

10th, Series of landing craft exercises with empty boats to check timing of waves in forthcoming operation. During the afternoon of 10th the A.I.F. Concert Party "Tasmaniacs" arrived onboard and gave a show which was greatly appreciated by the Ship's Company.

At 0802 11th whilst hoisting out an L.C.M. at No.2 an accident occurred which caused the heavy lift derrick to buckle and collapse. See my report S.C.135/3/0741 dated 11th December, which was forwarded separately.

During the afternoon 11th exchanged one L.C.V.P. for another from the Torokina Boat Pool.

12th AM. Commenced embarking troops from No.4 beach. Embarked 55 officers and 958 enlisted men of the 129th Infantry Regiment of the 37th U.S. Division.

13th. Troops exercised at net stations and debarking drill.

14th. Exercised landing craft and embarked troops in landing exercises. At 1300 all troops were re-embarked.

15th. One L.C.M.(3) with E.S.B. crew sent to U.S.S. "HARRIS" for conveyance to Lae and Manus.

At 0846 16th December weighed and proceeded out of Torokina with Transport Squadron Thirteen, consisting of Transport Divisions 28, 38 and 8th plus "MT. OLYMPUS" and six destroyers escorting. At 1030 formed cruising disposition 1R. Paravanes were streamed for exercise at 1129 and recovered at 1241. At 1308 formed cruising disposition 5R to carry out A.A. firing at towed sleeves. Several types of runs were carried out during the afternoon and the exercise was completed at 1610 when cruising disposition 1R was formed, fleet speed 12 knots. At 1700 commenced zig-zag No.6. Ceased zig-zagging at 1940 and formed open order.

17th. At 0550 commenced zig-zag No.6. During the afternoon of

31/1K

AUSTRALIAN WAR MEMORIAL RCDIG1073354

of 17th planes from U.S. CVE's simulated air attacks on the fleet. At 1800 formed cruising disposition 3R for the approach to the rehearsal area between Lae and Salamaua. At 1818 Transport Squadron Thirteen (Group Able) took station 10 miles astern of Group Baker carrying 40th U.S. Army Division.

18th December at 0735 "MANOORA" was stopped in correct deploy position in Transport Area Charlie and commenced lowering all boats for full scale rehearsal with Group Able. All assault troops were debarked in their correct wave formation.
At 1103 commenced moving in to Transport Area Mike and anchored at 1210 in 37 fathoms. At 1655 Beach Party and last of assault troops were re-embarked and boats hoisted.
From 1900 to 1940 all ships were ordered to make smoke for exercise.

19th. For exercise all ships made smoke between 0615 and 0631. During the forenoon landing exercises were carried out and troops re-embarked.
At 1628 19th weighed anchor and proceeded in cruising disposition R1 with Group Able, speed 12 knots, 10 miles astern of Group Baker.

During the forenoon 20th manoeuvering exercises were carried out and A.A. guns crews were exercised during the afternoon at towed sleeve targets.

More manoeuvering exercises were carried out during the forenoon of 21st and at 1345 the Group formed single column for entering Manus Harbour. At 1515 clocks were retarded one hour to King Time.

At 1605K 21st let go anchor in berth 250 in 13 fathoms in Seeadler Harbour. At 1630K Red Air Raid alert, closed up action stations, 1638 all clear, secured action stations.

No2
At 0735 22nd/heavy lift derrick was sent to the United States Repair Unit Base to be sleeved.

24th. Completed with diesel fuel from small tanker alongside.

At 0900 25th five United States Naval Pharmacists Mates joined ship for temporary duty during the forthcoming operation.
Loading stores from H.M.A.S. "BUNGAREE".

26th. Received 270 tons fresh water from lighter W.90.
PM. 26th Lieutenant C.L.Baldwin, R.A.N.R. and Sub-Lieutenant G.F. Fairbairn, R.A.N.R. joined ship as beachmasters from "KURANDA".

PM.27th. Acting Commander A. Green, D.S.C., R.A.N. joined ship as observer during the forthcoming operation.

29th. At 0749 weighed anchor and proceeded alongside Floating Dock A.B.S. D4 to receive and rerig No.2 heavy lift derrick.
At 1022 with derrick and testing weights onboard, cast off from dock and returned to anchorage 250. At 1700 No.2 heavy lift gear was re-rigged and tested with static load of 15 tons, safe working load 10 tons. With derrick installed proceeded to restow military equipment in No.2 hold using L.C.T.1251 alongside.
At 2310 29th all military equipment was restowed on new priorities, closed hatches.
During afternoon 29th 11 U.S. Officers and 29 enlisted men were transferred to "WESTRALIA" under orders from U.S. Army.

30th. Transferred No.2 hatch L.C.M. and E.S.B. crew to U.S.S. "HARRIS" for passage.

At 0435 31st a water lighter secured alongside from which 145 tons was received.
At 0657 31st weighed anchor and proceeded out of Seeadler Harbour with Group Able in single line ahead. When clear formed cruising disposition 1R with six destroyer escorts en route to execute

AUSTRALIAN WAR MEMORIAL RCDIG1073354

assault attack Mikel in Lingayen Gulf at Luzon Island. Group Baker 10 miles ahead, speed 12 knots.

The health and conduct of the Ship's Company remains very good, and with the prospect of an exciting assault landing close ahead the spirits and morale of all personnel has never been higher.

Christmas Day was observed whilst at anchor at Manus and all ship's personnel and embarked troops had a most enjoyable day.

Whilst at Torokina certain complaints were received from embarked U.S. officers and enlisted men concerning the amount and quality of the food served in Australian Landing Ships Infantry.

Careful investigation convinced me that these complaints were unjustified and not substantiated, but on arrival at Manus the Commanding General of the 37th Division issued orders whereby Australian Landing Ships Infantry received extra rations from a United States Supply Ship to augment the standard victualling allowance of the Royal Australian Navy.

A Rousin.

COMMANDER. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTHLY RUNNING REPORT.

For Month ending 31 December 1944.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour.	Fuel Expend during Month Tons.	Ship Miles per Ton.
106	1191 (Total milage as L.S.I. - 43,936 miles.)	11.23	102	.96	201	11.67

J Hanlon

ENGINEER COMMANDER, RANR(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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MINUTE PAPER

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

S.N.B. 4/1/8/1

2.N.M. 8/1

3 N.M. 7/1

D. of P. 1.9/1

D.R.M. 20/1

D.N.I. 22/1

Ops (N) 324/1

D.E.(N) 30/1/45.

D.O.T.M. 1/2

D.N.M.S. 2/2

H.

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

N.5.

D.N.I. (N.H.R.O.) 8/2

Lt. Parkin 8/2

Lt Rankin 12/2

H.S. 14/2.

Air attacks Philippines area

6/C 1/1 19/1 7/2

AUSTRALIAN WAR MEMORIAL RCDIG1073354

D.N.I.M.S. BRANCH
2 FEB 1945
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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DEPARTMENT OF THE NAVY

2026/7/1200

MINUTE PAPER

SUBJECT : H.M.A.S. "Manoora" Report of Proceedings November 1944

D.P.S. 19/12

D.T.S.R 21/12.

D.O.D. 24/12 Request approval to take up question of refit of LSI's with 7th Fleet. Manoora last refit Jan 44
Kanimbla - - Sept 43.
Westralia - - June 44.

D.C.N.S

(Vide D.O.D) as regards KANIMBLA 29/12.

1ST.A.M.

D.O.D

N.S.

CTF 77's 26 of 28 Dec. recommends KANIMBLA be made available for refit as soon as current operation is completed.

30/12

D.O.D 4/1

AUSTRALIAN WAR MEMORIAL RCDIG1073354

Copy for 2026/7/1200.

(original on 2037/2/1851)

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ROYAL AUSTRALIAN NAVY.

In Reply Please Quote
No. F.R.220/43/2.

OFFICE OF THE N.O.I.C.
NEW GUINEA. MADANG.

16th December, 1944.

The Secretary,
Naval Board,
MELBOURNE.
(Copy to C.O. H.M.A.S. "MANOORA")

Message T.O.O. 240736 November - Delivery to H.M.A.S. "MANOORA".

The following remarks are submitted for the information of the Naval Board with reference to "MANOORA's" S.C.192/2/0728 dated 1st December. Subject - Report of Proceedings for Month of November.

2. Message T.O.O. 240736, the non-receipt of which is stated to have delayed the departure of H.M.A.S. "MANOORA" from Madang on 28 November, was received by Madang W/T while acting as "Bells" Guard for "MANOORA" on 24th November, but as the message was encyphered in a U.S. system with U.S. encrypted call signs which are not held by Madang W/T it was not known that the message was intended for "MANOORA".

3. It is considered that "MANOORA" should not have closed down W/T watch on "Bells" when this type of traffic was expected.

4. The message was passed at the request of "MANOORA" on 28th November when the T.O.O. became known to her through the receipt of a subsequent message on "Bells".

(Sgd) R. O. Wheatley

A/CAPTAIN R.A.N.
for NAVAL OFFICER IN CHARGE
NEW GUINEA. A.O.D.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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TAKEN BY A.S. TROY 14 DEC 1944 INIT.

DEPT. OF NAVY 2026-7-1200. SECRET

HP 28/10/44.

Commonwealth of Australia

Department of Defence

Royal Australian Navy.

From COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 1st DECEMBER, 1944. *Reference No.* S.C.192/2/0728.

To SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copies - NAVAL OFFICER-in-CHARGE, NEW GUINEA.
COMMANDER ADMINISTRATIVE COMMAND, 7th AMPHIBIOUS FORCE.)

Subject THRU' SENIOR NAVAL OFFICER, AUSTRALIAN LANDING SHIPS.

HN.

REPORT OF PROCEEDINGS FOR THE MONTH OF NOVEMBER, 1944.

(All times given are Item, - 9 hours.)

Submitted for the information of the Naval Board the following Report of Proceedings for the month of November, 1944 :

1st to 5th November, at anchor in M.22 anchorage Humboldt Bay overhauling all boats and gear.

At 1715 6th weighed anchor and proceeded into No.8 Dock to load. All fast alongside at 1842.

At 1955 6th commenced loading vehicles and equipment of the 126th American General Hospital. At 0707 7th all vehicles and equipment were loaded. At 0900 embarked 139 Officers of 126th American General Hospital and 8th U.S. Army Headquarters and 4th General Headquarters and 844 men of 126th American General Hospital and Base Detachments and 15 2nd E.S.B. personnel. At 1144 7th cast off from No.8 Dock and proceeded to Humboldt Bay anchoring in N.64 anchorage at 1228.

At 0700 8th received and loaded two L.C.Ms.(3) and one Halvorsen Launch from 2nd E.S.B. to be left behind at Leyte, Philippine Islands.

At 1300 8th two ship's L.C.Ms.(3) and one L.C.P.(L) were landed in charge of Sub-Lieutenant T.L. Austin, R.A.N.R. together with 6 Able Seamen, 1 Motor Mechanic and 1 Stoker to boat pool to await return of ship from the Philippines.

x 11 During the forenoon of 9th 60 Army Officers were transferred to "KANIMBLA" as "MANOORA" was considerably overcrowded and also five Stewards below complement.

At 1156 9th weighed anchor and proceeded in company with Transport Division 8 and Transport Division 24 and took up station in Cruising Disposition 3.C. escorted by 9 U.S. Destroyers, speed 13 Knots. During the afternoon 9th A.G.C. Mount McKinley joined the convoy. Convoy zig-zagged during daylight and during moonlight periods. Courses as requisite 10 miles to the right of Route Albatross.

During the forenoon of 10th all ships exercised practice A.A. firing.

During the morning of 12th Transport Division 6 and accompanying ships joined the convoy with their escorts and Cruising Disposition 5.C. was formed. Courses and speeds as requisite 10 miles to the right of Route Shearwater. (26 Transport type ships in convoy.)

12 12

At 0951 13th signal "Stand by to repel Enemy Air Attack." Action Stations sounded off. Enemy Bogey planes reported in the vicinity. Convoy carried out numerous emergency turns. At 1104 no attack had developed and Cruising Disposition was reformed.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

At 1540 13th again sounded off action stations to repel enemy air attack. Numerous enemy planes reported in the vicinity. Convoy ceased zig-zagging and executed many emergency turns. At 1700 destroyers and transports on starboard side of convoy opened fire at an enemy "JILL" type torpedo bomber diving in to attack. At 1703 plane released a torpedo which missed L.S.V. "CATSKILL" by 40 feet and immediately after was shot down and crashed near "CATSKILL". A call for fighter protection was sent and at 1804 four P.38 Lightnings appeared overhead. At 1905 secured action stations.

At 2227 13th sounded off action stations again to repel enemy air attack. At 2247 escorting destroyers opened fire on enemy planes the engines of which could be clearly heard. Many flares were dropped some 20 to 30 miles to northward of convoy by which it appeared that possibly another group of ships were under attack. At 1836 13th formed approach Cruising Disposition and Convoy entered Leyte Gulf at 0115 14th.

At 0615 14th all divisions of convoy were ordered to proceed independently. "MANOORA" proceeded ahead of other ships at 12 knots into San Pedro Bay and anchored at 0723 in position Palo Reef Buoy bearing 180° distant 1000 yards in 6½ fathoms, 2400 yards from Red Beach northern extremity. At this time several enemy aircraft were in the vicinity. At 0724 commenced lowering all boats and landing troops and cargo.

At 0738 two enemy aircraft were sighted low over the beach just south of Cataison Aerodrome and immediately one aircraft commenced a shallow dive at "MANOORA" from about 1000 feet height, from a bearing green 50°. All guns that could bear opened fire immediately. Oerlikon shells and 50 calibre guns shells commenced hitting from the very first shot and as the plane approached under stress of fire the pilot veered off slightly to his left. When about 250 yards away and 150 feet up the plane caught fire and crashed into the water less than 100 yards immediately astern of "MANOORA". This plane was identified as TYPE OSCAR. This event happened in full view of many ships and the actual crashing of this plane was not officially reported at the time as the Senior Officer Present was not known.

The following morning with the convoy at sea this event was officially reported to the Commodore of the Task Unit in "CRESCENT CITY" and claimed by "MANOORA" but later in the day a message was received to the effect that the Commodore had been advised by Com. Air 7th Fleet that the credit had already been assigned to some ship or unit unnamed. This award is hard to understand as "MANOORA's" close range weapon shots were right on the plane throughout his dive and were clearly visible at this close range. Furthermore this plane passed so close to starboard and at such low altitude that ships firing from his port side must have either shot close ahead of "MANOORA", hit "MANOORA" or fired over "MANOORA" but none of these things were seen to happen.

The first wave of troops proceeded to Red Beach at 0744 closely followed by the succeeding waves. At 0747 unloading cargo was commenced into one L.C.T. at No.2 and one L.C.M. at No.4.

All troops were disembarked by 0822.

The ship's nucleus Beach Party led by Lieutenant A.S. Cowan, R.A.N.R. landed with their equipment in the first wave. Beach markers were immediately set up and R/T and V/S communication established with the ship.

The rate of discharge of troops and cargo created a record for "MANOORA". This was entirely due to the splendid team work of all officers, Landing Ship Detachment and efficiency of "MANOORA's" own boats crews, most ably co-ordinated by the Executive Officer,

AUSTRALIAN WAR MEMORIAL RCDIG1073354

Lieutenant Commander B. Paul, R.A.N.R.(S) and to the extraordinary zeal and ability displayed by Lieutenant A.S. Cowan, R.A.N.R. who was appointed to act as beachmaster. This was Lieutenant Cowan's first experience as beachmaster and the efficient and rapid discharge of the cargo on the beach was entirely due to his skill in co-ordinating the American troops just landed, into separate working parties each under an American officer and fostering and urging the competitive spirit.

All cargo was discharged from the ship at 1300 I and rehoisting ship's boats was commenced. Altogether 530 short tons were discharged between 0750 and 1300, working three hatches. A separate report (enclosure A) is attached hereto showing the rate of discharge of cargo per hatch.

At 1704 14th anchor was weighed and ship proceeded, courses and speeds as necessary to take up station in approach formation at position MIKE two miles south of Mariquitaquit Light at the entrance to San Pedro Bay at 1830.

At 1920 all the convoy consisting of 18 Transports and 2 L.S.Vs. with 9 U.S. Destroyer escorts were formed up when speed was increased to 13 knots and courses as requisite to keep 10 miles to the right of route Shearwater. During daylight hours the convoy zig-zagged. Excellent weather with smooth to slight seas prevailed throughout the northern and southern voyages.

Before dawn on 16th all ships carried out a Radar tracking exercise on a destroyer which approached zig-zagging from a direction bearing about green 50°. This proved to be an excellent exercise and we were able to identify the number of the zig-zag the destroyer was executing and also to estimate his speed and mean course line to a close degree of accuracy.

At 1600 16th Section IV of the convoy consisting of "MANOORA", "KANIMBLA", "WESTRALIA" and U.S.S. "MONITOR" escorted by U.S. Destroyers "BLACK" and "KID" were ordered to proceed independently, as previously arranged, to Humboldt Bay. Speed was reduced to 12 knots and course was steered to keep 10 miles to the right of Route Albatross. Section IV carried out zig-zag during daylight hours.

All ships arrived at Humboldt Bay during the early morning of 19th November and "MANOORA" anchored in M.13 at 0657.

During the afternoon of 20th completed with fuel from small Diesel Tanker "SEAKONK". From 1655 to 1900 20th fuelled 6 L.C.Ts. with Diesel Oil.

Weighed anchor at 0945 21st and proceeded with "KANIMBLA" at 14.5 knots for Madang.

At 1313 22nd passed through RASCH channel and anchored in T22 anchorage at 1326.

From PM. 22nd to AM. 28th at anchor at Madang. Loaded stores and A.C.F. Christmas hampers, also stores for "WESTRALIA". Recreation parties were arranged for all officers and ship's company.
PM. 27th Ship's 3 L.C.Ms.(3) were left behind at Alexishafen together with Lieutenant G.S. Russell, R.A.N.R. in charge of two boat crews consisting of 8 ratings. (C.T.F.79 Signal 230900z.)

Departure from Madang AM. 28th was delayed through non receipt of sailing instructions via Bells from C.T.F.79. Madang had taken over Bells guard for both "MANOORA" and "KANIMBLA" but for some unknown reason the Bells message was not delivered.

At 0807 28th "MANOORA" and "KANIMBLA" sailed from Madang and proceeded direct to Finschafen and arrived at 2000 at the same time as the remainder of the convoy from Hollandia which should

AUSTRALIAN WAR MEMORIAL RCDIG1073354

have been joined at 0700 at Point EMU off Madang. Delay was occasioned at Finschafen through the U.S. Army sending out L.C.Ms.(6) instead of L.C.Ms.(3). At 0805 29th two L.C.Ms.(3) together with Army crews were loaded. U.S.S. "TITANIA" agreed to load our 3rd L.C.M. for transport to Torokina in order not to delay sailing. This L.C.M.(3) was returned to U.S. Army base with fractured lifting pads.

At 0813 29th sailed from Finschafen with "KANIMBLA", "WESTRALIA" and U.S.S. "ALMAACK" escorted by two P.Cs. for Torokina, Bougainville Island, speed 12 knots. At 1630 29th with "TITANIA" coming up astern speed was increased to 14 knots.

At 1125 30th "TITANIA" in station and assumed guide. At 1824 30th anchored in 23 fathoms with G beacon bearing 030° distant 3200 yards at Torokina, Bougainville Island. At 2300 30th all clocks were advanced 2 hours to Love time to conform with shore and local time.

The health of the ship's company remains very good, and the morale is high.

The few days spent at anchorage at Madang proved most beneficial to the officers and ship's company. All sorts of athletic and recreation parties were sent away from the ship. The great majority of the officers and ship's company had not been ashore for over four months.

It is appreciated that operational requirements require the three Australian Landing Ships Infantry to continue the good work in these far northern areas but it is hoped that they will be released at the first available opportunity for refit and leave. The speed of "KANIMBLA" has been reduced by 1½ knots owing to the long period out of dock (August 1943). Refits are becoming an urgent necessity. Owing to lack of laundry facilities the fresh water situation is acute in "MANOORA" and "KANIMBLA". In "MANOORA" fresh water is only available to officers and ship's company for 20 minutes in the morning and 10 minutes at Noon each day. This is necessary to keep consumption within the limits of Evaporator capacity.

A Rousin.

COMMANDER. R.A.N.R.(S)

Enclosures :
(A) Summary of Unloading.
(B) Monthly Running Report.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

CONFIDENTIAL.

SUMMARY OF UNLOADING - H.M.A.S. "MANOORA".
LEYTE ISLAND - PHILIPPINES - 14/11/44.

No. 2. H O L D.		Gross weight.	Commenced.	Finished.
16 lifts Vehicles	-	69¼ tons.	0750 hrs.	
40 " Medical Equip	-	112 "		
8 " Oil and Gas	-	7 "		1206 hrs.
64 lifts.	-	188¼ tons.	Total time - 4 hrs 16 mins.	
			Lost time - 32 "	

WORKING TIME - 3 hrs 44 mins.

64 lifts - 188¼ tons in 3 hours 44 minutes - 50 tons per hour.

64 lifts in 3 hours 44 minutes - 3½ minutes per lift. long tons

No. 3. H O L D.				
32 lifts Medical Equip	-	115 tons.	0825 hrs	
23 " Duffle Bags	-	40¾ "		1225 hrs.
55 lifts	-	155¾ tons.	Total time - 4 hours.	
			Lost time - 15 mins	

WORKING TIME - 3 hours 45 mins

55 lifts - 155¾ tons in 3 hours 45 minutes - 41½ tons per hour.

55 lifts in 3 hours 45 minutes - 4 minutes per lift. long tons

No. 4. H O L D.				
15 lifts Vehicles	-	29 tons.	0810 hrs.	
58 " Med. Equip and Rations	-	100 "		1300 hrs.
73 lifts	-	129 tons.	Total time - 4 hrs 50 mins.	
			Lost time - 35 "	

WORKING TIME - 4 hrs 15 mins.

73 lifts - 129 tons in 4 hours 15 minutes - 30¼ toms per hour.

73 lifts in 4 hours 15 minutes - 3½ minutes per lift. long tons

Time overall including lost time in changing gear, Boats securing alongside Etc: -

473¼ tons from three Holds in 4 hours 50 minutes - 96 tons per hour or an average of 32 tons per hour, per Hold.

NOTE:

Duffle Bags unloaded from No. 3. Hold were not checked in on Loading List as they were carried on board by Troops.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTHLY RUNNING REPORT.

For Month Ending 30th November 1944.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour.	Fuel Expend during Month Tons.	Ship Miles per Ton.
304	3701	12.1	347	1.14	395	10.6

Total Mileage to date as an L.S.I. 42745 Miles.

J Hamilton

ENGINEER COMMANDER, RANR(S.)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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2026/7/ 1200

DEPARTMENT OF THE NAVY

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SECRET

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

October 1944

S.N.B. 9/12

2.N.M. 9/12

3 N.M. 12/12

~~D.O.B.~~

D. of P. 15/12

D.N.I. 18/12

DRNS 19/12

Ops (N)

NAZREN 27/12/44

D.E.(N) see para 4. Laundry machinery will be installed when ships (later) is available.

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

D.O.T.M 29/12/1

DNAMS

H.P.B. 4/1

N.A.2.N.M.

N.5. 9/1

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

Philippine Campaign (Ramsay)

9/1/1

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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D.4520 — 3.—C.14063.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

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2026/7/1200

SUBJECT: H.M.A.S. "Manoora" – Report of Proceedings October 1944

D.P.S all. JF 14/11

D.T.S.R 15/11

D.O.D 16/11

D.C.N.S

(1) 22/11

D.C.N.S

Para 3

See file 520/201/1234 for action

Approved proposals R 21/11

1st N.M.

N5

14/11/44

C O P Y.

C.N.S. Concur. Init. R. 29/11.

2nd N.M. Propose letter to Com. 7th Fleet, copy to C.T.F.76, requesting "KANIMBLA" be sent to Sydney for leave and recreation as soon as operational requirements permit, observing that the ship's company have had no opportunity to visit their homes since September-October, 1943. Also recommend x/ of paragraph 2 of "KANIMBLA" enclosure be forwarded to A.I.F. Headquarters. Init. H.A.S. 28/11.

Submitted:

With reference to C.N.S's. minute of 21st November hereunder, the following leave has been taken recently by the L.S.I's.:

"MANOORA"	-	14 days each watch - Dec. 43 - Jan. 44. 8 " " " - June/July, 1944.
"WESTRALIA"	-	21 days each watch - May/July, 1944.
"KANIMBLA"	-	14 days each watch - Sept/Oct. 1943.

22nd November, 1944.

(Sgd.) Harries,
D.C.N.S.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

Commonwealth of Australia

Department of Defence

RESTRICTED SECRET

DEPT. OF NAVY 2026-7-1200 SECRET

File H.P. 28/10/44

ACK. BY. A.S. 1330Y 10 NOV 1944 INIT

Royal Australian Navy.

From COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 1st NOVEMBER, 1944. *Reference No.* S.C.192/2/0692.

To SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copies - NAVAL OFFICER-in-CHARGE, NEW GUINEA,
COMMANDER ADMINISTRATIVE COMMAND, 7th AMPHIBIOUS FORCE.)

Subject REPORT OF PROCEEDINGS FOR THE MONTH OF OCTOBER, 1944.

(All times given are Item, - 9 hours.)

HN

Submitted for the information of the Naval Board the following Report of Proceedings for the month of October, 1944 :

1st October. At anchor in Humboldt Bay. Overhauling all gear and general ship maintenance.

At 1635 5th weighed and proceeded into Challenger Cove; 1736 let go anchor in 35 fathoms waiting for dock No.2 to be vacated. At 2126 weighed and proceeded alongside dock No.2. being secured alongside at 2205. Commenced taking in fresh water.

Commenced loading military trucks, stores and equipment at 0100 6th.

All military cargo loaded at 1530 6th. At 1540 cast off from dock and proceeded to anchorage, anchoring in N.78 at 1650.

Prior to leaving dock embarked advance party of 21st Infantry Regiment, 24th U.S. Division, consisting of 4 officers and 80 men.

During the forenoon 7th all ship's landing craft were sent to the 532nd E.S.B. boat pool. 3 Officers and 64 boat crews were landed with the boats.

Ship's boats were replaced with craft from 532nd E.S.B. together with full E.S.B. crews and officers, numbering 6 officers and 105 men.

During the afternoon of 7th the remainder of the 21st Infantry Regiment of the 24th U.S. Division were embarked making a total of 49 officers and 885 men embarked.

8th and 9th October all embarked troops exercised at net station and boat drill.

10th October at 0315 weighed anchor and proceeded with remainder of Green Beach Attack Force which included "KANIMBLA" "WESTRALIA" and H.M.S. "ARIADNE" for full dress rehearsal at Tanahmerah Bay. Commenced lowering all boats in Outer Transport Area at 0719. At 1140 all troops were re-embarked and boats hoisted. At 1145 proceeded with Attack Force on return to Humboldt Bay. Paravanes were streamed and recovered for exercise. At 1654 Came to with Starboard Anchor in anchorage M.24. At 1705 Rear Admiral D.E. Barbey, U.S.N. accompanied by Surgeon Captain Walker U.S.N. and Commander Green, R.A.N. boarded ship. At 1745 Rear Admiral Barbey left ship.

At 1506 13th weighed anchor and proceeded, course and speed as requisite to take station in Cruising Formation C.2 with Northern Attack Force for an assault on the Central Philippine Islands.

During the forenoon 15th more transports and escorts joined the Northern Attack Force when Cruising Formation C.1 was formed.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

Excellent weather with smooth to slight seas and light variable winds was experienced throughout the whole voyage. Speeds of 7 to 9 Knots were maintained.

During the voyage and whilst underway in convoy Cruisers, Destroyers, L.S.Ts. and L.C.Is. were refuelled from U.S. Navy tankers.

Separate enclosure of assault on Panaon Island, 20th October, was forwarded to all addresses. Additional enclosure attached hereto for Naval Board only.

The Panaon attack forces withdrew from Leyte Gulf during the night of 20th October and were joined in the early hours of 21st by 15 A.P.As. of the Northern Attack Group; when course was set for point Art on Shearwater Route, speed 12 Knots. During daylight hours and to time of moonset zig-zag No.6 was carried out.

At 1236 22nd U.S.S. "DASHIELL" obtained submarine contact and carried out immediate attack. Results not observed but destroyer was ordered to hunt until dusk.

At 0850 25th proceeded independently and at 1018 anchored in berth M.22 Humboldt Bay. All ship's landing craft with crews returned on board and "WESTRALIA's" 4 L.C.V.Ps. were returned to her.

26th Fuelled ship from Y.O.59.

On 31st received 193 Tons fresh water from L.S.T.341.

2. The health and conduct of the ship's company remains very good. Several months have elapsed since any shore recreation leave was taken by the crew. No facilities exist ashore for recreation for R.A.N. personnel. Present recreation takes the form of deck games and moving pictures which is not considered sufficient to keep the ship's company at the peak of efficiency. Despite these drawbacks the morale of the ship's company is very good.

Action taken on 5/10/201/1234

3. Owing to operational commitments and resupply it seems apparent that the ship's company will not be able to receive any home leave this current leave year. It is considered that every effort should be made to relieve at least one Australian Landing Ship Infantry each six months for a short period in Sydney.

4. Great difficulty has been experienced in obtaining fresh water whilst in these far northern operational areas and severe restrictions have had to be imposed. The early installation of the approved laundries will undoubtedly relieve the fresh water shortage and will be greatly appreciated by the officers and the ship's company. With the present necessary enforced water restrictions no fresh water showers are ever available to officers or ship's company but it is hoped to prevent any recurrence of skin diseases. Owing to the polluted state of the waters of operational bases sea bathing has been prohibited.

A Rousin.

COMMANDER. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M. A.S. "MANOORA"

MONTHLY RUNNING REPORT.

For Month ending 31st October 1944.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour.	Fuel Expend during Month Tons.	Ship Miles per Ton.
282.	2666	9.45	193	.68	254	13.8

J Haulon

Engineer Commander. RANR(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

2/1

H13

RESTRICTED

DEPARTMENT OF THE NAVY

2026/7/1200 past

MINUTE PAPER

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

September 1944
(Incl Morotai operation)

S.N.B. Nov 29/11

2.N.M. 2/12

3 N.M. 5/12

~~D.O.D.~~

D. of P. 12/12

D.N.I. 12/12

DR.M. 13/12

~~Ops (N)~~ 13/12

MMQ 19/12/1944

D.E.(N)

D.O.T.M 28/12

DRMS 28/12

H.P.B. 2/1

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

N.5. 8/1

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

Enquire on Morotai
Main overboard

H/1 G.

1 2 3 4 5

AUSTRALIAN WAR MEMORIAL RCDIG1073354

6/1

2 D.N.M.S. BRANCH
28 DEC 1944
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073354

21/11

27/11.

356A.

DEPARTMENT OF THE NAVY
MINUTE PAPER.

2026/7/1200

A 1410

D.4520/12.43.—C.14053.

SECRETED

SUBJECT : H.M.A.S. "MANOORA" - Report of Proceedings - September 1944
(incl. MOROTAI Operation)

D.P.S. as marked. J/22/11

D.T.S.R. 24/11

D.O.D. 26/11

D.C.N.S.

1st N.M. 29/11

N.S. D.2 11/H

ACK. BY: A.L. 1330Y
12 OCT 1944
INIT.

DEPT. OF NAVY
2026-7-1200
SECRET

File 3NM. 2/10/44

Commonwealth of Australia
Department of Defence

Royal Australian Navy.

From COMMANDING OFFICER, H.M.A.S. "MANOORA".

Date 1st OCTOBER, 1944. *Reference No.* SC.192/2/0632

To SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copies - COMMANDER, TASK FORCE 76,
NAVAL OFFICER-in-CHARGE, NEW GUINEA).

Subject REPORT OF PROCEEDINGS FOR THE MONTH OF SEPTEMBER, 1944.

RESTRICTED
SECRET

(All times given are Item, - 9 hours).

Submitted for the information of the Naval Board the following Report of Proceedings for the month of September, 1944 :

At 0001 1st clocks were retarded one hour; proceeding at 11 knots in company with H.M.A.S. "KANIMBLA", 4 L.C.I's and one U.S. Frigate, "MUSKOGEE", escorting. At 0200 1st stopped engines off Aitape to pick up personnel from "WESTRALIA". At 0247 proceeded with convoy at 11 knots for Humboldt Bay. At 1343 let go anchor in Humboldt Bay, awaiting instructions.

At 1445 2nd weighed anchor and proceeded at 9 knots with two L.S.T's, one A.P.C., and "MUSKOGEE" escorting for Maffin Bay.

At 0620 3rd anchored in Maffin Bay in 10 fathoms, ¾ mile from beach.

At 2120 4th commenced loading stores and equipment.

During the 5th loading of Army equipment was completed and 133 Officers, 1142 Enlisted Men of 31st U.S. Division were embarked, with Brigadier General Hutchison commanding.

At 0457 6th weighed anchor and proceeded to carry out a full scale rehearsal of the assault landing with full destroyer escort and all L.S.T's, L.C.I's and L.C.T's of the Red Beach Assault Section, on a beach near TOEM on the mainland, some two miles east of Wakde Island. At 0827 stopped engines in A.P.A. Area, lowered all boats, and commenced loading troops into boats. At 0900 proceeded in to anchorage in L.C.I. Area, anchoring at 1024 when discharge of equipment and stores into L.C.T's was commenced. At 1542 all equipment and troops were reloaded, anchor was weighed and vessel proceeded independently to Maffin Bay, anchoring at 1723. Landing craft were lowered, and all troops were disembarked by 2150.

During the 7th three L.C.M's were received from 4th E.S.B. to replace the ship's own L.C.M's which were left behind at Hollandia on 2nd September, together with ~~ship's~~ crews and one Officer.

During the afternoon of 9th 5 Officers and 135 Enlisted Men, advance party, were embarked, and the remainder of the assault troops consisting of 125 Officers and 1007 Enlisted Men of the 31st U.S. Division were embarked on the 10th.

At 1007 11th weighed anchor and proceeded to take station in Formation Cruising Disposition C.1. to carry out Operation Plan 8 - 44 against MOROTAI ISLAND.

At 0100 13th Able Seaman R.R. Moon, Official Number S/7044, fell over the side (somnambulism) and was fortunate in being

13/10/44

AUSTRALIAN WAR MEMORIAL RCDIG1073354

picked up by U.S. Destroyer "STACK". The convoy was joined by cruisers and destroyers of Task Forces 74 and 75 during the 13th, also 6 U.S. escort carriers joined in Cruising Formation C.2. Throughout the voyage speeds were so slow that only on rare occasions could both engines be used.

D DAY 15th September dawned bright and fine with a very smooth sea. The whole assault operation was carried out according to plan. A separate enclosure is attached concerning the assault landing on MOROTAI ISLAND. At 1529 15th weighed anchor and proceeded with "KANIMBLA" escorted by U.S. Destroyer "STEVENS" and P.C.476 at an average speed of 14 knots for Humboldt Bay.

At 0633 18th anchored in Berth No. N67 Humboldt Bay, when ship's own L.C.M's and crews rejoined ship.

On 19th U.S. Tanker "PANDA" secured alongside and refuelled "MANOORA".

At 1428 25th weighed anchor and proceeded into Challenger Cove for fresh water. At 1653 secured alongside U.S.S. "TRIANGULUM". Owing to broken pipe lines and repair work water could only be supplied at the rate of 20 tons per hour.

At 1600 26th cast off from alongside "TRIANGULUM" and proceeded to anchorage assignment N.67.

27th to 31st at anchor carrying out general maintenance work.

2. The health and conduct of the Ship's Company leave nothing to be desired. The morale has never been higher than at the present time. Punishment return for this quarter is 33% lower than last quarter. Undoubtedly a big contributing factor in this respect is the issue of one bottle of beer each to the Ship's Company approximately every five days, but not when troops are embarked. This beer (cold) distribution takes place at 1730 and all empties must be returned by 2030. All issues have been made in a careful and orderly manner, and not a single case of abuse of instructions has occurred.

A Cousin.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

1934/2/1264 15/9 3167

DEPARTMENT OF THE NAVY. 2026/7/12.00

MINUTE PAPER.

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

AUGUST 1944

S.N.B.

2.N.M.

3.N.M. 9/10

D.O.D. 9/10

D. of P. 9/10.

Duty Staff Officer 9/10

D.N.I. 12/10

Ops (N). 13/10.

D.E.(N). 23/10/1944

D.O.T.M. 25/X

DNAS 27/X

H.P.N. 28/10

N.A.2/N.M.

N.S. 30/10

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

Mrs Gleeson

30/10

17/10

AUSTRALIAN WAR MEMORIAL RCDIG1073354

D.N.M.S. BRANCH
27 OCT 1944
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073354

21/9

2026/4/1200

245B.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644. 2079

SUBJECT: HMAS "Manoora" - Report of Proceedings

21/9 D.P.S. 21/9

DCNS 22/9

per 22/9

1st. 25/9

~~DTSR~~ 25/9

~~DR(N)~~ 20/9

NS

~~22/9~~ G. 25/9 H

AUSTRALIAN WAR MEMORIAL RCDIG1073354

ACK. BY. A.S. 1330Y
18 SEP 1944
INIT. MBS

Commonwealth of Australia
Department of Defence

DEPT OF NAVY
SECRET
2026-7-1200.

Royal Australian Navy.

R/201070

From COMMANDING OFFICER, H.M.A.S. "MANOORA".

Date 2nd SEPTEMBER, 1944. *Reference No.* SC.192/2/0592.

To SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copies to - COMMANDER, TASK FORCE 76.
NAVAL OFFICER-in-CHARGE, NEW GUINEA).

Subject REPORT OF PROCEEDINGS FOR THE MONTH OF AUGUST, 1944.

Checked for Indexing

RESTRICTED
SECRET

(All times given are King - Eastern Australian Standard Time).

Submitted for the information of the Naval Board the following report for the month of August, 1944 :

A U G U S T

1st At Megim Lagoon anchorage, Cape Cretin, refitting and overhauling landing craft and gear.

4th 0730 commenced embarking 6 Officers and 53 Enlisted Men of 3rd Battalion, 136th Regiment, 33rd U.S. Division, advance party. During the afternoon loaded 63 Officers and 918 Enlisted Men, 136th Regiment, 33rd Division.

5th) Troops exercised in net drill and embarking in landing craft.
6th)

7th 0605 weighed anchor and proceeded with H.M.A.S. "KANIMBLA" for amphibious landing exercises at Red Beach, Fortification Point. Owing to heavy swell running the exercise was cancelled, and ships returned to Cape Cretin. At 1350 let go anchor in Megim Lagoon. All troops were landed during the afternoon.

HH 18/9.

8th At anchor. During the afternoon 4 Officers and 100 Enlisted Men of 2nd Battalion, 130th Regiment, 33rd Division embarked. Colonel J.B. Kemp, R.A., and Commander A. St Clair-Ford, D.S.O., R.N., from British Amphibious Force Headquarters in London, joined ship to witness landing exercises.

9th During the afternoon embarked 41 Officers and 658 Enlisted Men of 130th Regiment, 33rd Division.

10th Troops exercised at net drill and embarking in landing craft.

11th At 0701 weighed and proceeded in company with "KANIMBLA" to carry out amphibious landing exercises on Red Beach, Fortification Point. At 0855 commenced exercise of landing troops. At 1355 troops reloaded, exercise completed, and returned to Cretin. anchoring in Megim Lagoon at 1653. All troops were then disembarked.

12th At 1634 weighed anchor and proceeded with "KANIMBLA" at 11 knots for Alexishafen.

13th At 0736 let go anchor in berth S2 at Alexishafen.

14th Commenced "at anchor" upkeep overhaul of all landing craft and gear.

19th At 0620 weighed anchor and proceeded to TAB anchorage, Madang, anchoring at 0736 in berth T23.

From 19th to 29th "at anchor" upkeep and overhaul of all landing craft and gear, and ship maintenance.

30th At 1044 weighed and proceeded with "KANIMBLA" outside the Lagoon and lay off the entrance to Alexishafen awaiting arrival of

AUSTRALIAN WAR MEMORIAL RCDIG1073354

escort, U.S.S. "MUSKOGEE".

31st At 0142 proceeded with escort and four L.C.I's. at 10 knots for Humboldt Bay via Aitape.

2. The health and conduct of the Ship's Company remain very good. During the "MANOORA's" stay at Alexishafen and Madang from 13th to 29th August every opportunity was taken to grant the Officers and Ship's Company as much shore recreational leave as possible. Competitive games were arranged, moving pictures were shown on board, the band of the 5th A.I.F. Division gave a band concert onboard, and the Entertainment Unit, "Tasmaniacs", gave a show which was greatly appreciated by the whole Ship's Company. The morale of all Officers and Ship's Company is very high.

A Mousin

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

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S. "MANOORA"

MONTHLY RUNNING REPORT

For Month ending 31st, August 1944.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour,	Fuel Expend During Month Tons.	Ship Miles per Ton.
51	505	9.9	52	1.01	157	9.71

J Hanlon

ENGINEER COMMANDER. RANR(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

2/10.

266B.

DEPARTMENT OF THE NAVY. 2026/7/1090

RECEIVED 27 SEP 1944 D.O.T.M.

MINUTE PAPER.

SUBJECT: H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS. July 1944

RESTRICTED

S.N.B. 4-9/9

2.N.M. Lowe 9/9

11/9/44 3.N.M. 12/9

D.O.D.

D. of P. MM 9/9

D.N.I. 19/9

Ops(N). 11/20/9

D.E.(N). 21/9

D.O.T.M. 25.9.9

H.S.B. 2/10

N.A.2.N.I. 2/10

N.5. Jan 3/10

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

D/NHRO

File

8/9 K

29/8

2026/7/1070 203B

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644. 28/8

SUBJECT: Hmas "MANOORA" – Report of Proceedings July, 1944

SECRET RESTRICTED

D.P.S. 29/8

3/8.

DOD Regarding ultimate para. Com 7th has laid down for US ships 7th Fleet that they will be given a recreation period at least every 6 months when employed in New Guinea area. [signature] 30/8

D.C.N.S. 30/8

1st N.M.

D.O.D. 31/8 1/9

C.T.F. 76 will no doubt abide by this directive – please mention the matter to Lt Cdr. GREEN before he goes north

30/8.

N.S. 31/8 D

AUSTRALIAN WAR MEMORIAL RCDIG1073354

2026/7/0790

DDP 4/9

DTSR 6/9

DRND 6/9

N5

37.

ACK. BY. A.S. 1394
24 AUG 1944
RESTRICTED
SECRET

Commonwealth of Australia

Department of Defence

DEPT. OF NAVY
2026/7/1070
SECRET

Royal Australian Navy.

From COMMANDING OFFICER, H.M.A.S. "MANOORA".

Date 10th AUGUST, 1944. *Reference No.* SC.192/2/0539.

To SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copies to - COMMANDER, TASK FORCE 76,
NAVAL OFFICER-in-CHARGE, NEW GUINEA.)

Subject REPORT OF PROCEEDINGS FOR THE MONTH OF JULY, 1944.

(All times given are King time, Eastern Australian Standard Time.)

Submitted for the information of the Naval Board, the following Report of Proceedings for the month of July, 1944 :

July. 1st At No. 5 Circular Quay, Sydney. Both C.O.2 refrigerator coils landed for repairs.

3rd 1300 shifted ship to Cruiser Wharf, Garden Island, to undergo short refit pending return of C.O.2 coils.

8th) Ship under cyanide fumigation. Normal period under gas was
9th) doubled.

17th 0900 shifted ship to No. 1 Wharf, Circular Quay. All refrigeration machinery functioning satisfactorily, and all chambers cooled down ready for loading all freezer stores.

18th Continued loading freezer stores.

19th 1200 all stores loaded. At 1300 cast off from No. 1 Wharf and swung ship, assisted by tug "NEWFIELD"; proceeded out of Sydney Harbour to carry out Gun Trials of 4 inch guns. 1437 passed South Head. At 1541 Gun Trials were completed (satisfactory), when vessel proceeded inside Sydney Heads to disembark Gunnery party. At 1630 Gunnery party was disembarked and vessel proceeded at 15 knots on Blue route for Milne Bay outside Barrier Reef.

Strong SSW wind with rough sea and southerly swell was experienced for the next 36 hours.

21st At 0700 speed was reduced to 13 knots.

22nd At 1200 speed was reduced to 12.6 knots.

23rd At 1205 speed was reduced to 11.6 knots.

24th At 0530 observed Bremer Island and increased speed to 15.6 knots. At 0742 passed through China Strait and at 0921 let go anchor in Berth G6, Stringer Bay, Milne Bay. During this day stores were transferred to H.M.A.S. "AUSTRALIA" and to U.S. Base at Gamododo, and 122 U.S.N. personnel and 38 R.A.N. personnel were embarked for Langemak area.

25th At 0600 weighed anchor and proceeded out of Milne Bay at 15 knots for Cretin. Passed through Raven Channel at 0852. Passing Hall Point light at 1700, the S.S. "MONTEREY" was observed aground on a reef about 9 miles northward of Hall Point light, with two salvage tugs and other vessels standing by.

26th At 1705 stopped engines off Cretin, awaiting orders. At 0840 proceeded to Megim Lagoon, anchoring at 0916.

2 ..../27th 1425.

26/8E

AUSTRALIAN WAR MEMORIAL RCDIG1073354

July. 27th At 1425 shifted anchorage approximately 100 yards to gain more lee from existing swell.

28th During forenoon embarked U.S. troops of 98th F.A. Battalion for training.

29th Employed exercising troops in landing craft.

30th At 0614 weighed and proceeded to Hanisch Harbour to exercise troops in landing operations. At 1405 all troops were re-embarked after successful landing operations on beach, and proceeded on return to Megim, anchoring at 1558. Disembarked troops sfter anchoring, all troops being landed on "Green One" Beach by 1815.

31st Employed cleaning ship and overhauling landing craft and equipment.

2. The health and conduct of the Ship's Company leaves nothing to be desired. The three weeks spent in Sydney during the month, in cold weather, proved a veritable God-send. All skin irritations vanished and the whole of the Officers and Ship's Company are in high spirits.

3. Owing to the arduous nature of the work in Australian Landing Ships (Infantry), particularly during prolonged training periods, it is strongly recommended that at least two weeks break for recreational leave may be granted (if actual operational duties permit) at least every six months at a port on the Mainland, where cooler weather may be experienced.

A Clousin.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTHLY RUNNING REPORT.

For Month ending 31st, July 1944.

Average Speed.	Distance Miles.	Hours Underway.	Total Fuel Sea Tons.	Fuel per Hour.	Fuel Expend during month. Tons.	Ship Miles per ton.
14.4	1902	132	164	1.24	194	11.59

J Hanlon

ENGINEER COMMANDER. RANR(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

18/7.

2026/7/1070

132A.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644. 18/7

SUBJECT: H. M. a S "Manoora" - Report of Proceedings

D. P. S. 19/7

D. C. N. S. 27/5.

for N. M. [illegible]

N5 26/7 I

AUSTRALIAN WAR MEMORIAL RCDIG1073354

DEPARTMENT OF THE NAVY. 2026/7/1070 184A

MINUTE PAPER.

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

JUNE, 1944

S.N.P.

2.N.M.

3.N.M.

D.O.D.

D. of P.

D.N.I.

Ops(N).

D.I.(N).

D.O.T.M.

H.

N.A.2.N.M.

N.6.

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

A/N H R

Re-forward & Jakeb

AUSTRALIAN WAR MEMORIAL RCDIG1073354

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RECEIVED
14 JUL 1944
NAVY CONFIDENTIAL RECORDS

DEPT. OF NAVY
2026/7/1070
SECRET

File #P5 8/43

Commonwealth of Australia

Department of Defence

Royal Australian Navy.

From COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 2ND JULY, 1944 *Reference No.* SC.192/2/0469

To SECRETARY, NAVAL BOARD, NAVY OFFICE MELBOURNE.
(COPY TO COMMANDER TASK FORCE 76)

Subject REPORT OF PROCEEDINGS FOR THE MONTH OF JUNE, 1944.

SECRET RESTRICTED
HN 11/7

(All times given are in K time for Eastern Australian Standard Time).

At o566 1st June, weighed anchor from MILNE BAY and proceeded in company with "KANIMBLA" at 14.5 knots for Langemak area. Passed through Raven Channel at 0831. Fine clear weather. Reduced to 12.5 knots at 1745. At 0815 2nd lying off Cretin awaiting orders. At 0815 proceeded to Langemak. At 0956 lying off Langemak awaiting ESB boats. At 1153 commenced hoisting 3 in no. LCMs.ex ESB. At 1530 proceeded with "KANIMBLA" at 15 knots for Hollandia, escorted by 3 U.S. Navy Frigates.

2. At 0630 3rd commenced Zig Zag No. 17. Reduced to 12 knots at 1549. At 0716 4th let go anchor in Humboldt Bay. Troops onboard exercised at scrambling net and boat station drill. At 1953 4th weighed and proceeded with "KANIMBLA" escorted by 3 U.S. Frigates, on route "Easy" for Wakde Area to land approximately 3,850 officers and men with equipment as reinforcements.

2. At 0545 5th June, closed up to operational action stations approaching Wakde Anchorage. At 0618 let go anchor and commenced lowering all boats. Numerous conflicting orders were received during the following two hours as the correct landing beach had not been indicated. Anchorage was shifted one mile westward. Some troops were re-embarked but by 0819 full scale debarking of troops and discharging of cargo was resumed. Excellent work was done by boats crews and landing ship detachment, and by 1740 all cargo had been landed and boats hoisted and secured. Many boats were damaged during this operation and some were swamped due to the swell and difficult nature of the beach.

4. Anchor was weighed at 1921 5th and vessel proceeded close east of Wakde Island awaiting "KANIMBLA". At 2050 proceeded at 15.5 knots with "KANIMBLA" escorted by 3 U.S. Navy Frigates (Zig Zag No. 17) for Hollandia. At 2330 anti-aircraft fire was observed from Wakde Island - evidently an Air-raid in progress on the Island.

5. At 0712, 6th let go anchor in Humboldt Bay awaiting orders, 4 tons of provisions were transported to "BENALLA". At 1247 6th weighed and proceeded with "KANIMBLA" at 14.6 knots escorted by 3 U.S. Navy Frigates for Langemak Area.(Zig Zag No. 17) throughout passage. At 0610 8th June, stopped engines off Langemak awaiting orders. Numerous conflicting and erroneous signals received. At 0810 proceeded to Cretin - lying off while "KANIMBLA" discharged casualities to ambulances in Dredge Harbour. At 1313 proceeded with "KANIMBLA" at 15.5 knots, for Sud - Est with-out escort. Gun firing practice was carried out at 1630.

6. At 2208 8th, anchored in Sud - Est roads. Signals concerning immediate embarkation of damaged boats were received from Commander Task Force 76. Great difficulty was experienced in this operation and no less than 40 signals were logged by "MANOORA" between arrival at Sud-Est and departure for Milne Bay, at 0440 9th June in company with "KANIMBLA". Eventually acting on orders from CTF.76, 2 in no. LCVP's were hoisted on Nos. 2 and 4 heavy lift derricks and lashed to Ship's side.

18/7

AUSTRALIAN WAR MEMORIAL RCDIG1073354

At noon "KANIMBLA" proceeded to investigate s.s. "PULGANBAR" ashore on Dart Reef. At 1619 course was altered to the westward of East Cape in high wind and heavy driving rain with poor visibility. At 1744 hoved to and stopped engines. At 0630, 10th proceeded for Raven Channel. Strong S.W. wind and poor visibility. From 0849 to 1031 manoeuvering to N.E. of Raven Channel to allow shipping through from westward. At 1100 passed through Raven Channel and proceeded into Milne Bay and anchored close S.W. of "KANIMBLA" at 1355; discharged all U.S. personnel on board for passage. Trouble with worn out coils of Co2 main refrigerator plant increased, which necessitated one complete machine being closed off.

7. Sunday, 11th June - divisions and prayers after which Padre proceeded to "KANIMBLA" for church service. R.C.'s landed at "LADAVA". Refrigerator unit landed at American Repair Unit No. 1 at Milne Bay, but apparently nothing can be done locally. 13th, signal made to C.T.F.76 by Amphibious Training Centre, regarding serious state of "MANOORA's" refrigerator plant. Several signals passed both ways concerning refrigerator plant and C.T.F. 76 on 16th recommended to Commander Service Force 7th Phib, that "MANOORA" proceed to Sydney for 7 days dockyard availability. From 16th to 23rd ship lying at Milne Bay awaiting orders to proceed to Sydney.

8. On 21st 6 officers and 83 ratings joined from "KANIMBLA" for short leave in Sydney; on 23rd a number of R.A.N. and U.S.N. and A.I.F. ratings joined for passage. At 1045 23rd, weighed and proceeded at 15 knots for Sydney on outside Barrier Reef route. Strong S.E. winds with rough sea and swell and overcast and squally weather was experienced throughout 23rd, 24th, 25th with sea and swell moderating on 26th June. At 0500 loom of Sandy Cape Light was observed abeam to starboard distant approx. 35 miles. At 1400 26th speed was reduced to 13 knots and at 1549 27th to 11 knots. At 0654 28th passed through Sydney Heads and at 0752 secured to No. 1 Buoy.

9. During the forenoon one condenser coil was landed at Garden Island for inspection, and a decision was reached that repairs to both condenser coils would take 21 days to complete and a signal was sent to Commander Seventh Fleet to that effect. At 0900 30th slipped from No. 1 Buoy and at 0935 secured alongside No 5 wharf, Circular Quay.

10. The health of the Ship's Company remains very good. Their conduct has also been good. The trip to Sydney to repair condenser has proved a great blessing to Officers and Ship's Company alike. The short spell of cold weather will undoubtedly be of great benefit.

11. Every endeavour is being made to grant up to 7 days leave to all Ship's Company excepting West Australian ratings.

A Bousin

COMMANDER. R.A.N.R(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

Commonwealth of Australia

Department of Defence

Royal Australian Navy.

From .....

Date ..... *Reference No.* .....

To .....

Subject .....

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTHLY RUNNING REPORT.

For Month ending 30th, JUNE 1944.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour.	Fuel Expend during month. Tons.	Ship Miles per Ton.
287	3713	12.9	309	1.07	366	12.01

J Hanlon
ENGINEER COMMANDER. RANR(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

21/7.

SPECTRICTED

DEPARTMENT OF THE NAVY. 2026/7/1070 138B.

MINUTE PAPER.

RECEIVED 19 JUL 1944 D.O.T.M.

SUBJECT: H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS, MAY, 1944

S.N.B. 6/7

2.N.M. 6/7

3.N.M.

D.O.D. 13/7

D. of P. 17/7

D.N.I. 17/7

Ops(N). 18/7

D.E.(N). 11/7/44.

D.O.T.M. 21/7

H.P.(a) 21/7

N.A.2.N.M.

D.R(N). 24/7

D.N.I. (N.H.R.O.). 25/7

A/NHRO

File

25/7 B

ADM 14/7

AUSTRALIAN WAR MEMORIAL RCDIG1073354

2026/4/1040

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

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

(3) D.P.S. - ~~Later pls. (N.O.D.)~~ (J.W.) 4/7

~~DOD~~

On other papers it has been suggested that mails should in future be handled by Comserfor who has all the necessary information of whereabouts of ships & facilities (air & surface) for getting the mails to them. All we should need would be one officer at Comserfor HQ's Brisbane to watch the interests of RAN ships. 22/6.

(1) D.C.N.S. Concur D.O.D. If it is approved to appoint an officer to Comserfor's staff in Brisbane for Plans liaison this officer could also keep Comserfor up to the mark with R.A.N. Mails 28/6

(2) 1st. N.M.

Head of N is producing a report re mails following his recent visit to Brisbane in this connection.

1/7

N5 21/6

22/6

AUSTRALIAN WAR MEMORIAL RCDIG1073354

ACK. BY. A.S. 1330Y
17 JUN 1944
RESTRICTED

Commonwealth of Australia

Department of Defence

Royal Australian Navy.

DEPT. OF NAVY
2026/7/1070.
SECRET

From COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 3RD JUNE, 1944 *Reference No.* SC.192/2/0402

To SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.

Subject REPORT OF PROCEEDINGS DURING THE MONTH OF MAY, 1944

Copies to COMMANDER TRANSPORTS, SEVENTH AMPHIBIOUS FORCE.
NAVAL OFFICER IN CHARGE, NEW GUINEA.

(ALL TIMES GIVEN ZONE K)

1st May, alongside Repulse Wharf, Milne Bay. Completed taking fresh water at 0945. Cast off at 0953 and proceeded out through boom gates. 1020, stopped to hoist boats. At 1100 all boats hoisted, and proceeded at 12 knots for Cape Sud-est. At 0511, 2nd May, arrived off Cape Sud-est and anchored in berth 25 at 0634.

2. At 2139, 2nd, weighed and proceeded in company with "HENRY.T.ALLEN" "KANIMBLA" and "WESTRALIA" for Langemak, escorted by 2 A.P.D's. At 0830, 3rd, arrived off Langemak awaiting orders. "HENRY.T.ALLEN" proceeded in to Langemak, and at 0915, "MANOORA" "KANIMBLA" and "WESTRALIA" proceeded to Megim. "MANOORA" anchoring at 1027.

3. At 0621, 4th. May, weighed anchor and proceeded to Langemak, and at 0716, Pilot boarded and proceeded to berth, securing alongside Dock No. 8 at 0923. At 1010 commenced loading vehicles and ammunition and 155 army personnel. Very heavy rain during this day, and difficulty was experienced in maintaining the supply of equipment for loading. At 0350, 5th. loading was completed, and at 0634, cast off and proceeded out of Langemak, and joined up with "HENRY.T.ALLEN" "KANIMBLA" and "WESTRALIA". At 0851, proceeded with 6 U.S.N. Frigates as escorts for Humboldt Bay. Smooth seas, with occasional passing showers were experienced onpassage. Zig Zag No. 14 was executed during most of the passage.

4. At 0435, 7th, arrived off Humboldt Bay, Hollandia, and anchored at 0658 with "HENRY.T.ALLEN" to seaward of "KANIMBLA" and "WESTRALIA". All boats were immediately lowered, and discharging of U.S. Army personnel and equipment by ship's boats to beach was commenced. Discharge was completed at 1555, 7th, and 18 Ship's LCVP's and 3 LCM's were discharged to Whitel beach, accompanied by 4 officers; Sub Lieutenants Dawborn, McCormick, Hamilton and Stokes, and boats crews numbering 105 ratings , together with 1 Motor Mechanic.

5. These boats were replaced by boats and crews belonging to the 2nd. ESB, which had been brought down from Tanahmerah Bay; at 1705, all boats were hoisted, and at 1717, weighed anchor, and proceeded in company with "HENRY.T.ALLEN" "KANIMBLA" and "WESTRALIA" at 13½ knots for Cape Cretin escorted by U.S.N. Destroyer , "SWANSON" and 4 U.S.N. Frigates. Smooth seas with occasional misty rain showers were experienced during the passage.

6. At 1122 9th, stopped engines off Langemak while "KANIMBLA" picked up several boats. At 1206 proceeded with "HENRY.T.ALLEN" and "KANIMBLA" for Cape Sud-est. "WESTRALIA" remained at Cretin to discharge personnel and wounded, Escorted by U.S. Destroyers "SWANSON" "NICHOLSON" and Destroyer Escorts "WARD and "HERBERT", and proceeding at 15 knots, Sud-est anchorage was reached at 2125, 9th, where anchor was let go in anchorage Berth No. 5. May 10th, 11th and 12th, at anchorage at Sud-est overhauling and repairing boats and carrying out ship's general work.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S. "MANOORA" - LETTER OF PROCEEDINGS - MONTH OF MAY, 1944

7. At 0550 on 13th May, weighed and proceeded with "HENRY.T.ALLEN" at 13 knots, escorted by U.S. Ships "NICHOLSON" "MUSTIN" "HUGHES" and "LOVELACE" for Aitape. Zig Zag No. 14 was carried out from 0530 to 1900 14th.

8. At 0735 15th, let go anchor in Aitape roads in 14 fathoms, one mile from the beach. Anchor was weighed at 1712, 15th after embarking 16 officers and 462 men of 41 Division Landing Team U.S. Army and several vehicles for an assault on Wakde - Toem area approximately 120 miles north west of Hollandia. In company with "HENRY.T.ALLEN" proceeded at 12 knots for Hollandia, escorted by three U.S. Frigates. At 1700 on 16th anchored near "HENRY.T.ALLEN" in Humboldt Bay off Hollandia. During the afternoon assault troops were exercised in manning landing craft over ship side scrambling nets.

9. At 1807 16th, weighed anchor and proceeded in company with "HENRY.T.ALLEN" and U.S. Destroyer "REID" as flagship, also accompanied by 3 S.C's and 19 L.C.I's in cruising disposition C.I., screened by 5 U.S. Destroyers and 3 U.S. Frigates. Course and speed was set on route EASY for an assault on the mainland of Dutch New Guinea in the Wakde - Toem area under Japanese control.

10. On approaching the assigned Transport Area, operational action stations were closed up at 0515, 17th, and the transport area, close north-west of Wakde Island was reached at 0545. On arrival a signal was received from the "HENRY.T.ALLEN" stating that transports were about 1,000 yards west of correct position. Whilst waiting for further advice whether transports should correct their position to the eastward, it was seen that "HENRY.T.ALLEN" had commenced lowering her boats. At 0551 "MANOORA" commenced lowering all E.S.B. boats and debarking the assault troops for the 2nd, 4th and 5th waves. By 0618 all boats were lowered and manned with all assault troops, and "Ready to proceed" was signalled to Commander Transports, Seventh Amphibious Force in "HENRY.T.ALLEN". On approaching the transport area, it was established that Task Forces 74 and 75 were already in their assigned bombardment and gunfire support areas.

11. At 0605, a heavy bombardment was opened on shore installations, and spotting was carried out from float planes from the Cruisers. The bombardment (which drew no reply from the enemy) appeared to be very effective. Soon enemy dumps and installations on Wakde Island blew up and caught fire, and more fires were started well to the west near the Sarmi Area which was covered by Task Force 74.

12. Credit is due to the Executive Officer, Lieutenant Commander D.A. Menlove, D.S.O., R.A.N.R(S), for the smart evolution in getting away all the E.S.B. Boats and the assault troops in 27 minutes. The "HENRY.T.ALLEN" who took 40 minutes, later congratulated "MANOORA" on the excellent performance.

13. At 0631 proceeded in company with "HENRY.T.ALLEN" at 15.8 knots on route EASY for Hollandia, escorted by 3 U.S. Frigates.

14, At 1606, 17th, anchor was let go in Humboldt Bay and commenced hoisting all ship's boats with crews, which had been left behind for the operation and replaced by E.S.B. boats and crews. At 1908 weighed anchor and proceeded in company with "HENRY.T.ALLEN", escorted by 2 U.S. Frigates for Aitape.

15. At 0650,18th, stopped off Aitape roads while "HENRY.T.ALLEN" proceeded in to recover an L.C.V.P. At 0947 18th proceeded with "HENRY.T.ALLEN" at 15.3 knots escorted by three U.S. Frigates for Langemak. At 1652 stopped off entrance to Langemak Bay, when boat was lowered and sent in to Port Director Langemak area to recover C.B's and any official mail. At 1735 proceeded at 15 knots with "HENRY.T.ALLEN" unescorted to anchorage off Cape Sud-est. At 0319 20th came to with Port anchor in 16½ fathoms in No. 3 anchorage.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S. "MANOORA" - LETTER OF PROCEEDINGS o MONTH OF MAY, 1944

(CONCLUDED)

16. At 2315 22nd weighed anchor and proceeded at 15½ knots for Milne Bay carrying 4 L.C.V.P.'s for Amphibious Training Centre to be repaired and 41 U.S.N. officers and ratings for disposal. Passed through Raven channel at 1136 23rd and anchored off Stringer Bay at 1410 in 22 fathoms. At 0600 24th weighed and proceeded to wharf at Gamadodo, being all fast alongside at 0723. Commenced taking fresh water and all stores and fresh provisions for U.S.N. ships at Cape Sud-est. Also loaded 19 U.S.N. officers and 453 U.S. Naval ratings for disposal at Sud-est.

17. At 0845, 25th cast off from wharf at Gamadodo and proceeded to oil fuel berth at Trafalgar wharf for fuel oil. All fast alongside at 1040.

18. At 0807 26th, cast off from Trafalgar Wharf and proceeded to anchorage nearby Gamadodo to complete storing with flour. At 1400 all stores onboard, boats hoisted; weighed and proceeded for Sud - est at 14.5 knots. Passed through Raven Channel at 1620.

19. At 0612 27th anchored in No. 3 berth. At 0800 lowered boats and commenced discharging stores and personnel to U.S.N. ships at Sud-est. All stores unloaded by 2245 27th; hoisted boats.

20. At 1402, 28th May, weighed and proceeded for Milne Bay at 15.5 knots. Passed Ham Reef at 1900 when speed was reduced to 10.8 knots. Passed through Raven Channel at 0644, 29th. At 0843, stopped engines off Haioma, Milne Bay awaiting berthing instructions. At 1330 proceeded alongside No. 4 dock Haioma, being all fast at 1457. At 1505 29th. commenced loading equipment of 1st Regiment, 6th Division, U.S. Army for landing in vicinity of Sarmi-Wakde area, Dutch New Guinea. All equipment loaded at 0240, 30th May. Completed fresh water to capacity at 0830.

21. At 1038, 30th cast off from Haioma and proceeded to Stringer Bay, anchoring at 1135, 20th close to "KANIMBLA". At 1530 advance party of troops boarded ship. At 1430, 31st commenced embarking troops in ship's boats. At 1600 all troops onboard numbering 77 officers and 1700 other ranks.

22. The general health and conduct of the Ship's Company remains very good, in spite of the hard and continuous work required of everyone.

23. Owing to the constant employment of the ship, it has been almost impossible to grant any liberty to the ship's company and on the brief occasions it has been possible, the men have preferred to remain onboard, rather than flounder about in rain, mud and slush ashore, which has been our lot almost the whole month.

24. Serious hold-up of mail also occurred during the month, the whole ship's company being without mail for almost four weeks. This question has been gone into fully with Naval Officer in Charge, New Guinea, and it is hoped that there will be no more trouble with mail deliveries.

Separate report attached.

Attached placed on 563/20/1424 [illegible].

A Bousin.

COMMANDER. R.A.N.R(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTHLY RUNNING REPORT.

For Month ending 31st, MAY 1944.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour.	Fuel Expend during Month. Tons.	Ship Miles per Ton.
327	3899	11.92	327	1.0	353	11.92

J Hanlon

ENGINEER COMMANDER. RANR(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

19/6

80B.

RESTRICTED

DEPARTMENT OF THE NAVY. 2026/7/1070

MINUTE PAPER.

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

APRIL, 1944

S.N.B. 29/5

2.N.M. 29/5

3.N.M. 31/5 5/6

D.O.D. 6/6

D. of P. 7/6

D.N.I. 9/6

Ops(N). 10/6 10/6

D.[illegible](N). 11/6/44

D.O.T.M. 13/6/44

H.R.&I. 19/6/44 19/6

N.A.2.M.M. 23/6/44 29/6 27/6

N.E. 28/6.

D.N.I. (N.H.R.O.). 29/6

A/N.H.R.O. 29/6

File

A.F. 28/6

Humboldt Bay 1/7

7/6

AUSTRALIAN WAR MEMORIAL RCDIG1073354

D.N.M.S. BRANCH
23 JUN 1944
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073354

19/5

2026/4/1040

33B.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644. 19/5

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

D P S vide 692. 19/5.

D C N S 22/5

1st N.M. 28/5

N-5.

20/5.

19/5 H.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

SECRET NOTED

Commonwealth of Australia

Department of Defence

DEPT. OF NAVY 2026/7/1070. SECRET

Royal Australian Navy.

From COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 7TH MAY, 1944 *Reference No.* S.C. 192/2/0326

To SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.

Subject H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - APRIL, 1944

Copies to COMMANDER TRANSPORTS, SEVENTH AMPHIBIOUS FORCE.
SENIOR NAVAL OFFICER, AUSTRALIAN LANDING SHIPS

Submitted for the information of the Naval Board, the following report of proceedings for the month of April, 1944.

(All times given are Eastern Standard Time)

April 1st. At Beli Beli anchorage Goodenough Island in company with "HENRY.T.ALLEN" "KANIMBLA" "CARTER HALL" (LSD 3), and numerous LSTs and LCIs. Troops on board consisting of the Composite Landing Team, 19th. Regiment, 24th Division, U.S. Army. being exercised at net stations and embarking and debarking into landing craft - day and night exercises to seaward.

2. April 2nd, at dawn, carried out combined wave landing operations to an imaginary beach 6 miles to seaward for timing waves; boats of "HENRY.T.ALLEN" "KANIMBLA" "MANOORA""CARTER HALL" and eleven "Buffaloes" (Amphibious Tanks) participating. Troops were landed after these exercises.

3. On 3rd April, no troops aboard - repairing, painting, and generally overhauling boats and gear.

4. Weighed anchor at 0705 5th, and proceeded alongside No. 2 Wharf, secured at 0741 and commenced taking in fresh water. Good fresh water which does not need chlorinating. At 0800, 6th, commenced loading army vehicles and stores for the impending operation. All cargo loaded at 1640, cast off from wharf at 1648, and proceeded to anchorage in Beli Beli Bay, anchoring at 1711 in 36 fathoms of water.

5. At 1015, commenced embarking troops from No. 1 Docks landing, in LCVPs. All troops (approximately 1100) onboard by 1420. At 2027, weighed anchor and proceeded in company with "HENRY T. ALLEN" "KANIMBLA" and "CARTER HALL", 7 LSTs and 15 LCIs to rehearse dawn landing at Taupata Beach on the New Guinea mainland.

6. April 9th, carried out dawn landing at Taupata Beach - all boats called away at 0453. Dawn landing carried out to schedule and certain vehicles of different types were also landed. At 1555, all troops and cargo recovered onboard, and at 1601 proceeded independently to Beli Beli Bay - Goodenough Island - anchoring at 1940 in 34 fathoms of water. 10th April overhauling boats and gear.

7. At 1245 10th., oil lighter YD 59 secured alongside and pumped in 100 tons of light diesel oil. Oil lighter cast off at 1450.

8. At 1400 on 11th April, commenced disembarking all troops in LCVPs; at 1805 all troops ashore. At 0930, 13th., LST 475 secured alongside and commenced pumping fresh water. Received 150 tons fresh water. At 1540, LST cast off and .....

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED
SECRET

At 1540 LST cast off and proceeded. During the afternoon of 13th, ships boats were despatched to seaward to exercise automatic weapons. April 14th and 15th employed overhauling all gear. April 16th, all boats lowered into water for running tests. At 1405, 16th, commenced embarking troops. At 1530, all troops comprising 5940 - G - LT - 1 Combat Team, 24th U.S. Division on board, and boats were hoisted.

9. At 1128, 17th April, weighed and proceeded in company with "HENRY.T.ALLEN" "KANIMBLA" and "CARTER HALL", escorted by destroyers "SWANSON" (carrying Rear Admiral Barbey) and "HOBBY".

10. At 0001, 18th April, U.S. destroyers "GRAYSON" and "NICHOLSON" joined convoy off Cape Sud Est. During the early morning of 18th, convoy was joined by 7 LSTs, escorted by U.S. destroyers "KALK" and "WILKES", and AK ship "GANYMEDE". From 1049, 18th to 1150, convoy was stopped off Cape Cretin to enable LSTs to pick up LCVPs. Convoy then proceeded at 9 knots on courses to pass close east of Lorengau Island in the Admiralty group. Course was then steered approximately 290° to rendezvous ~~to rendezvous~~ with the whole Task Forces, and three Attack groups (the Western, Central and Eastern) comprising some 165 vessels. Included in this force was the "AUSTRALIA" "SHROPSHIRE" "ARUNTA" and "WARRAMUNGA".

11. The whole force proceeded at courses and speeds as ordered by Rear Admiral Barbey in the "SWANSON". The Eastern and Central Attack Groups were detached as necessary to proceed on their missions of attacking Aitape and Humboldt Bay areas respectively, at H hour on D Day the 22nd. April. Detailed report relating to the Western Attack Group operations at Tanahmerah Bay has been forwarded vide my SC.190/2/0270 dated 24th. April, 1944. At 0500 22nd, Western Attack Group arrived in position and operations commenced. Transport operations were completed at 1545 and proceeded out of Tanahmerah Bay at 15 knots in company with the "HENRY.T.ALLEN" and "KANIMBLA" and two escort U.S. destroyers. At 1646"Westralia" joined the convoy after completing her transport operations at Humboldt Bay area. Proceeded at 13.5 knots in single column on course as ordered by "HENRY T. ALLEN" for Cape Sud Est, escorted by U.S. destroyers "GILLESPIE" "NICHOLSON" "WELLES" and 2 APDs. Fine weather and smooth seas were encountered during the passage.

12. At 0925, 23rd an accident occurred during the disposal of detonators and odd ammunition around troop decks, when Leading Seaman A.N. Bell, O.N. 20432 was injured by an exploding detonator, and may probably lose the sight of his right eye. Separate reports on this accident have been forwarded under cover of my Sc.31/1/ dated 25th April.

13. At 0900 24th, convoy stopped off Langemak, when the personnel to land were transferred to "WESTRALIA", who then proceeded into Langemak to land personnel and recover her own boats. Leading Seaman A.N. Bell, O.N. 20432 was transferred to "WESTRALIA" to be turned over to Port Director, Langemak for quickest transport to the nearest eye specialist.

14. At 0937 24th, proceeded in company of "HENRY T. ALLEN" and "KANIMBLA" escorted by U.S. destroyers "WELLES" and "GILLESPIE". Speed was reduced approaching Sud Est anchorage and 1818 came to, with Port anchor in 19 fathoms.

15. 25th, 26th. and 27th April at Sud-Est anchorage, overhauling cargo gear and landing craft. Weighed anchor at 1150 on 28th and at 1200 proceeded in company with "KANIMBLA" and "WESTRALIA" at 10 knots for Milne Bay under instructions to fuel, water and store ship to capacity before returning to Sud-Est.

16. At 1024 , 29th April, anchored in Milne Bay and at 2320 commenced fuelling.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

H.M.A.S. "MANOORA" - LETTER OF PROCEEDINGS - APRIL, 1944 - CONCLUDED

17. 30th April at 0640 weighed and proceeded alongside Repulse Wharf. Secured at 0800 and commenced taking in fresh water.

18. The general health and conduct of the Ship's Company continues to be very good. Water rationing has been, of necessity, rather severe and skin complaints such as prickly heat and dhobies itch have been more prevalent.

A Bowen.

COMMANDER. R.A.N.R(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTHLY RUNNING REPORT.

For Month ending 30th April 1944.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour.	Fuel Expend during Month.	Ship Miles per Ton.
201	2007	9.98	152	.75	212	13.2

J Hanlon

Engineer Commander. RANR(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

23.

20 MAR 19[illegible] P.O.I.

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DEPARTMENT OF THE NAVY. 2026/7/1070

MINUTE PAPER.

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

SECRETED

March 1944

S.N.B. 4/5

2.N.M. 4/5

3.N.M. 14/5

D.O.D. 16/5

D. of P. 7/5/44.

D.N.I. 15/5

Ops(N). 19/5

D.E.(N). 6/6/44

D.O.E.M. 20/5

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N.A.2.N.M. 23/5

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D.N.I. (N.H.R.C.). 7/6

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AUSTRALIAN WAR MEMORIAL RCDIG1073354

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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2026/7/1070

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

A 19/4

3644.

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

D.P.S. Vide Pg 3. 20/4

~~DOD~~ Consider para 21 unwise in view of distribution of Letters of Proceedings

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AUSTRALIAN WAR MEMORIAL RCDIG1073354

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ACK. BY. A.C. 1330Y
INIT. 11 APR 1944
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DEPT. OF NAVY
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SECRET

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 2ND APRIL, 1944 *Reference No.* SC.192/2/0218

To SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copies to COMMANDER TRANSPORTS, SEVENTH AMPHIBIOUS FORCE)
Subject " " SENIOR NAVAL OFFICER, ASUTRALIAN LANDING SHIPS)

Subject H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - MARCH, 1944

(All times given are Eastern Australian Daylight Time, up to 0159 L, 26th, and thereafter Eastern Australian Standard Time).

Wednesday, 1st. March, carried out early daylight landing of 2/7th Bn. of 6th A.I.F. Division at Trinity Beach. Reloaded all boats and returned to Cairns, securing alongside No. 1 Berth at 1330. Completing with water and provisions.

2. On Friday, 3rd March, landed 10 L.C.V.P's and received 10 new L.C.V.P's to replace those landed.

3. At 1840, 4th March, cast off and proceeded out of harbour astern of "KANIMBLA" for Milne Bay. Escorts U.S.N. Frigates "GLENDALE" and "LONGBEACH". At 2039 passed Fitzroy Light and proceeded out through Grafton Passage speed 13.5 knots. Commenced zig-zagging at 2215.

4. At 1732, 5th, acting on signal instructions, turned 180° to starboard and reversed course for Gladstone, increased speed to 14.5 knots. Escorts proceeded to Milne Bay. Zig-zagging ceased at 1200, 6th., and Euston Reef Beacon was passed at 1235. Strong S.E winds with rough seas were encountered on 7th. when passing through Whitsunday passage and during that night.

5. At 0920 8th. pilot boarded off Jenny Lind Buoy - Gladstone - and proceeded in to anchorage off South Trees Point awaiting clear berth. At 1310 weighed and proceeded to West berth, and secured alongside at 1420 8th.

6. Commenced loading equipment and troops of 1st. Bn, 186th. Regiment, 41st. U.S.Army Division at 1445. All troops and equipment loaded by 2300.

7. At 1722 9th pilot boarded - cast off at 1744, swung ship and followed "KANIMBLA" out of harbour. At 1903 Pilot was disembarked at Gatcombe Head and vessel proceeded out of harbour at 1908 and took station 4 cables astern of "KANIMBLA", speed 12 knots, courses as requisite inside Barrier Reef for Grafton Passage. Increased speed to 13.5 knots at 0600, 10th.

8. At 0001 11th, stopped starboard engine to replace one valve and proceeded at 0213, at 10.5 knots

AUSTRALIAN WAR MEMORIAL RCDIG1073354

(CONTINUED)

At 1817 off Fitzroy Island, stopped to collect draft and mails from "ARARAT". At 1912 proceeded out of Grafton Passage, astern of "KANIMBLA" with escorts "ARARAT" and "TOWNSVILLE", speed 13 knots. Commenced zig-zagging at 2120. Smooth sea and very fine weather was experienced in Coral Sea. At 0710, 13th March, passed Brumer Island and reduced speed to follow a convoy through China Strait. At 0937 stopped off Dorasi Shoal, Milne Bay and collected mail from P.C. 476. "TOWNSVILLE" proceeded into Milne Bay, and "ARARAT" proceeded northwards at full speed. At 1014, proceeded at 15 knots for Finschafen. Passed through Raven Channel and worked up to 16.5 knots, 101.6 revolutions. Passed ~~through~~ Ham Reef light at 1912. Escorts P.C. 476 and "ARARAT".

9. At 0945, 14th March, courses and speed as requisite for anchoring in Megim Lagoon astern of "KANIMBLA" At 1106, came to with starboard anchor, 5 shackles in 22 fathoms. Commenced disembarking troops and cargo on to beach. All troops ashore at 1330 and all equipment landed at 1530. Troops landed 1017 ; tons of equipment landed 264 tons.

C. CRETIN ON DREGER HARBOUR

10. All boats were hoisted - weighed anchor and proceeded at 1620. At 1700 took station on "KANIMBLA", 4 cables on Starboard beam, speed 16 knots, courses as requisite for proceeding via Milne Bay and Fitzroy Island to Gladstone. At 1930, took station 4 cables astern of "KANIMBLA". Escorts P.C. 476 and P.C. 479. At 1115 , 15th., courses as requisite to navigate Raven Channel. At 1249, escorts proceeded into Milne Bay. "KANIMBLA" and "MANOORA" proceeded through China Strait at 15.5 knots and across the Coral Sea without escorts. Smooth sea and fine weather was encountered in the Coral Sea.

11. At 0626, 16th March, passed U.S.S. "HENRY T. ALLEN" and "WESTRALIA" 1½ miles to Port on opposite course. At 1845, 16th., passed Euston Reef, at 2039 stopped engines off Fitzroy Island and lowered a boat to collect mail from ML.811. Proceeded at 2215 and took station 4 cables astern of "KANIMBLA". Fresh S.E. winds and moderate to rough seas were experienced on coastal route to Gladstone. At 1125, 18th., proceeded in to Gladstone Harbour and anchored off South Trees point at 1252. At 1520 pilot boarded, anchor was weighed and vessel proceeded to berth at Wharf, east side of "KANIMBLA", bow out. All fast at 1639, 18th.

12. On Sunday, 19th R.C. Church Party was landed, and a combined "KANIMBLA" and "MANOORA" service was held on board "MANOORA" at 1005. Commenced loading troop equipment at 1340 and completed at 1615. Troops commenced embarking at 2215. At 1545 20th., troops of 2nd. Bn., 162 Regiment, 41st U.S.Army Division loaded. 1178 troops; 228 tons cargo loaded. Cast off at 1816 and proceeded out of Gladstone Harbour and took up station 4 cables astern of "KANIMBLA" speed 12 knots. Moderate to fresh S.E. winds with moderate seas were experienced on the coastal toute to Grafton Passage. Reduced speed to 10 knots at 1700 on 21st March, and to 8 knots at 1200, 22nd March.

13. At 1735, 22nd., hove to off Fitzroy Island - lowered boat and collected mails from "ROCKHAMPTON". At 1804 proceeded out of Grafton Passage, 4 cables astern of "KANIMBLA" with escorts "ROCKHAMPTON" and U.S.N. Frigate "SAN PEDRO". Cleared Euston Beacon at 1945. Fresh S.E. wind and moderate to rough seas were experienced in the Coral Sea. Carried out zig-zag during daylight hours.

14. At dawn 24th March, approaching Brumer Island..... (CONT)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

(CONCLUSION)

14. At dawn 24th March, approaching Brumer Island torrential rain with very poor visibility was experienced and later, course was reversed at slow speed to await weather to clear. At 1012 Ahana Island was sighted and speed was increased to 12 knots. Passed through China Strait and at 1154 stopped engines off Dorasi shoal to collect mail from ML.803. Escorts proceeded into Milne Bay. At 1232 proceeded astern of "KANIMBLA" at 16 knots, with escorts P.C. 1122 and 1132 through Raven Channel for Finschafen. Fine clear weather was experienced.

15. At 0900, 25th, reduced speed and stood off Megim Lagoon awaiting "KANIMBLA" anchoring. At 0910, proceeded in - anchored at 0940 and commenced discharging all troops and equipment.

16. At 1440 all troops and equipment landed on beach, boats hoisted - weighed anchor and proceeded 4 cables abeam to starboard of "KANIMBLA" at 16 knots. Fine weather was experienced until approaching Cape Sud - Est at 2300. At 2342 25th let go Port Anchor in 18 fathoms in Sud - Est Roads. At 0800 26th, an officer from E.S.B. (Engineer Special Branch) arrived on board and gave instructions concerning transfer of boats with E.S.B. Lowered and handed over to E.S.B. 14 LCVP's and received onboard 13 LCVP's, 1 LCS and 2 LCM's.

17. Weighed anchor and proceeded at 1600, 26th in company with "HENRY T. ALLEN" "KANIMBLA" "CARTER HALL", 4 LST's and 5LCI's for Goodenough Island anchorage at 9 knots. At 0905 27th anchored off Goodenough Island in Beli Beli Bay. March 28th, and forenoon 29th, employed in exercising E.S.B. boats crews. During the afternoon of 29th, loaded approximately 900 troops of 5040 - G - LT - 1 (Composite Bn). At 1800, LST 467 secured alongside starboard side and commenced pumping in fresh water to "MANOORA" .

18. March 30th and 31st occupied in exercising troops at net stations and embarking and debarking from boats with full kit.

19. At Cape Sud - Est anchorage on 26th, the following boat officers were landed with 14 LCVP crews and 2 M.M's Lieutenant Lee in charge, Sub Lieutenant N.H. Blamey and Sub Lieutenant G.D. Stokes. TOTAL 3 officers, 42 seamen, 14 stokers and 2 M/M's, as it appeared that these officers and boat crews would be absent for upwards of a month, all their gear was landed with them, together with mess-utensils and they also received two full pays each. R.A.N. boat officers and crews were replaced by E.S.B. officers and crews, a total of3 officers and 67 other ratings.

20. Throughout the month "MANOORA" has been steaming hard almost all the time, and the fresh water shortage has made water rationing necessary. There was a considerable increase in minor skin infections, but with more water now available, the position has been greatly improved.

21. The general conduct of the ships company is very good, and great keenness is being shown towards the impending forthcoming combined operation against the enemy.

A Rousin.

COMMANDER. R.A.N.R(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTHLY RUNNING REPORT.

For Month ending 31st, March 1944.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour.	Fuel Expend during Month.	Ship Miles per Ton.
421	5681	13.5	442	1.05	462	12.85

J Hanlon

Engineer Commander. RANR(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: Hmas "Manoora" – Report of Proceedings – February 1944

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D.P.S. by 3. Training programme. 20/3

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RECEIVED 11 APR 1944 D.O.T.M.

~~DOD~~ 5/4 ~~PCLO~~ (NHRO).

~~D.C.N.S.~~ 20/3

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~~DNI~~ 6/4 ~~NHRO~~

~~1st N.M.~~ 24/3

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AUSTRALIAN WAR MEMORIAL RCDIG1073354

20/4

DEPARTMENT OF THE NAVY
NAVY BYARD
WASHINGTON

AUSTRALIAN WAR MEMORIAL RCDIG1073354

ACK. BY A.S. 1330Y
16 MAR 1944
INIT.
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Commonwealth of Australia

Department of Defence

Royal Australian Navy.

DEPT. OF NAVY
2026-7-1070
SECRET
A.P. 5/8/43.

From COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 1ST MARCH, 1944 *Reference No.* SC 192/2/0110

To SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(copy to Senior Naval Officer, Australian Landing Ships)

Subject REPORT OF PROCEEDINGS FOR THE MONTH OF FEBRUARY, 1944

Submitted for the information of the Naval Board, the following report of proceedings for the month of February, 1944.

All times given are Eastern Australian Summer Time (-11).

1st February to 9th February, ship was lying alongside oil wharf at Garden Island undergoing refit and storing.

2. At 0600, 9th February, cast off from oil wharf and proceeded for runs over the D.G. range. After 2 runs over the range, ship was informed that deperming was unnecessary, but 2 more runs were required. Proceeded over the range and out Sydney Heads for gun trials for 2. 4" Mk. XIX HA LA guns and 2 Oerlikon guns fitted at Garden Island.

3. On completion of gun trials returned to Sydney Harbour, crossed the D.G. range and secured to No. 2 Buoy at 1130.

4. At 1140 the First Naval Member boarded the ship accompanied by Paymaster Captain Foley, R.A.N. and carried out a short inspection.

5. At 1215 the First Naval Member and Secretary left the ship.

6. Lying at No. 2 Buoy until 2310, 13th February, ship completed storing, fuelling and ammunitioning ship and swung for compasses a.m. Saturday, 12th.

7. At 2310 13th, cast off from No. 2 Buoy and proceeded out of harbour for docking at Newcastle. At 0603, 14th, pilot boarded off Newcastle and ship proceeded into dock, assisted by 2 tugs. At 0721 ship was secure in the floating dock.

8. Ship's hull underwater was cleaned and received one coat each of anti-corrosive and anti-fouling and boot-topping. Starboard tail shaft was also drawn.

9. At 0812, 16th, ship was warped out of dock assisted by 2 tugs.

10. At 0915 pilot left ship and vessel streamed P.V's and proceeded via Blue route for Cairns at 14.5 knots.

11. Fine weather and moderate seas were experienced throughout most of the passage. At 0531, 20th February, arrived off Cairns and anchored at 0615, ½ mile N.W. of Gas Buoy.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

COMMANDING OFFICER, H.M.A.S. "MANOORA" LETTER OF PROCEEDINGS, FEBRUARY, 1944 DATED 1ST MARCH, 1944 CONTINUED.

12. H.M.A.S. "KANIMBLA" was sighted carrying out exercise landings close south of Double Island. At 1355 "KANIMBLA" anchored close by "MANOORA", and proceeded into Cairns at 1710. At 1801, "MANOORA" weighed and proceeded in to Cairns, securing alongside No. 1 Wharf at 1904, 20th February.

13. Programme of training at Cairns was received from Senior Naval Officer, Australian Landing Ships, (copy of which is enclosed). This programme was adhered to, and Brigadier E.M. Moten of 17th Australian Infantry Brigade expressed his complete satisfaction at the conclusion of all landing exercises.

14. Times of departure Cairns, anchoring in given position 2 miles off Trinity Beach, weighing anchor and securing alongside in Cairns are given below.

ARRIVED CAIRNS		BERTH	DEPART CAIRNS		ANCHORED	WEIGHED	
1904	20th.	No. 1	1835	22nd.	2021	0845	24th.
1141	24th.	No. 8	1030	25th.	1153	1013	27th.
1136	27th.	No. 1	1312	28th.	1423	1140	1st.
1330	1st.	No. 1.					

15. Vessel was refuelled after berthing No. 8 Wharf on Thursday, 24th. February.

16. The health and conduct of the Ship's Company remain very good.

A Lorimer

COMMANDER. R.A.N.R(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

(C O P Y)

ROYAL AUSTRALIAN NAVY

H.M.A.S. "KANIMBLA"
19th. February, 1944

SECRET RESTRICTED

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

PROGRAMME OF TRAINING AT CAIRNS.

Arrangements have been completed for you to carry out elementary training of 17 Australian Infantry Brigade as follows:

Monday, 21st. February,	1500	Embark advance party.
Tuesday, 22nd. February,	0800.	Load cargo
	1400	Embark 2/5 Battalion and sail Cairns as convenient before dark. Anchor off Trinity Bay
Thursday, 24th. February,	dawn	Carry out exercise landing which will be completed in time for ship to enter Cairns on forenoon high water.
	1400	Load cargo.
Friday, 25th February,	0830	Embark 2/6 Battalion and sail Cairns as convenient on forenoon high water. Anchor off Trinity Beach.
Sunday, 27th. February,	dawn.	Carry out exercise landing which will be completed in time for ship to enter Cairns about noon.
	1400	Load cargo (see Note 1.)
Monday, 26th. February,	1000	Embark 2/7 Battalion and sail Cairns as convenient in early afternoon. Anchor off Trinity Beach
Wednesday, 1st March	dawn	Carry out exercise landing which will be completed in time for ship to enter Cairns in early afternoon.

Note 1 This may be deferred to 0830, 28th. by arrangement with Army.

2 Details of training while at anchor off Trinity Beach are to be mutually arranged between the ship and the Officer Commanding each battalion.

3. N.O.I.C. Cairns has this information and berths will be available as required by the programme. N.O.I.C. Cairns will arnange for ship to top up with fuel at the completion of the programme.

(sgd.) N.H. Shaw,
A/COMMANDER. R.A.N.
SENIOR NAVAL OFFICER
AUSTRALIAN LANDING SHIPS.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTHLY RUNNING REPORT.

For Month ending 29th February 1944.

Hours Underway.	Distance Miles.	Average Speed.	Total fuell Sea tons	Fuel per Hour.	Fuel Expend during month.	Ship Miles per ton.
119	1510	12.68	143	.83	162	9.32

J Hanlon

Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

14

Royal Australian Navy.

DEPT. OF NAVY
2026/7/1070
SECRET

ACK. BY A.S. 1330Y
- 7 MAR 1944

IN REPLY PLEASE QUOTE
No. 0623/192/1

SECRET

H.M.A.S. "KANIMBLA"

3rd. March, 1944.

The Secretary,

The Naval Board,

MELBOURNE.

H.M.A.S. "MANOORA" REPORT OF PROCEEDINGS. JANUARY 1944.

Submitted for the information of the Naval Board.

W. T. Shaw.
A/COMMANDER R. A. N.
SENIOR NAVAL OFFICER
AUSTRALIAN LANDING SHIPS.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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AUSTRALIAN WAR MEMORIAL RCDIG1073354

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RESTRICTED

Commonwealth of Australia.

Department of The Navy.

Royal Australian Navy.

From COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 22ND FEBRUARY, 1944 *Reference No.* SC 192/2/0101

To SENIOR NAVAL OFFICER, AUSTRALIAN LANDING SHIPS.

Subject H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - JANUARY, 1944

Submitted for the information of the Naval Board, the following report of proceedings for the month of January, 1944.

2. MOVEMENTS OF SHIP
(All times are Zone L)

January 1st		Ship alongside Cruiser Wharf, Garden Island, undergoing refit.
January 17th	0700	Slipped form Cruiser Wharf and shifted ship to Oil Wharf, Garden Island.
	0720	Secured alongside Oil Wharf.

3. At approx. 1315 on 30th January, a fire occurred in the Clothing Store on C Deck, caused by dockyard workmen welding on the outside bulkhead. My submission 174/2/207 of 4th February refers.

4. During the refit period, two weeks leave was granted to the entire Ship's Company.

5. The health and conduct of the Ship's Company remain excellent.

COMMANDER. R.A.N.R(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTHLY RUNNING REPORT.

For Month ending 31st December 1943.

Hours Underway.	Distance Miles.	Average Speed.	Total fuel Sea Tons.	Fuel per Hour.	Fuel Expend during Month.	Ship Miles per Ton.
99	1368	13.8	141	1.42	169	9.63

J Hawker

Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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ACK. BY A.S. 1330Y
23FEB1944
INIT. MBJ

Royal Australian Navy.

DEPT. OF NAVY
2026.7.1070.
SECRET

IN REPLY PLEASE QUOTE
No. 0561/192/1

SECRET

H. M. A. S. "KANIMBLA"

14th. February, 1944.

The Secretary,

The Naval Board,

Navy Office, MELBOURNE.

H.M.A.S. "MANOORA" REPORT OF PROCEEDINGS. DECEMBER, 1943.

Submitted for the information of the Naval Board.

W.S.Law.

Acting Commander. R. A. N.
SENIOR NAVAL OFFICER
AUSTRALIAN LANDING SHIPS.

N.1

AUSTRALIAN WAR MEMORIAL RCDIG1073354

AUSTRALIAN WAR MEMORIAL RCDIG1073354

St 6339

Commonwealth of Australia.

Department of The Navy.

RESTRICTED SECRET

Royal Australian Navy.

From COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 27TH JANUARY, 1944 *Reference No.* SC 192/2/0048

To SENIOR NAVAL OFFICER, AUSTRALIAN LANDING SHIPS

Subject H.M.A.S. "MANOORA"-REPORT OF PROCEEDINGS-DECEMBER, 1943

Submitted in accordance with Navy Office Letter 034989 of 8th November, 1940, is the following report of proceedings for the month of December, 1943.

2. MOVEMENTS OF SHIP

(All times are Zone L)

December	2nd	1035	Weighed and proceeded to Trinity Bay, Cairns
		1231	Anchored in Trinity Bay.
December	7th	1650	Weighed and proceeded to anchorage off Redcliff, Cairns.
December	8th	1440	Weighed and proceeded to Cairns.
		1750	Secured alongside No. 1 Berth, Cairns.
December	9th	1715	Slipped and proceeded to Sydney for refit.
December	13th	1142	Moored No. 2 Buoy, Sydney Harbour.
December	15th	0830	Slipped No. 2 Buoy and proceeded alongside Garden Island to undergo refit.

3. 2/11th Battalion, 6th Division, A.I.F. were embarked at Cairns on 1st December, and carried out a full training exercise at Trinity Bay.

4. The health and conduct of the ship's company remains excellent.

A/COMMANDER. R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

17

2026/7/1070

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Wangora" - Report of Proceedings Nov '43

RECEIVED JAN 1944

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D.N.R.M. -6. JAN. 1944 DEPT. OF NAVY

AUSTRALIAN WAR MEMORIAL RCDIG1073354

AUSTRALIAN WAR MEMORIAL RCDIG1073354

DEPARTMENT OF TERRITORIES

MINUTE PAPER

SUBJECT:

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DEPT. OF NAVY
2026/7/1070
SECRET
HPB 5/8/43

ACK. BY A.S. 1,330Y
15 DEC 1943
UNIT

From : COMMANDING OFFICER, H.M.A.S. "MANOORA"

To : SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.

Date : 10TH DECEMBER, 1943 Ref: SC.106/28/43

Subject: H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - NOVEMBER, 1943

Submitted for the consideration of the Naval Board in accordance with Navy Office Letter 034989 of 8th November, 1940, is the following report of proceedings for the month of November, 1943.

HN 16/12/43

2. MOVEMENTS OF SHIP

(All times are Zone L)

November 1st.		On passage from Cairns to Oro Bay.
	2257	Anchored Oro Bay.
November 2nd	0811	Weighed and proceeded to inner wharf, OrO Bay.
	1748	Slipped and proceeded to anchorage.
	1812	Anchored Oro Bay.
November 3rd	0305	Weighed and proceeded.
November 4th		On passage to Cairns.
November 5th	1020	Anchored off Cairns Channel.
	1854	Weighed and proceeded.
November 6th	0833	Secured alongside Burns, Philp Wharf, Townsville
November 9th	0752	Slipped and proceeded.
November 10th		On passage to Milne Bay.
November 11th	1114	Anchored Milne Bay.
November 12th	0555	Weighed and proceeded.
November 13th	2100	Anchored off Gas Buoy, Cairns.
November 14th	0831	Weighed and proceeded.
	0945	Secured alongside Nos. 2 and 2 berths, Cairns.
November 20th	0836	Slipped and proceeded.
	1105	Anchored off King Beach, near Fitzroy Island
	1726	Weighed and proceeded.
	1740	Anchored in lee of Fitzroy Island.
November 22nd	0716	Weighed and proceeded.
	1045	Secured alongside No 6 Wharf, Cairns.
November 23rd	0725	Slopped and proceeded.
	0927	Anchored near Haycock Island
November 26th	1718	Weighed and proceeded
	1810	Anchored off White Cliffs.
November 29th	0838	Weighed and proceeded.
	1012	Anchored off entrance Cairns Channel.
November 30th	0945	Weighed and proceeded
	1052	Secured alongside No.1 Berth, Cairns.

3. Throughout the month training classes for ordinary seamen and regular instruction for junior officers, were carried out.

4. Headquarters, 1st Australian Corps, A.I.F. were embarked at Oro Bay on 2nd November, and were transhipped on 5th November off Cairns into H.M.A.S. "PIRIE" for disembarkation at Cairns. Mixed units of American Army Troops were embarked at Townsville on 8th November, and disembarked at Milne Bay on 11th November: a quantity of various stores and equipment was also embarked.

4. A short training exercise was carried out with 6th Australian Division, A.I.F. personnel and Australian Army Combined Operations Staff on 20th-22nd November. A full training exercise with 2/4th Battalion, 19th Brigade, A.I.F. was carried out on 23rd-28th November,

5. The health and conduct of the Ship's Company remains excellent.

16/12/43

A/CAPTAIN..R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S. "MANOORA"

MONTHLY RUNNING REPORT.

for Month ending, 30th, November 1943.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour.	Fuel Expend during Month.	Ship Mls per Ton.
198	2547	12.8	243	1.22	278	10.48

J Hanlon
Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

2026/7/1070

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S "Manoora" - Report of Proceedings Oct 1943

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D.O.T.I.
17 DEC 1943
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C.N.R.M.
24 DEC. 1943
NAVY OFFICE

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT:

REGISTERED

AUSTRALIAN WAR MEMORIAL

RCDIG1073354

St 6339

DEPT. OF NAVY
2026/7/1070
SECRET

1 H.P. 578143

RESTRICTED
SECRET

AOK BY A.S. 1330Y
26NOV 1943
INIT.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 12th. November, 1943 *Reference No.* S.C.106/27/43

To SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.

Subject H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - OCTOBER, 1943

1 N 26/11/43

Submitted for the consideration of the Naval Board in accordance with Navy Office Letter 034989 of 8th. November, 1940 is the following report of proceedings for the month of October, 1943.

2. MOVEMENTS OF SHIP.

ALL TIMES FOR 1ST AND 2ND ARE ZONE K: THEREAFTER ZONE L

October 2nd	0704	Weighed from anchorage Salamander Bay, Port Stephens and proceeded.
	1427	Entered Port Jackson.
	1545	Secured No. 1 Berth, Circular Quay.
October 11th	0940	Slipped and proceeded
	1805	Anchored Salamander Bay, Port Stephens.
October 12th	0600	Weighed and proceeded
October 14th	1122	Anchored in Moreton Bay
October 15th	0819	Weighed and proceeded
October 18th	1500	Secured Nos. 2 and 3 Berths, Cairns.
October 21st	0623	Slipped and proceeded
	0748	Anchored Trinity Bay
	1019	Weighed and proceeded
October 24th	0645	Anchored Oro Bay
	1503	Weighed and proceeded to inner wharf, Oro Bay
	1534	Secured alongside inner wharf
October 25th	0826	Slipped and proceeded to anchorage
	0852	Anchored Oro Bay
	1358	Weighed and proceeded
October 27th	1812	Secured alongside wharf at Cairns
October 30th	0908	Slipped and proceeded
	1026	Anchored Trinity Bay
	1208	Weighed and proceeded
October 31st		On passage to Oro Bay

3. Whilst in Sydney from October 3rd. to October 11th ship was fuelled and stored: short leave was granted as frequently as possible.

4. Throughout the month, training classes for ordinary seamen and regular instructions for junior officers was carried out.

5. The 592nd Regiment, U.S. Engineers, together with stores and equipment were transported from Cairns to Oro Bay on 21st - 25th October.

Further personnel, stores and equipment of the same regiment were embarked at Cairns for Oro Bay on 29th October and I sailed for Oro Bay on 30th. October. On both occasions, twenty landing craft were embarked from American authorities for transport to Oro Bay.

6. The health and conduct of the Ship's Company has been excellent.

E B Boldan

A/CAPTAIN. R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

2026/4/1070

DEPARTMENT OF THE NAVY

MINUTE PAPER

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

Sept 43

DPS a quiet month. 26/10

DCNS Rev EM 29/10

for 29/10.

RECEIVED -9 NOV 1943 D.O.T.M.

SNB 1/11

2NM 1/11

DOD 2/11

DDP 3/11

DNS 4/11

OCN 4/11

5/11/43 DS 6/11

9/11/43 DOTM 10/11

12/11/43 NPB

NA2NM 12/11

PC 20 NH

D/NH 16/11

File

15/11B

AUSTRALIAN WAR MEMORIAL RCDIG1073354

AUSTRALIAN WAR MEMORIAL RCDIG1073354

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT:

St 6339

DEPT. OF NAVY 2026/7/1070 SECRET

RESTRICTED 18 OCT 1943 Checked for Indexing

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 13th. October, 1943 *Reference No.* SC.106/26/43

To SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Thro Senior Naval Officer, Australian Landing Ships)

Subject H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - SEPTEMBER, 1943.

Submitted for the consideration of the Naval Board in accordance with Navy Office Letter 034989 of 8th. November, 1940, is the following report of proceedings for the month of September, 1943.

2. MOVEMENTS OF SHIP.

Throughout the month the ship lay at anchor in Salamander Bay, Port Stephens.

3. Training classes for ordinary seamen and able seamen were held during the month.
Long Leave was given to a number of officers and ratings.

4. Training exercises were held throughout the month with the 128th. Infantry Battalion, United States Army, and with three Squadron Landing Teams of the 1st. Cavalry Division, United States Army : H.M.A. Ships "WESTRALIA" and "PING WO" and U.S.S. "ALGORAB" participated in these exercises.

5. On 25th. September, the ship was visited by 73 officers of the Australian Imperial Forces, who were undergoing courses at the Royal Military College, Duntroon.

6. The health and conduct of the ship's company has been excellent.

A.B. Bolam

A/CAPTAIN. R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

26/7

2026/4/1070

DEPARTMENT OF THE NAVY

MINUTE PAPER

21/9

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

SECRET RESTRICTED

Aug 43

D.P.S. Landing AIF at Milne Bay + Training Exercises.

24/9.

~~SNB~~

~~2NM~~ 28/9

~~3NM~~ 8-10-43

~~for D.G.P.~~ 10/10

D.N.I. 11/10

~~Ops(N)~~ 12/10.

~~DE(N)~~ 7/10

~~+ DOTM~~

~~DNRM~~

~~HPB~~ 25/10/43

~~NA2NM~~ 26/10

~~P.C.L.O.~~

~~DOD~~ 27/9.

D.C.N.S. per E.M. 26/9

for D.C.N.S. 27/9

D.N.R.M. 21 OCT 1943 DEPT OF NAVY

RECEIVED 14 OCT 1943 D.O.T.M.

~~N4~~

Jan 9/10

D/N 28/10

File

Staff Gen.

~~24/9 C~~ 24/10 C

AUSTRALIAN WAR MEMORIAL RCDIG1073354

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT:

St 6339

ACK. BY
20 SEP 1943
INIT. MBS

DEPT. OF NAVY
1026. 7. 1070
RESTRICTED

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 9th. September, 1943 *Reference No.* SC 106/25/43

To SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE

Subject H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS-AUGUST, 1943

Submitted for the consideration of the Naval Board, in accordance with Navy Office Letter, 034989 of 8th. November, 1940 is the following report of proceedings for the month 1st. to 31st. August, 1943.

2. MOVEMENTS OF SHIP.

(All times, unless otherwise stated are Zone "K")

2nd. August.	0846	Slipped and proceeded out of Cairns Harbour.
	1015	Anchored Haycock Island: bearing 309° Red Peak 198°.
	1515	Weighed and proceeded.
4th. August.	1702	Anchored Milne Bay.
5th. August.	0713	Weighed and proceeded.
6th. August.	2000	Secured No. 2 Wharf, Cairns.
8th. August.	1449	Slipped and proceeded out of Cairns Harbour.
10th. August.	1702	Anchored Milne Bay.
11th. August.	0515	Weighed and proceeded.
12th. August.	1700	Anchored Haycock Island: Bearing 229°, distant 2.5 miles.
	1815	Weighed and proceeded.
16th. August.	1056	Entered Port Stephens.
	1131	Anchored Salamander Bay.

3. From 17th. to 31st. August, training classes were given regular instruction. In addition, the majority of the Ship's Company were granted leave, by watches, up to 48 hours.

4. On 1st. August, the 23rd. Battalion, 9th. Division, Australian Imperial Forces was embarked: they were landed at Milne Bay between 1720 and 1930 on 4th. August. All equipment and stores were landed by 0700 on 5th. August. On 7th. August an advance party of 43rd. Battalion., 9th. Division,- Australian Imperial Forces was embarked: all equipment was loaded by 0920, 9th. August, and all personnel embarked by 0930. All troops (except a small working party) were landed at Milne Bay between 1705 and 1815 on 10th. August. All equipment and the working party was ashore by 0200 on 11th. August. These operations were the first with Australian Troops embarked, on which the ship had been employed as an L.S.I.(L). From 2nd. August until 6th. August "Manoora" had H.M.A.S. "Westralia" and U.S.S. "Drayton" in company, and again from 8th. August until 16th. August, when "Westralia" and "Drayton" were detached to proceed to Port Melbourne.

5. On 18th. August, the First Battalion, 128th. Infantry Regiment, Army of the United States was embarked for a full period of training. On 24th August, after completing the training of the First Battalion, the Third Battalion was embarked and underwent a full period of training : H.M.A.S. "Ping Wo" participated in this training exercise. On 31st. August, the Second Battalion was embarked for a similar period of training.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

6. On Sunday, 8th, August, Lieutenant-General Sir Leslie and staff visited the ship.

7. The health and conduct of the ship's company has been excellent.

C C Baldwin
A/CAPTAIN R. A. N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTHLY RUNNING REPORT.

for Month ending 31st, August 1943.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour.	Fuel Expend during Month.	Ship Miles per Tom.
263	3643	13.85	312	1.18	353	11.6

J Hanlon
Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S. "ANCORA"

MONTHLY RUNNING REPORT.

for Month ending 31st, August 1943.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour.	Fuel Expend during Month.	Ship Miles per Tom.
263	3643	13.85	312	1.18	353	11.6

J Hamilton
Engineer Commander, R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

14/9 16/9

2026/7/1070

DEPARTMENT OF THE NAVY

MINUTE PAPER

Fill H P B 5/8

SUBJECT: H. M. AS "Manoora" - Report of Proceedings

~~DOD~~ Re para 7. This station was not in operation until 19th August. July 43

23/8

D.P.S. Gagin 28/8

~~SNB~~ 25/8

~~2NM~~ 26/8

~~DDP~~ 28/8

DCNS 23/8

~~DSC~~ 31/8

~~OPS(N)~~ 1/9

~~DNS~~ 1/9

~~DS(N)~~ 7/9

~~DOTM~~ 11/9

~~HPB~~

~~NA2NM~~ 14/9

~~N4~~

~~PCLO~~

D.P.S.

1st H.M. 24/8

16/9

N.H.

Staff

RECEIVED 9 SEP 1943 D.O.T.M.

ENG. & CONST 3 SEP 1943 BRANCH

AUSTRALIAN WAR MEMORIAL RCDIG1073354

AUSTRALIAN WAR MEMORIAL RCDIG1073354

BRANCH
ENG. & CONST.
Staff Offs

DEPARTMENT OF THE NAVY
AIR MINUTE PAPER
SUBJECT:

ACK. BY A.S. 1330Y
19 AUG 1943
INIT.
Checked for indexing

Commonwealth of Australia

Department of Defence

Royal Australian Navy.

DEPT. OF NAVY
2026. 7. 1070
SECRET

H.P. 5/8/43

From THE COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 10th AUGUST, 1943 *Reference No.* SC 106/24/43

To THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.

Subject H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - JULY, 1943.

Former - H.M.A.S. "MANOORA'S" letter SC106/23/43 of 4th July, 43.

RESTRICTED

Submitted in accordance with Navy Office secret letter No. 034989 dated 8th November, 1940, the following Report of Proceedings for the period 1st to 31st July, 1943 :-

2 Movements of ship.

(All times, unless otherwise stated, are zone "K")

23rd July	0936	Weighed and proceeded.
	1015	Departed Port Stephens.
	1633	Entered Port Jackson.
	1735	Secured No. 1 Berth Circular Quay, Sydney.
26th July	0604	Slipped from No. 1 Berth Circular Quay, Sydney.
	0642	Departed Port Jackson.
30th July	1810	Secured Nos. 2 and 3 Wharf, Cairns.

3. From 1st to 12th July, no exercises were carried out and opportunity was taken to repair boats to the extent of available facilities. In addition, the majority of the ship's Company were granted leave, by watches, up to 48 hours.

4. Subsequently the 1st Battalion, 127th Infantry Combat Team, Army of the United States, was embarked for a full period of training, whilst the 2nd Battalion and 400 officers and men of the 3rd Battalion, 127th Infantry Combat Team, Army of the United States, were embarked for an abbreviated exercise. All exercises were successfully carried out but the condition of boats borne in H.M.A.S. "MANOORA" still proved a troublesome factor, causing frequent delays. H.M.A.S. "WESTRALIA" co-operated with H.M.A.S. "MANOORA" in each of the above exercises.

5. Sir William Webb and party visited the ship on two occasions, namely 13th and 14th July, to question United States Army troops borne at that time.

6. In order to comply with orders received from Commander, Amphibious Force, 7th Fleet, the ship proceeded to Sydney to complete with oil fuel and stores departing for Cairns on completion.

7. Whilst on passage to Cairns, namely 30th July, W/T silence was broken on 425 k/cs to pass an amended E.T.A. through the N.O.I.C. Townsville. This action was taken due to my inability to raise the P.W.S.S., Magnetic Island, by V/S, either on Aldis lamp or 10" signalling projector.

8. The health and conduct of the Ship's Company has been excellent.

H. H. Baldwin

A/CAPTAIN R.A.N.

20/89.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S "MANOORA"

MONTHLY RUNNING REPORT.

for Month ending 31st, July 1943.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour. Tons.	Fuel expend during Month. Tons.	Ship miles per Ton.
116	1637	14.11	132	1.15	210.	12.4

J Hawlon

Engineer Commander, R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

DEPT. OF NAVY
2026/7/1970

DEPARTMENT OF THE NAVY

MINUTE PAPER

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

D.P.S at Port Phillip, Sydney + Port Stephens 14/7

SNB 19/7

2NM 19/7

DCNS 15/7

BOP 20/7 21/7

DOD 28/7

DOP 29/7

O/N (N) 30/7

DNS

DE(N) 28/7

DOTM 12/8 3/8

DNRM

5.8.43 HPB

NA2NM 6/8

P.C.L.O. 12/8 NHR

RECEIVED 2 AUG 1943 D.O.T.M.

CONST. & CONST. 21 JUL 1943 BRANCH

D.N.R.M. -3. AUG. 1943 DEPT. OF NAVY

AUSTRALIAN WAR MEMORIAL RCDIG1073354

AUSTRALIAN WAR MEMORIAL RCDIG1073354

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT:

BRANCH

STUDIES

HOMES

DEPT. OF NAVY C.A.S.F. BUA. C.T.

DEPT OF NAVY
SECRET
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ACK. BY A.S. 1330Y
12 JUL 1943
INIT.

Checked for Indexing

Commonwealth of Australia

Department of Defence

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 4th July, 1943 Reference No. SC.106/23/43

To THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
COPY TO: THE NAVAL OFFICER-In-CHARGE, SYDNEY.

Subject H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - JUNE, 1943.

SECRET RESTRICTED

FORMER - H.M.A.S. "MANOORA's" letter SC.106/22/43 dated 4th June, 43.

Submitted in accordance with Navy Office secret letter No. 034989 dated 8th November, 1940, the following Report of Proceedings for the period, 1st to 30th June, 1943:-

2. Movements of ship.
(All times, unless otherwise stated, are zone "K")

1st June	0411	Weighed and proceeded.
	0533	Anchored Indented Head.
	1825	Weighed and proceeded.
	2312	Secured Station Pier, Port Melbourne.
2nd June	1325	Slipped from Station Pier, Port Melbourne.
	1655	Departed Port Phillip.
3rd June	1615	Made rendezvous with U.S.S. "DRAYTON" in approximate position 39° 00' South 150° 23' East.
5th June	0646	Entered Port Jackson.
	0756	Secured No. 2 Circular Quay, Sydney.
10th June	0659	Slipped from No. 2 Circular Quay, Sydney.
	0810	Departed Port Jackson.
	1604	Anchored Salamander Bay, Port Stephens.

3. On 3rd June, 1943, whilst on passage to Sydney, W/T silence was broken to transmit my signal T.O.O. 030045z June addressed U.S.S. "DRAYTON", in accordance with instructions contained in Naval Officer-in-Charge Sydney Signal, T.O.O. 022231z June.

4. I called on Captain J.W. Jamison, U.S.N., the Commanding Officer, Amphibious Training Centre, Port Stephens on 11th June, 1943. He returned my call on 13th June, 1943 in company with Brigadier-General C.A. Martin, second in command, 32nd Division, 6th Army Corps, Army of the United States.

5. I entertained Brigadier-General C.A. Martin, A.U.S., Captain J.W. Jamison, U.S.N. and Commander F.N. Cook, R.A.N. at luncheon on board on Friday, 18th June.

6. In response to a request made by the Commanding Officer, Amphibious Training Centre the following Officers of the Army of the United States inspected H.M.A.S. "MANOORA" on the 21st June, 1943:

Lieutenant-General R.L. Eichelberger, Officer Commanding 6th Army Corps.
Major-General W.H. Gill, Officer Commanding 32nd Division, 6th Army Corps.
Brigadier-General C.A. Martin, second in command, 32nd Division.

7. During the month the 1st, 2nd and 3rd Battalions of the 126th Infantry Combat Team, Army of the United States, were

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED
SECRET

embarked for training. All exercises were successfully carried out but delays were caused by frequent breakdowns of boats which were in a very poor state of repair resulting from continuous exercises carried out in Port Phillip. In addition replacements of damaged gear have been unobtainable through the Landing Force Equipment Depot, Port Stephens. The greatest co-operation has been received from United States sources ashore and it is understood that replacements of gear will be obtainable in the near future.

8. A/Captain C.C. Baldwin, M.V.O., R.A.N. joined P.M. 29th June, 1943 and assumed command.

9. The health and conduct of the Ship's Company has been excellent.

A/COMMANDER, R.A.N.
for A/CAPTAIN, R.A.N. (A.O.L.)

H.M.A.S."MANOORA"

RESTRICTED SECRET

MONTHLY RUNNING REPORT.

for Month ending 30th, June 1943.

Hours underway.	Distance Miles.	Total Fuel Consumed During Month.
84½	998	183.68

J Hanlon
Engineer Commander. RANR(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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

4th July, 1943 SC.106/23/43

THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
COPY TO: THE NAVAL OFFICER-in-CHARGE, SYDNEY.

SECRET RESTRICTED

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - JUNE, 1943.

FORMER - H.M.A.S. "MANOORA's" letter SC.106/22/43 dated 4th June, 43.

Submitted in accordance with Navy Office secret letter No. 034939 dated 8th November, 1940, the following Report of Proceedings for the period, 1st to 30th June, 1943:-

2. Movements of ship.
(All times, unless otherwise stated, are zone "K")

1st June	0411	Weighed and proceeded.
	0533	Anchored Indented Head.
	1825	Weighed and proceeded.
	2312	Secured Station Pier, Port Melbourne.
2nd June	1325	Slipped from Station Pier, Port Melbourne.
	1655	Departed Port Phillip.
3rd June	1615	Made rendezvous with U.S.S. "DRAYTON" in approximate position 39°00' South 150°23' East.
5th June	0646	Entered Port Jackson.
	0756	Secured No. 2 Circular Quay, Sydney.
10th June	0659	Slipped from No. 2 Circular Quay, Sydney.
	0810	Departed Port Jackson.
	1604	Anchored Salamander Bay, Port Stephens.

3. On 3rd June, 1943, whilst on passage to Sydney, W/T silence was broken to transmit my signal T.O.O. 030045z June addressed U.S.S. "DRAYTON", in accordance with instructions contained in Naval Officer-in-Charge Sydney Signal, T.O.O. 022231z June.

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5. I entertained Brigadier-General C.A. Martin, A.U.S., Captain J.W. Jamison, U.S.N. and Commander F.N. Cook, R.A.N. at luncheon on board on Friday, 18th June.

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Major-General W.H. Gill, Officer Commanding 32nd Division, 6th Army Corps.
Brigadier-General C.A. Martin, second in command, 32nd Division.

7. During the month the 1st, 2nd and 3rd Battalions of the 126th Infantry Combat Team, Army of the United States, were

AUSTRALIAN WAR MEMORIAL RCDIG1073354

SECRET RESTRICTED

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8. A/Captain C.C. Baldwin, M.V.O., R.A.N. joined P.M. 29th June, 1943 and assumed command.

9. The health and conduct of the Ship's Company has been excellent.

(Sgd.) S.T.M.GOWER.

A/COMMANDER, R.A.N.
for A/CAPTAIN, R.A.N. (A.O.L.)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

SECRET

H.M.A.S. "MANOORA"

MONTHLY RUNNING REPORT.

for Month ending 30th, June 1948.

Hours underway.	Distance Miles.	Total Fuel Consumed During Month.
84½	998	183.68

J Hanlon

Engineer Commander, RAMR(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

ACK. BY A.S: 1330Y
22 MAY 1943
INIT:

DEPT OF NAVY
SECRET
2026 | 7 | 998

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

18th May, 1943 SC.36/7/43

THE COMMANDER, AMPHIBIOUS FORCE, SEVENTH FLEET.
Copies to: The Secretary, Naval Board, Melbourne.
Naval Officer-in-Charge, Sydney.

REPORT OF PROCEEDINGS - TRAINING PERIOD APRIL 9th TO MAY 18th 1943.

SECRET RESTRICTED

Submitted the following report on the series of Exercises carried out with the United S tates Marines at Dromana during the period April 9th to May 18th, 1943.

2. The first exercise, period April 9th to April 18th, was conducted according to schedule except that LX.3 was advanced one day to take advantage of the fine weather prevailing at the time. During LX.3 all stores were unloaded from the ship in twelve hours. A party consisting of cooks and messmen were left on board during the landing to clean the ship. It was found that this work had not been completed satisfactorily by 1530 and orders were given that this must be done before the party could land and arrangements were made for a further inspection to take place at 2100 and troops to land at 2200 if this was satisfactory. At 2100 conditions were still unsatisfactory from the ship viewpoint and the Captain in charge of Marines was instructed that permission for the working party to land would not be given until such time as they were clean. About 0030 on the following morning a sudden change in the weather resulted in the ship becoming weather bound for the next thirty hours. The working party was landed as soon as conditions allowed of boat work being carried out. Times taken for the various operations are attached as appendix (i)

3. Deficiencies in stores on loan from the ship to the Marine personnel present an alarming picture; hammocks, blankets, hammock clews and mess utensils are returned short in number. Clothing and equipment belonging to Marine personnel are left scattered throughout the ship, much of this has been collected and handed back through subsequent detachments embarked for training.

4. During the second period, April 19th to April 28th, with the approval of Colonel Sims, Commanding O fficer, 7th Regiment, 1st Marine Division, standard operating procedure was not followed and an experiment which had as its object the reduction of the time interval between the arrival of the transport off the transport area and the initial landing was carried out. To allow for this, anti-tank guns and pack howitzers with their accompanying geeps were stowed on the upper deck where they could be unloaded in time to be landed in the Assault waves. All gear except personal gear was loaded into the appropriate boats prior to lowering. On being lowered, boats of the first wave proceeded direct to their appropriate nets. Nets were adjusted to allow of this being done without interfering with the lowering of other boats in subsequent waves. Boats of the second wave on being lowered took up positions close to their nets, going alongside them directly they were vacated by the first wave boats. Boats of the third wave went to their loading station to load guns and geeps. On being loaded all boats proceeded ahead of the ship to form up.

P.C.L.O (later)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

AUSTRALIAN WAR MEMORIAL RCDIG1073354

SECRET
RESTRICTED

A line of departure was not used, boats proceeding inshore in formation until a few hundred yards off the beach where they deployed into line abreast. Copies of times taken for the exercises are attached (Appendix II)

5. In LX.3 this procedure worked smoothly and landings were effected on the correct beaches and at the correct times.

6. A disadvantage in the method employed arises when a boat fails to start. This can be overcome rapidly by:

(a) ensuring that the engines of all boats are in perfect running order: this should be the case at least for an actual operation.

(b) by keeping one boat in reserve to meet such a contingency.

Actually in LX.3 one boat in the second wave did break down. No reserve boat was available but a boat from the third wave was substituted, gear transferred and wave No. 2 proceeded on time.

7. As shown in appendix (II) the signal to lower all boats was given at 0605, the last sling of cargo was placed in the boat at 1524 and the boat departed from the ship with all Marine personnel embarked, including working parties, at 1542, unloading time being approximately 9 hours. It is remarked that the state of cleanliness of the ship on this occasion was remarkably good but that deficiencies in stores on loan from the ship were still extremely high.

8. General Vandergrift, United States Marine Corps, who was on the beach during the Exercise LX.3, forwarded a message to the ship through Colonel G.W. Rowe, A.I.F. Staff Officer to General McArthur, commending the Naval Beach Party and the Boats' Crews upon their initiative and energy and their skill and ability in handling their boats.

9. On arrival in the exercise area for the third period of training, namely April 29th to May 9th, weather conditions appeared to be favourable. Preliminary drills as far as embarking in boats were carried out on arrival. The following day was unsatisfactory due to weather conditions but on Monday, May 3rd, exercise LX.1 was completed. Difficulty was experienced in re-embarking the troops and in hoisting the boats on the conclusion of the exercise due to the weather deteriorating. The following day was unsuitable for any boat work whatsoever but on Wednesday 5th May an endeavour was made to execute exercise LX.3 with the intention of re-embarking the troops and executing LX.2 the same night. All boats were lowered and an endeavour was made to disembark wave (1), boats were in difficulties immediately and several Marines were injured, one seriously, in manning the boats. At this time the weather was rapidly becoming worse so the exercise was abandoned, boats recovered and the ship returned to Port Melbourne for unloading.

10. The ship during this exercise period was kept much cleaner and greater efforts were made to return all stores issued on loan to the troops.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

SECRET

RESTRICTED

11. The fourth period, May 9th to May 15th was carried out without incident, all landing exercises were completed. During LX.3 "H" hour was made as 0640 and the ship completed unloading at 1308.

(Sgd.) S.T.M.GOWER.

A/COMMANDER, R.A.N.

SECRET RESTRICTED

APPENDIX (1)

IX.I - 12th April, 1943.

Away all boats 0835
Last boat lowered 0848

	Loading time	Landing time
1st Wave	0932 - 0940	
2nd Wave	0940 - 0947	
3rd Wave	0948 - 1055	
4th Wave	1022 - 1028	

IX.2 - 12th - 13th April, 1943.

Away all boats 2345
Last Boat lowered 0004

	Loading time	Landing time
1st wave	0031 - 0039	0103
2nd wave	0041 - 0053	
3rd wave	0054 - 0105	
4th wave	0015 - 0125	
5th wave	0128 - 0138	

IX.3 - 14th April, 1943.

Away all boats 0445
Last boat lowered 0509

	Loading time	Landing time
1st Wave	0529 - 0556	0612
2nd Wave	0544 - 0608	
3rd Wave	0605 - 0628	
4th Wave	0631 - 0645	
5th Wave	0616 - 0705	
6th Wave	0709 - 0735	

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AUSTRALIAN WAR MEMORIAL RCDIG1073354

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APPENDIX (II)

LX.I - 23rd April, 1943.

Away all boats	1630
Last boat lowered	1647½

	Loading time	Landing time
1st Wave	1641 - 1651	1708
2nd Wave	1653 - 1701	1718
3rd Wave	1737 - 1745	

LX.2 - 24th April, 1943.

Away all boats	0920
Last boat lowered	0934

	Loading time	Landing time
1st Wave	0920 - 0932	
2nd Wave	0932 - 0945	
3rd Wave	1018 - 1029	

LX.3 - 25th April, 1943.

Away all boats	0605
Last boat lowered	0620

	Loading time	Landing time
1st Wave	0605 - 0612	0645
2nd Wave	0612 - 0635	0657
3rd Wave	0625 - 0652	0709
4th Wave	0705 - 0711	0733

LX.I - 3rd May, 1943.

Away all boats	0907
Last boat lowered	0918

	Loading time	Landing time
1st Wave	0925 - 0934	0953
2nd Wave	0932 - 0945	1005
3rd Wave	0927 - 0947	1005
4th Wave	1023 - 1035	

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AUSTRALIAN WAR MEMORIAL RCDIG1073354

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APPENDIX (III)

LX.I - 12th May, 1943.

Away all boats	0934¾
last boat lowered	0945½

	Loading time	Landing time
1st Wave	0952 - 1003	1027
2nd Wave	1000 - 1010	1035
3rd Wave	1005 - 1020	1041
4th Wave	1043 - 1055	1135 approx.
5th Wave	1055 - 1127	
6th Wave	1159 - 1202	

LX. 2 - 12th May, 1943.

Away all boats	1925
Last boat lowered	1935

	Loading time	Landing time
1st Wave	2001 - 2011	
2nd Wave	2014 - 2025	
3rd Wave	2046 - 2056	
4th Wave	2054 - 2103	
5th Wave	2107 - 2123	
6th Wave	2131 - 2156	

LX.3 - 14th May, 1943.

Away all boats	0550
Last boat lowered	0614

	Loading time	Landing time
1st Wave	0614 - 0625	
2nd Wave	0620 - 0634	
3rd Wave	0630 - 0656	
4th Wave	0700 - 0713	
5th Wave	0713 - 0855	

Last load left ship 1310.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

2026/7/1029.

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DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: Hmas "Manoora" - Report of Proceedings - 17/5/43 to 3/6/43.

SECRET RESTRICTED

SN 19/6

2NM 19/6

DOD 21/6

DDP 21/6

Ops (N) 22/6

DN I PCLO 23/6

DD/DE(N) 6/7/43.

DOTM 8/7.

HPB. 9/7

RECEIVED 8 JUL 1943 D.O.T.M.

10/7

PCLO

ENG. & CONST. 28 JUN 1943

AUSTRALIAN WAR MEMORIAL RCDIG1073354

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT :

SECRET DECLASSIFIED

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

ACK. BY
11 JUN 1943
INIT.

DEPT. OF NAVY
SECRETARY

2026 | 4 | 1029

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

9th JUNE, 1943 SC 36/8/43

COMMANDER, AMPHIBIOUS FORCE, SEVENTH FLEET.
(Copies to Secretary, Naval Board. N.O.I.C. Sydney).
REPORT OF PROCEEDINGS - TRAINING PERIOD 17th MAY, 1943 TO 3rd JUNE, 1943.

Submitted, the following report on the series of Exercises carried out with the United States Marines at Dromana during the period 17th May, 1943 to 3rd June, 1943.

2. Combat Team No. 31 commenced embarkation on 21st May, 1943, and the ship slipped from Station Pier, Port Melbourne at 0915 on the 22nd May, 1943, proceeding to Dromana. On arrival, a practice exercise was carried out with troops being disembarked in the boats but not landing on the beach.

3. Exercise L.X.1. was executed on the 23rd May, 1943, a successful landing being made. L.X.2. was carried out during the early morning of 24th May, 1943, H hour being fixed for 0400. The Combat team landed in seven waves on Blue Beach under fair weather conditions and were reembarked from Red Beach at Dawn. L.X.3. was successfully completed on the 25th May, 1943, H hour being fixed for 0630, and the ship completely unloaded by 1308, the last boat load of stores being landed at 1332. To make this possible and the weather being favourable, it was assumed that the beach head had been secured by 0830 and the shore defences silenced, the ship was then moved inshore to a point 3000 yards off the beach.

4. A certain amount of difficulty was experienced by the boats in negotiating a sand bank about 30 yards off the beach which had been built up during the preceeding week by a succession of easterly winds, this difficulty was however overcome by cutting a channel with the boats.

5. In view of orders received regarding movements of H.M.A.S. "MANOORA" and after consultation with General Vandergreft, it was decided to advance the date of embarkation of landing team No. 37 United States Marines by two days; accordingly embarkation commenced on Friday, 28th May, and was completed P.M. Saturday, 29th May, the ship sailing for the Exercise ground, A.M. Sunday, 30th May.

Immediately on arrival off Dromana, exercise L.X.1. was commenced and carried out successfully.

6. It was decided by the United States Marine Force that Exercise L.X.2. should be carried out using rubber boats. Rubber boats numbering 46 were towed out to the ship. Owing to these being inflated, there being no ready means available on board for inflating such craft rapidly, it was not considered possible to stow them on deck and arrangements were made for towing them to Blue Beach, however, between sunset and midnight the weather steadily deteriorated and the exercise had to be abandoned.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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7. L.X.3. was scheduled for Tuesday, 1st June. As weather conditions at Dromana were unfavourable it was decided to carry out this exercise at Port Arlington, landing on a beach close to Indented Head.

The ship arrived off Indented Head at approximately 0545 and boats were hoisted out at 0557. Weather conditions were not of the best and steadily deteriorated throughout the day. By 1430 unloading became impossible andafter waiting for two hours for an improvement, the operation was abandoned. Remaining in the holds at the time were 11 vehicles and about 15 slings of ammunition.

Boats were recovered with the greatest difficulty and the ship returned to Port Melbourne to unload preparatory to proceeding in accordance with previous orders.

(Sgd.) S.T.M.GOWER,

A/COMMANDER R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

APPENDIX 1.

RESTRICTED

L.X.1. - 23rd May, 1943

Away all boats 0911.

Last boat lowered 0921.

	LOADING TIME	LANDING TIME
1st Wave	0930 - 0938	1001
2nd Wave	0935 - 0942	1007
3rd Wave	0942 - 0957	1014
4th Wave	1017 - 1032	1047
5th Wave	1024 - 1040	1054

L.X.2. - 24th May, 1943

Away all boats 0242.

Last boat lowered 0253.

	LOADING TIME	LANDING TIME
1st Wave	0300 - 0305	
2nd Wave	0306 - 0314	
3rd Wave	0335 - 0356	
4th Wave	0348- 0407	
5th Wave	0410 - 0433	
6th Wave	0429 - 0445	
7th Wave	0456 - 0501	

L.X.3. - 25th May, 1943.

Away all boats 0541.
Last boat lowered 0551.

	LOADING TIME	LANDING TIME
1ST Wave	0600 - 0612	0630
2ND Wave	0607 - 0625	0641
3rd Wave	0619 - 0640	
4th Wave	0647 - 0710	

ENCLOSURE TO H.M.A.S. "MANOORA'S" LETTER SC 66/8/43 OF 9 JUNE, 1943

APPENDIX ii

RESTRICTED

L.K. 1. - 30th May, 1943.

Away all boats 1242

Last boat lowered 1251

	LOADING TIME	LANDING TIME
1st Wave	1300 - 1310	1330
2nd Wave	1306 - 1317	1336
3rd Wave	1310 - 1330	1342

L.K. 3. - 1st June, 1943

Away all boats 0557

Last boat lowered 0609½.

	LOADING TIME	LANDING TIME
1st Wave	0615 - 0640	
2nd Wave	0626 - 0642	
3rd Wave	0635 - 0650	

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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DEPARTMENT OF THE NAVY

MINUTE PAPER

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

May

D.P.S. brief account of training carried out. 14/6

D.C.N. 15/6

S.N.B. 17/6

2NM 17/6

DOD 18/6

DOP 21/6

DPS(N) 22/6

23/6

DNI

DE(N) 7/43

DOM 8/7

HPB 9/7

H 2NM 10/7

N4

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8 JUL 1943
D.O.T.M.

ENG. & CONST.
28 JUN 1943
BRANCH

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ENG. & CONST. SYDNEY
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ACK. BY A.S. 1330Y
10 JUN 1943
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Commonwealth of Australia

Department of Defence

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 4th JUNE, 1943 *Reference No.* SC 106/22/43

To SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copy to The Naval Officer in Charge, Sydney.)

Subject H.M.A.S. "MANOORA" - LETTER OF PROCEEDINGS - MAY, 1943

FORMER - H.M.A.S. "MANOORA'S" letter S.C. 106/21/43 dated 5th May, 1943

SECRET RESTRICTED

Submitted in accordance with Navy Office Secret Letter No. 034989 dated 8th November, 1940, the following Report of Proceedings for the period 1st to 31st May, 1943 :-

2. Movements of ship

(All times, unless otherwise stated, are zone K).

1st May	
0920	Slipped from Station Pier, Port Melbourne.
1152	Anchored Dromana Bay.
5th May	
0752	Weighed and proceeded
1125	Secured Station Pier, Port Melbourne.
11th May	
0913	Slipped from Station Pier, Port Melbourne.
1202	Anchored Dromana Bay.
14th May	
1427	Weighed and proceeded.
1720	Secured Station Pier, Port Melbourne.
22nd May	
0915	Slipped from Station Pier, Port Melbourne.
1145	Anchored Dromana Bay.
25th May	
1445	Weighed and proceeded.
1730	Secured Station Pier, Port Melbourne.
30th May	
0910	Slipped from Station Pier, Port Melbourne.
1134	Anchored Dromana Bay.
31st May	
1410	Weighed and proceeded.
1527	Anchored Indented Head.
1631	Weighed and proceeded.
1751	Anchored Dromana Bay.

3. During the month four Combat Teams from the First Division, United States Marine Corps, were embarked for training in landing operations. The final exercise with the first Combat Team on 5th May, 1943, was abandoned owing to adverse weather conditions and all United States personnel and equipment was disembarked at Port Melbourne. The second and third Combat Teams disembarked at Dromana Bay as the final exercise, all equipment and stores being landed from the ship to shore. Exercises with the fourth Combat Team were not completed during the period under review.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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4. In accordance with instructions received from The Director of Naval Intelligence, Navy Office, Melbourne, permission was granted for two United States Accredited War Correspondents to embark on 30th May, 1943, and take photographs of exercises carried out that day, all material obtained being handed to the Director of Naval Intelligence for despatch.

5. The attached copy of a message received from General Rupertus, United States Marine Corps, refers to exercise L.X.1, carried out on Sunday, 30th May, 1943, during which the above photographers were operating, and is forwarded for information.

6. The health and conduct of the Ship's Company has been excellent.

M Bowen
A/COMMANDER R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

(C O P Y)

NAVAL MESSAGE.

S. 1320h.
(Established 1935.)
(Reprinted 1940.)

To: MANOORA

From: BEACHMASTER

4,000,000—6000/1/42—15364—St 4479 A. H. Pettifer, Acting Govt. Printer.

General RUPERTUS wishes to compliment Captain on excellence of First Wave Landing.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTH ENDING 31st, MAY 1943.

(AT EXERCISES)

HOURS UNDREWAY.	DISTANCE MILES.	TOTAL FUEL CONSUMED DURING MONTH.
17½	175	121.18

J Haudon

Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

ACK. BY A.S. 1330Y
11 MAY 1943
INIT.

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Commonwealth of Australia
Department of Defence

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 5th MAY, 1943 *Reference No.* SC/106/21/43

To SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copy to The Naval Officer-in-Charge, SYDNEY)

Subject H.M.A.S. "MANOORA" - LETTER OF PROCEEDINGS - APRIL, 1943.

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2026/7/929 HP. 12/5/43

Former - H.M.A.S. "MANOORA's" letter S.C.106/20/43 dated 4th April, 1943.

Submitted in accordance with Navy Office secret letter 034989 dated 8th November, 1940, the following Report of Proceedings for the period 1st to 30th April, 1943:

2. Movements of Ship
(All times, unless otherwise stated, are zone K).

6th April	1825	Weighed and proceeded from Dromana Bay.
	2147	Secured Station Pier, Port Melbourne.
11th April	0830	Slipped from Station Pier, Port Melbourne.
	1115	Anchored Dromana Bay.
16th April	1359	Weighed and proceeded from Dromana Bay.
	1650	Secured Station Pier, Port Melbourne.
21st April	0824	Slipped from Station Pier, Port Melbourne.
	1110	Anchored Dromana Bay.
25th April	1706	Weighed and proceeded from Dromana Bay.
	1950	Secured Station Pier, Port Melbourne.

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6 JUN 1943
D.O.T.M.

3. Admiral Sir Guy Royle, K.C.B., C.M.G. boarded the ship at 2240, 4th April, 1943 to witness night landing operations, transferring to U.S.S. "HENRY T. ALLEN" at 0430, 5th April, 1943.

4. During the month, three Combat Teams from the First Division, United States Marine Corps, were embarked for training in landing operations, each dis-embarking Dromana Bay as the final exercise and fighting their way to their training area as part of the exercise. On each occasion of the final exercise all wheeled transport, guns, ammunition, provisions for fifteen days and water for the combat team, which consisted of a re-inforced battalion, were landed from the ship to the beach. Considerable improvement in the time taken to unload the ship was effected, the ship finally being unloaded in nine hours.

5. The health and conduct of the ship's company has been excellent.

ENG. & CONST.
18 MAY 1943
BRANCH

A/COMMANDER, R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTH ENDING 30th, APRIL 1943.

Hours Underway.	Distance Miles.	Total Fuel Consumed during month.
20½	180	104.7 tons.

J Hanlon
Engineer Commander, R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTH ENDING 30th, APRIL 1943.

Hours Underway.	Distance Miles.	Total Fuel Consumed during month.
26½	180	104.7 tons.

J Hanlon

Engineer Commander, R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

ACK. BY A.S. 1330Y
- 8 APR 1943
INIT.

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Commonwealth of Australia
Department of Defence

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 4th APRIL, 1943. *Reference No.* SC/106/20/43.

To THE SECRETARY, NAVAL BOARD. Copy to: (NAVAL OFFICER-in-CHARGE, SYDNEY).

Subject H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - MARCH, 1943.

Checked for Indexing

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Submitted, in accordance with Navy Office Letter 034989 dated 8th November, 1940, the following Report of Proceedings for the period 1st to 31st March, 1943.

2. Movements of Ship.
(All times, unless otherwise stated, are zone - L)

15th March	0925	Slipped from No. 1 Buoy Sydney and proceeded to sea for gunnery trials.
	1455	Secured to No. 1 Buoy, Sydney.
16th March	0750	Slipped from No. 1 Buoy, proceeded to sea. A/C reconnaissance on passage.
	1745	Entered Port Stephens, 1850 anchored.
24th March	0754	Weighed and proceeded to sea. A/S escort provided by H.M.A.S. "SHEPPARTON" and A/C reconnaissance on passage.
	1730	Secured to No. 2 Buoy, Sydney.
26th March	0935	Slipped from No. 2 Buoy, proceeded to sea, in company with U.S.S. "HENRY T. ALLEN". Escort provided by U.S.S. "HELENA", U.S.S. "SELFRIDGE" and F.F.S. "LE TRIOMPHANT".
	1245	U.S.S. "HELENA" and U.S.S. "SELFRIDGE" departed from convoy.

(All times unless otherwise stated are zone - K)

28th March	0724	Entered Port Phillip.
	1120	Secured alongside Station Pier, Port Melbourne, port side to.
31st March	0808	Cast off from Station Pier, Port Melbourne and proceeded to anchorage, Dromana Bay.
	1044	Anchored Dromana Bay in company with U.S.S. "HENRY T. ALLEN".

3. Dockyard work was in progress prior to 15th March, 1943, during which period ship was stored and made ready for sea.

4. After arrival Port Stephens, Ship's Company was employed exercising lowering and hoisting of boats to become acquainted with the various types of gear in use in the ship.

5. I called on Commander F.N. Cook, D.S.C., R.A.N., Commanding Officer, H.M.A.S. "ASSAULT", on 17th March, 1943, who arranged my introduction to Captain K.C. Christoph, U.S.N.

CONST. BRANCH 4 MAY 1943

Commandant/

AUSTRALIAN WAR MEMORIAL RCDIG1073354

(Enclosure to C/O H.M.A.S. "MANOORA" SC/106/20/43 dated 4th April, 1943.)

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Commandant Assault Training Schools, at 1100 that day.

6. At 1500, 25th March, I called on the Commanding Officer, U.S.S. "HENRY T. ALLEN" for discussions on the proposed operations and reported to COMAMPHFOR Seventh Fleet, Rear-Admiral D.E. Barby, U.S.N.

7. From 28th to 31st March, military equipment and stores were embarked and on 30th March, Combat Team 2, 5th Marines, 1st Division U.S. Marine Corps, comprising 50 Officers and 920 other ranks, embarked for amphibious training.

8. The health and conduct of the ship's company has been excellent.

A/COMMANDER, R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MAROOPA"

MONTH ENDING 31st. MARCH 1943.

MONTHLY RUNNING REPORT.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour.	Ship Miles per Ton.
75	920	12.2	79	1.05	11.7

J Hanlon
Engineer Commander, RANR.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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19 NOV P.M.
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3 DEC 1942
D.O.T.M.

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

1st NOVEMBER, 1942. S.C. 106/19/42

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

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - OCTOBER '42.

Former - H.M.A.S. "Manoora's" letter S.C.106/18/42 dated 1st Oct. 1942.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for the period 1st to 31st October, 1942.

2. MOVEMENTS OF SHIP

October 16th. Slipped from No. 1 Buoy Sydney and proceeded alongside No. 5 Circular Quay.

3. GENERAL REMARKS

On 3rd October 1942, A.C.N.B's message 0305z/3 was received, directing H.M.A.S. "Manoora" to pay off into reserve at Sydney on 26th October 1942, for reconditioning. Ship to be de-stored as far as possible prior to paying off. Immediate steps were taken to implement these instructions and to commence the discharge of buoyant cargo.

The ship payed off into reserve on Monday, 26th October 1942 and re-commissioned in Reserve on Tuesday, 27th October 1942, under the command of Acting Commander S.T.M. Gower R.A.N.

The discharging of buoyant cargo was continued, with the assistance of a working party of fifty Ordinary Seamen from "Penguin 11". All oil drums, as they were removed from the ship, were cleared from the wharf by Military personnel.

The greatest assistance and co-operation has been received from the Military Authorities during the period of de-storing and paying off, motor transport and even working parties being supplied whenever required.

A. COMMANDER, R.A.N.

D.N.S.
-4.DEC.1942

P.A.
9/12/42.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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ACK. BY A.S. 1330Y
- 5 OCT P.M.
INIT.

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

1st OCTOBER, 1942. S.C. 106/18/42

THE REAR-ADMIRAL-IN-CHARGE, SYDNEY.
(Copy to The Secretary, The Naval Board, Navy Office).

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - SEPTEMBER 1942

Checked for Indexing

FORMER - H.M.A.S. "Manoora's" letter S.C. 106/14/42 dated 1st.Sep.'42.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for the period 1st to 30th September, 1942.

2. MOVEMENTS OF SHIP

September 1st		On passage Sydney to Fremantle in company with H.M.A.S. "Adelaide" as Ocean Escort to Convoy U.S. 17, consisting of S.S. "Westernland" (Commodore), M.V. "Felix Roussel" and S.S. "Ekma".
	4th. 0715	Arrived Fremantle and berthed at Victoria Quay. Took in fuel, water and stores. Discharged ten Cadet Midshipmen to M.V. "Felix Roussel".
	7th 1543	Slipped and proceeded with H.M.A.S. "Adelaide", H.M.S. "Kanimbla" and R.N.N.S. "Tromp" in company as Ocean Escort for combined Convoys U.S. 16 and 17, consisting of M.V. "Devonshire" (Commodore O.C. Hare R.N.), M.V. "Aronda", S.S. "Rajula", S.S. "Westernland", M.V. "Felix Roussel" and S.S. "Ekma". H.M.A.S. "Voyager" as A/S Escort.
	11th 1000	Made rendezvous with H.M.S. "Devonshire" in position 29° 00' S., 95° 02' E.
	1128	H.M.A.S. "Adelaide" and R.N.N.S. "Tromp" parted company.
	12th	Carried out R.D.F. and Range and Inclination Exercise with H.M.S. "Devonshire".
	13th	"Manoora's" aircraft carried out a triangular search ahead of Convoy during the afternoon.
	14th 0855	Made rendezvous with H.M.S. "Mauritius" in position 25° 20' S., 80° 01' E.
	0934	Parted company with combined convoy to return to Fremantle. Convoy U.S. 16 with "Mauritius" and "Kanimbla" as Ocean Escort proceeded to Colombo and Convoy U.S. 17, with "Devonshire" as Ocean Escort, proceeded to Durban.
	18th 1000	Sighted and identified as friendly one Catalina aircraft.
	19th 1519	Arrived Fremantle and secured alongside Victoria Quay. Took in fuel, water and stores.
	20th 1019	Slipped and proceeded for Sydney via Bass Strait.
	25th	Passed through Bass Strait. Air search and A/S patrol carried out by aircraft (Ansons) from Laverton.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

September		
26th	0141	Wilson's Promontory abeam.
	0615	Spoke S.S. "Caledon".
	P.M.	"Manoora's" aircraft carried out Close A/S Patrol.
	2045	Aircraft approaching ship detected by R.D.F.
27th	0700	Spoke S.S. "Ormiston".
28th	1521	Arrived Sydney and secured to No. 1 Buoy.
29th		Completed with fuel, water and stores.
30th		At Sydney.

3. CONVOY U.S. 17

This convoy, with H.M.A.S. "Adelaide" and "Manoora" as Ocean Escort, arrived at Fremantle on 4th September without incident. Heavy South Westerly and Westerly winds were encountered off the Leeuwin and H.M.I.S. "Bombay", who was to act as local A/S Escort, was not met.

4. COMBINED CONVOYS U.S. 16 and 17

Convoys and Escorts were due to sail A.M. 7th September but, owing to a heavy Westerly wind, it was dusk before the Swept Channel had been cleared and the convoy formed up. "Manoora" and "Kanimbla" took station astern of the Port and Starboard wing ships respectively and "Adelaide" and "Tromp" on the Port and Starboard bow of the convoy.

H.M.S. "Devonshire" was met in position 29° 00' S., 95° 02' E. and "Adelaide" and "Tromp" then parted company. H.M.S. "Devonshire" took station three miles ahead of convoy with "Manoora" and "Kanimbla" three miles on the Port and Starboard bow of the convoy respectively.

H.M.S. "Mauritius" was met in position 25° 20' S., 80° 01' E. and the two convoys then split, "Manoora" returning to Fremantle.

5. R.D.F.

Added. Copy Handed to my file.

R.D.F. Type 286 P has been in continuous use during the month, during hours of darkness and in thick weather. It has operated satisfactorily within the limits of its capabilities. A full report in accordance with C.A.F.O. 2509/41 has been rendered in my letter No. S.C. 63/18/42 dated 1st October, 1942. On the only occasion when an aircraft approached the ship unexpectedly during dark hours (26th September), the Type 286 P detected it at six miles and sufficient warning was given to enable the A.A. armament to be closed up to receive it. On this occasion, the unknown aircraft was lucky not to be fired on. At 2045 on 26th September, when some 200 miles South East of Gabo, the R.D.F. reported an object approaching rapidly on the Starboard Quarter and using R.D.F. Oerlikon guns were prepared to open fire on a general bearing, when the unknown aircraft switched on navigation lights and swerved away. The aircraft was challenged and made the correct letter of the day in reply. It then circled and flew close overhead from stern to stem, a proceeding which, despite its navigation lights and having made the correct recognition signal, would have justified my opening fire.

6. METEOROLOGY

Paymaster Lieutenant L.M.S. Hargrave M.C., R.A.N.V.R. was appointed to the ship for Meteorological duties at the end of August and such equipment and instruments as were immediately available were embarked before leaving Sydney. The daily Synoptic signals from Laverton enabled charts to be plotted and forecasts were signalled to the convoy and escort on the passage to Fremantle. From Fremantle to longitude 100° E., Synoptic signals from Perth were useful, but East of that longitude forecasts had to be made from single observer observations. It is noted that Laverton's Synoptic signals are sent

AUSTRALIAN WAR MEMORIAL RCDIG1073354

daily in precisely the same order, a proceeding which, in my opinion, is liable to menace the security of the Recoding Tables concerned. A separate report has been made on this matter vide my letter No. S.C. 59/5/42 dated 26th September, 1942.

7. CADET MIDSHIPMEN

Ten Cadet Midshipmen were borne for the period 18th August to 4th September, when they were discharged to M.V. "Felix Roussel" for onward passage. They were employed on Midshipman of the Watch, Signal and Plotting duties and given such general instruction as could be arranged. I was favourably impressed with their general bearing and keenness and this was remarked on by all who had to do with them.

8. GENERAL REMARKS

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

J. Armbruster

A/CAPTAIN, R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTH ENDING 30th, SEPTEMBER 1942.

Hpurs Underway.	Distance Miles.	Average Speed.	Total Fuel Sea tons.	Fuel per Hour.	Ship Miles per ton.
565	7632	13.5	513	.90	14.87

J Hanlon
Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

2026/17/719

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

(This side only to be written on.)

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SUBJECT: H.M.A.S. "Manoora" - Report of Proceedings Aug 1942

Dcn 16/9

1st Lt. 17/9.

N.4. 21/9

N.B. 22/9

2 N.M.

3 N.M.

D.E.N.I.

D.C.N.O. 3/10.

D.O.P. 3/10

A/D.O.P.(I) J.B.

Plans(I) 5/10.

S.O.(R.D.F.) 16/10

Ops(N) Cmd. 21/10.

D/D.E.(N) 29/9

D.O.N. 30/10

N.D.H. 27/10

Na Asst 28/10

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AUSTRALIAN WAR MEMORIAL RCDIG1073354

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

1st SEPTEMBER 1942. S.C. 106/14/42

THE REAR-ADMIRAL-IN-CHARGE, SYDNEY.
(Copy to The Secretary, The Naval Board, Melbourne).
H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - AUGUST 1942.

Former - H.M.A.S. "Manoora's" letter S.C. 106/12/42 dated 1st Aug., 1942.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for the period 1st to 31st August 1942.

2. MOVEMENTS OF SHIP

AUGUST

1st — On passage Fremantle to Sydney via Bass Strait as a unit of Convoy Z.K. 12, consisting of M.V. "Athlone Castle" (Captain O.C. Hare R.N., Commodore), M.V. "Dunedin Star", S.S. "City of Canterbury", S.S. "Martland", H.M.A.T. "Duntroon" and H.M.A.S. "Westralia" - U.S. Cruiser "Phoenix" as Ocean Escort.

2nd — Anti-Submarine Patrol carried out by aircraft from Laverton during daylight hours.

1900 — Sighted Cape Nelson Light.

3rd 0311 — Sighted Cape Otway Light.

0530 — M.V. "Athlone Castle", M.V. "Dunedin Star", S.S. "City of Canterbury" and S.S. "Martland" parted company and and proceeded to Port Philip.
Anti-submarine patrol carried out by aircraft from Laverton during daylight hours.

1631 — Wilson's Promontory abeam.

4th — Anti-submarine patrol maintained by Aircraft from U.S. Cruiser "Phoenix".

5th 0700 — Rendezvoused with H.M.A.S. "Arunta" who took station ahead and carried out A/S sweep.

1520 — Entered Sydney Heads and secured at No. 13 Pyrmont at 1644. The American troops at once commenced disembarkation, which was completed by 2215.

6th — Shifted berth to No. 2 Buoy and then to No. 1 Buoy, finally securing at 1443.

11th — Ship inspected at Action Stations and Damage Control Exercises carried out by the Squadron Engineer Officer, Acting Engineer Captain L.J.P. Carr O.B.E., R.A.N. H.M.A.S. "Armidale" berthed alongside.

14th — Exchanged aircraft with H.M.A.S. "Westralia".

15th — H.M.A.S. "Armidale" slipped.

18th — Ten Cadet Midshipmen, who had been diverted from joining H.M.A.S. "Canberra", joined for accommodation and passage.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

20th — "Manoora's" aircraft located U.S. S.S. "President Grant" during forenoon and reported her E.T.A.

1615 — "President Grant" with survivors from H.M.A.S. "Canberra" berthed alongside.
His Excellency the Governor-General, Lord Gowrie V.C., D.S.O. came on board with Rear Admiral G.C. Muirhead-Gould D.S.C., R.N. and addressed "Canberra's" Ship's Company. The Rear-Admiral then read a message from the Naval Board.
H.M.A.S. "Canberra's" ratings were kitted up and sent on 14 days survivors' leave.

21st — U.S. S.S. "President Grant" slipped and proceeded to berth at Circular Quay.

24th — 1000 - Slipped and proceeded as Ocean Escort for Convoy No. U.S. 17 consisting of Hired Transports S.S. "Westernland" (Commodore), M.V. "Felix Roussel" and S.S. "Ekma" bound for Fremantle via the South of Tasmania.
H.M.A.S. "Geelong" acted as A/S Escort to the end of the swept channel and then returned to harbour.
Aircraft from Bairnsdale carried out A/S patrol during daylight hours.

(25th & 26th (27th — Aircraft carried out A/S patrol during daylight hours. A message altering the time of rendezvous with H.M.A.S. "Adelaide" was passed to aircraft on 26th.

28th — Made rendezvous with H.M.A.S."Adelaide" at 1430 I.K.in position 39° 57' S, 140° 32' E.
Air A/S patrol was cancelled owing to weather conditions.

31st — At sea on passage to Fremantle in company with H.M.A.S. "Adelaide" as Ocean Escort for Convoy U.S. 17.

3. CONVOY Z.K. 12

After making Cape Otway, the Melbourne portion of Convoy Z.K. 12 parted company and the remainder proceeded through Bass Strait and arrived at Sydney on the afternoon of August 5th. The American troops quickly disembarked and were clear of the ship by 2215.

4. SURVIVORS FROM H.M.A.S "CANBERRA"

On Monday 17th August, verbal instructions were received from the Rear-Admiral-in-Charge, Sydney for "Manoora" to be prepared to receive, kit up and send on 14 days leave the surviving officers and men from H.M.A.S. "Canberra", who were expected to arrive next day in U.S. S.S. "President Grant". Immediate preparations were made and the requisite clothing, comforts etc. were got on board that night.

"President Grant", however, did not arrive until 1615 on Thursday 20th August.

It was found possible to send all interstate officers and men off by train that night, except Tasmanians who could not catch a suitable train till Saturday 22nd and Western Australians who were retained on board for passage. All Sydney natives were ashore by 0200 on Friday morning and, with the help of volunteer car drivers, were able to get home that night.

A full report has been forwarded in my letter No. S.C. 106/15/42 dated 31st August 1942, to the Rear-Admiral-in-Charge, Sydney.

5. INSTALLATION OF R.D.F.

During the period that the ship was in Sydney, R.D.F. Type 286 P Modified was installed and work on type 273 was progressed. It has not yet been possible to carry out complete trials of type 286, but the set has so far given satisfactory results. Six R.D.F. ratings have been drafted to the ship as part complement.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

6. OTHER DOCKYARD WORK

Two more Oerliken Guns have been fitted, giving the ship a total of six.

The work of supplying and fitting kit lockers on Mess Decks has been progressed.

7. "MANOORA'S"AIRCRAFT.

In view of the intended future employment of H.M.A.S. "Westralia", the opportunity was taken to exchange her "Walrus" with our "Seagull" as the "Walrus" is fitted with A.S.V. gear. (Vide my signal 2343z/13 August) Trials of the A.S.V. gear were carried out off Sydney and Broken Bay on the 18th, 19th and 20th August, the results obtained approximating to the figures given in C.B. 04182 (R.D.F. Operational Manual) page 58.

8. CONVOY NO. U.S. 17

This convoy compriding Hired Transports "Westernland", "Felix Roussel" and "Ekma" was due to sail from Sydney to Fremantle on about Monday, 17th August (A.C.N.B's signal 0121z/12 August) but did not sail till a week later. The convoy, except "Felix Roussel", were clear of the Heads by 1100K on Monday 24th August. "Felix Roussel" was 45 minutes late, but the convoy had formed at the end of the swept channel by 1430. A strong Southerly during the first night out prevented "Ekma" making good more than nine knots and it was necessary to amend the time of rendezvous with H.M.A.S. "Adelaide". A signal to this effect was, however, passed through one of the A/S aircraft patrol on the 26th August and "Adelaide" was met at 1430 IK on 28th August. "Ekma", and to a lesser extent "Westernland", find it difficult to keep up convoy speed without making smoke. At the time of writing, the convoy is still on passage.

9. GENERAL REMARKS

The health and conduct of the Ship's Company remain very satisfactory.

(Sgd.) J. M. ARMSTRONG

A/CAPTAIN, R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTH ENDING 31st. AUGUST 1942.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea tons.	Fuel pr Hour.	Ship Miles per Ton.
294	3622	12.2	217	.73	16.6

J Hanlon
Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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Para. 4x and para. 5 are of more particular interest:

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

1st AUGUST 1942. S.C. 106/12/42

THE REAR-ADMIRAL-IN-CHARGE, SYDNEY.
(Copy to The Secretary, The Naval Board, Melbourne).

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - JULY 1942.

Former - H.M.A.S. "Manoora's" letter S.C.106/10/42 dated 1st July 1942.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for the period 1st to 31st July 1942.

2. MOVEMENTS OF SHIP

July

1st. In Sydney at 12 hours notice for steam.
Interstate ratings on 14 days leave.

2nd. Carried out Degaussing trials during forenoon.

P.M. Court of Inquiry held on board regarding the grounding of H.M.A.S. "Arunta".

3rd. Ship swung for adjustment of compasses.
Interstate ratings returned from leave (recalled after 10 days).

P.M. Proceeded alongside No. 13 Pyrmont.

4th. Embarked 1007 Australian Troops of A.M.F. composed of the 35th Battalion, portion of the 104th Anti-Tank Regiment and portion of the 8th Field Ambulance. Lieutenant Colonel D.F. Rae A.M.F. in command as O.C. Troops.

1538 Slipped and proceeded in Convoy Z.K.11 with H.M.A.S. "Westralia" (Captain H.V. Hudson R.N. Commodore) and H.M.T. "Duntroon". R.N.N.S. "Tromp" as Ocean Escort and U.S. Destroyer "Flusser" as A/S Escort.

5th. 0600 U.S.S. "Flusser" parted company.

14th. Arrived Fremantle and berthed at 1337 at Victoria Quay and disembarked troops.
I called on Commodore J. Collins R.A.N., Commodore-in-Charge Fremantle.

17th. I called on Rear Admiral A.S. Carpenter U.S.N. Commanding Task Force 51 in his office at Perth. Rear Admiral Carpenter had only arrived to take up his command some four days previously.

P.A. 18/10/42

19th. By invitation of Canon E.M. Collick a Church party from "Manoora" and "Westralia" attended Fremantle Church for Divine Service. In the afternoon a number of "Manoora's" officers attended the special intercession service for seamen held in the Perth Cathedral.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

20th. 0900 Slipped and proceeded for sub-calibre firing practices. "Slick landing" practices were exercised by "Manoora's" aircraft.
On returning to harbour secured alongside No.1 North berth at 1725.

21st. 0800 Slipped and proceeded for Close Range A.A. practices and full calibre firings.

A.M. Carried out Close Range A.A. practices at drogue target towed by land based target.

P.M. Carried out Day Full Calibre 6" firings at two Pattern VI targets.
Exercised aircraft in spotting and "Slick Landing" practices.
Carried out Night Full Calibre 6" firings.

2208 Anchored in Gage Roads.

22nd. 0917 Weighed and proceeded to No.1 North Berth in Fremantle Harbour.

25th. 1430 Shifted berth to "E" Berth Victoria Quay and embarked advance party of American troops.

27th. Embarked American troops of the 197 Coast Artillery (A.A.), consisting of 21 officers and 605 other ranks. Major L. Stone U.S. Army in command as O.C. Troops.

1632 Slipped and proceeded in Convoy Z.K. 12, consisting of H.M.A.S. "Westralia" (Captain H.V. Hudson R.N., Commodore), H.M.A.S."Manoora" and H.M.T. "Duntroon".
R.N.N.S. "Tromp" as Ocean Escort and H.M.A.S."Voyager" as local A/S Escort.

28th. Met and joined Convoy "Schooner" consisting of M.V. "Athlone Castle" (Captain O.C. Hare R.N. as Commodore), M.V. "Dunedin Star", S.S. "City of Canterbury" and S.S. "Maitland", with U.S. Cruiser "Phoenix" as Ocean Escort. Combined convoy known as Z.K. 12.

29th. R.N.N.S. "Tromp" and H.M.A.S."Voyager" parted company.

31st. At sea with Convoy Z.K.12 en route for Sydney.

3. CONVOY Z.K. 11

The passage of the convoy from Sydney to Fremantle round the South of Tasmania was uneventful. Heavy weather was experienced on the first three days. One thousand and seven members of the A.M.F. were carried in "Manoora" and, as no special arrangements were made beyond obtaining extra bedding, lifebelts and life-saving rafts, their accommodation had to be improvised and the men were very crowded. During the heavy weather of the first three days and until the troops settled down to routine and got their sea legs, they were uncomfortable. The Officer Commanding Troops, Lieutenant Colonel D.F. Rae, was very keen and energetic but he appeared to get little help from his younger officers and N.C.O's and discipline was bad at first. However, with the advent of better weather, Lieutenant Colonel Rae's energy bore fruit and the discipline had noticeably improved by the end of the voyage.

4. CONVOY Z.K. 12

"Westralia", "Manoora" and "Duntroon" combined with

AUSTRALIAN WAR MEMORIAL RCDIG1073354

four ships of Convoy "Schooner" to form this convoy and, up till the time of writing, the passage has been uneventful. "Manoora" has difficulty in keeping station at speeds below 11½ knots as this entails stopping one engine, which only gives about seven knots. Practice, however, has improved us in this respect.

Six hundred and twenty-six United States troops are embarked under the command of Major L. Stone U.S. Army. They are not nearly so crowded and, as they have had previous experience of ship board life, they quickly settled down. Despite a certain lack of formalism, which at first appears striking to our eyes, they seem to be well disciplined and enthusiastic and the effectiveness of the junior officers and N.C.O's is noticeable.

5. FEEDING OF THE TROOPS EMBARKED

Both during the passage to Western Australia and return, enthusiastic reports have reached me from the military on the quality and quantity of the food supplied and I consider credit is due to the Accountant Officer, Acting Paymaster Lieutenant Commander F.L. Brady R.A.N.R.(S) and his staff on this account.

6. EXERCISES

The opportunity was taken while at Fremantle to carry out sub-calibre and full calibre day and night firings and Close Range A.A. firings. Good experience was gained by the Ship's Company and a number of valuable lessons have been learnt, although the difficulty of spotting in Pattern VI targets was again emphasised.

7. GENERAL REMARKS

The general health and conduct of the Ship's Company remain very satisfactory. Measles, which were brought into the ship by the soldiers of the first convoy, have so far resulted in three cases and a number of officers and ratings have suffered from colds, which, however, have quickly yielded to treatment.

(Sgd.) J. M. ARMSTRONG

A/CAPTAIN, R.A.N.

Enclosure No. 1 - Seven photographs depicting troop carrying in H.M.A.S. "Manoora".

" " 2 - Five photographs of Convoy Z.K.12 and escort.

" " 3 - Engine Running Report.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTH ENDING 31st.JULY 1942.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour.	Ship Miles per Ton.
362	4259	11.76	272	.75	15.6

J Hanlon
Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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

1st. JULY? 1942. S.C. 106/10/42

THE REAR-ADMIRAL-IN-CHARGE, SYDNEY.
(Copy to The Secretary, The Naval Board, Melbourne).
H.M.A.S."MANOORA" - REPORT OF PROCEEDINGS - JUNE, 1942.

2026/7/628 D.O.M. 6/7/42.

Former - H.M.A.S."Manoora's" letter No.S.C.106/9/42 dated 1st.June,1942.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for the period 1st. to 30th.June, 1942.

2. MOVEMENTS OF SHIP

The ship undocked from Cockatoo Dock on Wednesday, 3rd. June and moored in Number 2 Berth Long Nose Point, remaining in that berth until 23rd. June. After exchanging 300 odd tons of oil fuel at the Commonwealth Oil Refineries Wharf, Berry Bay, the ship berthed at No. 1 Buoy, Farm Cove and remained there until the end of the month.

3. LEAVE

Fourteen days leave was given to all interstate ratings (inclusive of travelling time) except Western Australians. Owing to operational requirements, this has had to be curtailed by three days. Arrangements were made to exchange Western Australian ratings with an equal number from H.M.S. "Kanimbla", as there was a prospect of that ship being able to give leave in Western Australia.

4. DEFECTS AND ALTERATIONS AND ADDITIONS

A number of minor dockyard defects have been remedied during the month. Work has been carried out on Degaussing gear and Oerlikon gun nests are being installed on either side of the Bridge. The work of supplying and fitting kit lockers on mess decks in place of hammock racks has been progressed.

5. CHANGES AMONG OFFICERS

The Executive Officer, Acting Commander Norman Hanon Shaw, R.A.N. was relieved on 29th.June,1942 by Acting Commander S.T.K.Gower, R.A.N. Three Sub-Lieutenants R.A.N.R. - C.H.McGee, C.R.Cundell and A.H.G.Hard - were selected for "Fairmile" courses and have been replaced by three Midshipmen R.A.N.R.

6. GENERAL REMARKS

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

P.A. 23/9/42

10 Sept. 2.
This was the American
light diesel oil Cappelen without
blending before it was found that
the oil was not marine Diesel oil Fuel No. 2/8

J. Adamson
A/CAPTAIN, R.A.N.

15=/7

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTH ENDING 30th. JUNE 1942.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel Per Hour.	Ship Miles per Ton.
Nil.	Nil.	Nil.	Nil.	Nil.	Nil.

J.Hanlon

Engineer Commander, R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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

1st. JUNE, 1942. S.C. 106/9/42

THE REAR-ADMIRAL-IN-CHARGE, SYDNEY
(Copy to The Secretary, The Naval Board, Melbourne).
H.M.A.S."MAROORA" - REPORT OF PROCEEDINGS - MAY, 1942.

Former - H.M.A.S."Maroora's" letter No. S.C.106/6/42 dated 1st.May.1942

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for the period 1st.to 31st.May,1942.

2. MOVEMENTS OF SHIP

MAY

1st. In Sydney at 12 hours notice for steam. New South Wales ratings on seven days leave.
I called on Rear Admiral G.C. Muirhead-Gould, D.S.C.,R.N., the Rear-Admiral-in-Charge, Sydney, on assuming command.

4th. The Rear-Admiral-in-Charge, Sydney came aboard.

5th. Ship taken in hand for Deperming operations.
New South Wales ratings leave extended to 11th.May.

7th. Carried out degaussing trials on the Shark Island Range.

8th. Swung ship for compasses.
New South Wales ratings recalled from leave.
Completed with stores and fresh provisions.

9th. 1253 Proceeded with "Mildura" in company to rendezvous with "Bungaree". "Mildura" could not maintain the requisite speed against the Southerly wind and was given a rendezvous for 0800 on 11th.May.1942.

10th. 1700 Rendezvoused with "Bungaree" at Eastern end of Bass Strait.
Proceeded in company towards Noumea.

11th. 0800 Rendezvoused with "Mildura" who provided A/S escort.

13th. 1300 Sighted Lord Howe Islands.

15th. 1720 "Geelong" joined as additional A/S escort. On joining. "Geelong" reported that her A/S gear was out of action due to heavy weather.

16th. 1518 Arrived Noumea and anchored. "Merkur" came alongside and all surplus fresh provisions were transferred to her.

17th. 0600 Proceeded with "Mildura" as A/S escort to Vila
1035 Spoke French Sloop "Chevreuill".
1617 Spoke U.S. Destroyer "Flusser" with tanker in company.

18th. 1728 Anchored in Vila Harbour.
H.M.N.Z. Ships "Leander" and "Achillies" in harbour.

19th. 0645 S.S."Morinda" came alongside and the loading of copra was commenced. During the forenoon, 39 civilians, 49 A.I.F. Personnel and 62 R.A.A.F. personnel were embarked for passage to Sydney. A report, giving details of

AUSTRALIAN WAR MEMORIAL RCDIG1073354

passengers, was forwarded in my letter No.S.C.106/8/42 dated 27th.May,1942, addressed to the Rear-Admiral-in-Charge, Sydney.
In the afternoon, "Manoora's" aircraft No. A 2/5 was disembarked to "Leander" ("Leander's" signal T.O.O. 0817Z/19 May to N.Z.N.B. (R) A.C.N.B. "Manoora Comsowespacunit).

1600 Proceeded with "Mildura" in company as A/S escort for Norfolk Island. During the night head seas were encountered and speed was reduced as "Mildura" reported she was unable to keep up.

20th. 2200 "Mildura" parted company for Noumea.

21st. Spoke Norwegian Motor Tanker "Beau" on passage Fiji to Sydney.

22nd. 0900 Anchored in Cascade Anchorage, Norfolk Island and commenced embarking passengers (7 civilians and 34 workmen belonging to the Department of the Interior). The Administrator, General Rosenthal was at the landing place but did not come off to the ship as there was a fairly heavy surf running.

1300 Proceeded to Sydney.

24th. "Rockhampton" was met at dusk at a rendezvous 150 miles from the coast and provided A/S escort to Sydney.

25th. 0900 Arrived at Sydney three hours late on E.T.A. as "Rockhampton" could only make 11 knots. On arrival ship berthed at No.5 Wharf, Darling Harbour. Passengers were discharged and copra landed. Reverted to 12 hours notice for sea.

26th. "Walrus" aircraft No. W 2755 embarked to replace the one transferred to "Leander".
I called on Captain H.D. Bode of U.S. Cruiser "Chicago".

27th. "Walrus" aircraft No. W 2755 damaged by fire. This matter has been fully reported in my letter No. S.C. 52/20/42 dated 1st.June,1942 addressed to the Rear Admiral-in-Charge, Sydney.

28th. Captain H.D. Bode of U.S.Cruiser "Chicago" returned my call.

29th. Proceeded to No.1 dock "Cockatoo" for six-monthly docking.

30th. A.A. Lewis Gunners stationed at Cockatoo Island opened fire on an unidentified aircraft during the early hours of this morning. The Duty Watch in "Manoora" closed up but did not open fire. The plane was later identified as friendly.

31st. A/S preparations were assumed late in the evening as ordered by the Rear-Admiral-in-Charge. The dock was partially flooded and a motor boat patrol was instituted off the dock gates.

3. A/S ESCORTS

Three corvettes, "Mildura" "Geelong" and "Rockhampton" were in company during the month as A/S escorts and it was found that "Manoora's" normal speed of 14 to 15 knots had to be reduced to 11 to 12 to enable them to keep up. It was also noticeable that their speed fell off if any head sea was encountered and their A/S gear appeared to be "tender" even in moderate weather. They do not appear suitable for ocean A/S escorts if a reasonable speed is desirable nor can E.T.A's given when in their company be considered as reliable.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

4. NOUMEA AND VILA

The stay in both these places was very brief and no leave was given.

5. The Naval Liaison Officer, Noumea, Lieutenant Commander H.S. Barnett, R.A.N. (e.l.), was concerned about the French Administration of New Caledonia, as it appeared that a "Palace Revolution" had taken place and the "expulsion" of the Governor of the Island by the Administrator of the French Pacific Islands had aroused a good deal of local feeling. The French Sloop "Chevreuill" was met returning to Noumea from New Zealand, where she had taken the "expelled " Governor.

6. The Australian Naval Liaison Officer at Vila, Paymaster Lieutenant H.W. Bullock, R.A.N.V.R. appeared to be handicapped by a lack of staff and he found difficulty in communicating with ships in port, as all signals from shore to ship and vice versa had to pass through a signal station manned by American Marines who were unacquainted with our procedure.

7. I called on Captains R.H. Bevan, R.N. and C.A.L. Mansergh, D.S.O., R.N. of H.M.N.Z.Ships "Leander" and "Achilles". They complained that they appeared to have been forgotten by the C. in C. Pacific, under whose operational command they were, as their ships had been in port at Vila during the whole of the Coral Sea operations.

8. NORFOLK ISLAND

Disappointment was expressed by residents of Norfolk Island that the ship did not remain longer in the roadstead, as they said it was the first Naval vessel to call since the outbreak of war. Owing to the open and undefended nature of the anchorage, I was not justified in leaving the ship and was therefore unable to call on the Administrator, General Rosenthal. He, in his turn, expressed a desire to come off to the ship, but, as we were rolling heavily in a long swell and boarding was a matter of difficulty, he decided to view us from a distance.

9. GENERAL REMARKS

The health and conduct of the Ship's Company remains very good indeed. The opportunity of being at 12 hours notice has been taken to give as much leave as possible to New South Wales ratings and it is hoped to arrange leave for officers and ratings from other states in the near future. As it appeared unlikely that an opportunity would arise in the near future to send Western Australians to their homes, they were given the chance of seven days leave in Sydney, subject to recall,and the majority have taken it.

A/CAPTAIN, R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

ACTION BY A.B. 139
25 JUN A.M.
INIT.

DEPT. OF NAVY
2026/7/628
HN 19/6
3rd HN 19/6

DOTM 6/7

THE COMMANDING OFFICER H.M.A.S."MANOORA".

18TH.JUNE 1942. S.C.106/9/42.

THE REAR-ADMIRAL-IN-CHARGE, SYDNEY.
(Copy to THE SECRETARY, NAVAL BOARD, MELBOURNE)
LETTER OF PROCEEDINGS - MAY 1942.

Submitted that the enclosed Monthly Running Report may be attached to my S.C.106/9/42 of the 1st.June, 1942. This Report was previously omitted.

HN

DE(N) attach to file

~~DOTM~~ " " "

HEAD OF 'P' BRANCH for attachment to file.

(Sgd.) J. M. ARMSTRONG
A/CAPTAIN R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

MONTH ENDING 31st, MAY 1942.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour.	Sea Miles per Ton.
345	4188	12.1	297	.86	14.1

J Hanlon.

Engineer Commander, R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

SECRET.

RESTRICTED

1140/9

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

1st. MAY, 1942. S.C. 106/6/42.

THE SECRETARY, THE NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copy to The Rear-Admiral Commanding Anzac Squadron).
H.M.A.S."MANOORA" - REPORT OF PROCEEDINGS - APRIL, 1942.
FORMER - "MANOORA'S" S.C.106/5/42 DATED 1st. APRIL, 1942.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for the period 1st. to 30th. April, 1942.

2. MOVEMENTS OF SHIP

April.

1st. In Port Philip Bay. Carried out Night Full Calibre firing at drifting Pattern VI target.

2nd. Carried out two runs - day Full Calibre firing at two Pattern VI targets towed by "Keira".
Aircraft flew to Point Cook for repairs.
Proceeded alongside Station Pier.
Tasmanians proceeded on leave.

6th. Proceeded to Hobsons Bay and anchored off Gellebrand Light.

16th. Proceeded alongside Williamstown to complete with fresh water and provisions.

17th. 1030 Proceeded to Portsea to anchor and await arrival of convoy.

1900 Weighed and proceeded with Convoy M.N.2 towards Noumea.

18th. "Alden" joined convoy as A/S escort.

20th. "James Parker" detatched to proceed independently to Brisbane.

23rd. Arrived Noumea. Berthed alongside "Bishopdale" for fuel, then proceeded to anchor. "Merkur" came alongside for fresh provisions and canteen stores.

24th. 0700 Proceeded in company with "Alden" towards Sydney.

26th. Spoke "Chevreuil".

27th. Arrived Sydney - replenished - reverted to 12 hours notice for steam.

30th. Commander J.M. Armstrong assumed command.

EXERCISES IN PORT PHILIP.

3. Although the exercises in Port Philip proved of great value to the Ship's Company, the result of the Full Calibre firings was most disappointing owing to the difficulty of spotting the fall of shot with Pattern VI targets only. It is hoped to arrange further practice firings against a Battle Practice target.

4. AIRCRAFT EXERCISES

Although practice flights have been possible in Port

AUSTRALIAN WAR MEMORIAL RCDIG1073354

Philip, weather conditions have prevented any flying in the open sea. Certain progress has, however, been made with the operational training of the new pilot.

5. OERLIKON GUNS

Two Oerlikon gun platforms were completed and two temporary sites stiffened for two other guns during the ship's stay in Melbourne. The guns were also mounted and fired satisfactorily.

6. DEPTH CHARGE THROWERS

Two Depth Charge Throwers were mounted and trials completed in Melbourne.

7. CARE AND MAINTENANCE

During the stay in Melbourne, all Main Engine tie rods were examined and adjusted. This work, combined with the drawing of the two pistons previously referred to, has greatly improved the running of the main engines, reducing vibration at 15 knots to a very marked degree.

8. CONVOY M.N. 2

Convoy M.N. 2 consisted of "Santa Paula" and "James Parker". Both were fast ships and a speed of 15½ knots was maintained by the convoy. "Alden" joined the convoy south of Gabo and provided A/S protection throughout the passage. "James Parker" was detatched to proceed to Brisbane on 20th. April and "Santa Paula" was escorted to Noumea where she went alongside to discharge troops and cargo.

One Beaufort was provided daily for A/S duties when off the Australian coast and "Chicago" provided aircraft for the same purpose off Noumea.

9. NOUMEA

The stay in Noumea was very brief. No leave was given owing to the short stay and difficulty of boatwork in the weather conditions obtaining. I called on "Chicago" and Captain H.D. Bode, U.S.N. returned my call.

10. There was universal disappointment that "Manoora" brought no fleet mail, although official mail was carried.

11. The Naval Liaison Officer, Lieutenant Commander Barnett, R.A.N. visited the ship but I was unable to return his call. Owing to the fact that he had not been informed that I had three Officers and eighteen ratings for him, no accommodation had been arranged and I retained these passengers until just before sailing when they were transferred to "Merkur". It appeared that the Naval Liaison Officer was much handicapped in his duties for want of a motor boat.

12. GENERAL REMARKS.

The health and conduct of the Ship's Company has continued to be very good indeed. All ratings, except natives of Western Australia and Queensland, have had an opportunity of visiting their homes since returning to Australia. Temporary drafts have been requested to provide reliefs for West Australians due for leave. The leave of Queenslanders will be arranged in due course.

R.A.N. NAVAL COMMANDING AUSTRALIAN SQUADRON
20 MAY 1942

J. Armstrong

A/CAPTAIN, R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

APPENDIX 1. TO H.M.A.S."MANOORA'S" LETTER NO. S.C. 106/6/42 DATED 1st.MAY,1942.

H.M.A.S."MANOORA"

MONTH ENDING 30th. APRIL 1942.

Hours Underway.	Distance Miles..	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour.	Ship Miles per ton.
204	2996	14.7	240	1.1	12.4

J.Hanlon

Engineer Commander, R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

SECRET

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

1st. APRIL, 1942. S.C. 106/5/42.

THE SECRETARY, THE NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copy - The Rear-Admiral Commanding Anzac Squadron)
H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - MARCH, 1942.

FORMER - "MANOORA'S" S.C. 106/4/42 DATED 1st. MARCH, 1942.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for the period 1st. to 31st. March, 1942.

2. MOVEMENTS OF SHIP.

March.		
1st.		At sea off Ceylon with "Royal Sovereign", "Vampire" and "Nizam".
	1400	Met convoy S.U.1 proceeding towards Fremantle and comprising :- H.M.T.'s "Egra", "City of London", "Eastern Prince", "City of Paris", "Kosciusko", "Esperance Bay", "Salween", "Madras City", "Penrith Castle", "Silver Willow", "Mathura", "Empire Glade", "Nanking", "Norden" and ~~"Pundit"~~ escorted by "Cornwall", "Express" and "Hollyhock" in position 6°12' North 78°47' East.
2nd.		"Express" and "Hollyhock" parted company.
4th.		Transferred provisions to "Vampire" and "Nizam" and took their mails. "Royal Sovereign", "Vampire" and "Nizam" parted company at night fall.
7th.		Changed over to Australian W/T routine.
13th.		Convoy S.U.1A, consisting of "Silver Willow" (Commodore) "Mathura", "Madras City", "Empire Glade" and escorted by "Manoora", detached to proceed to Adelaide.
21st.	P.M.	Convoy formed in line ahead, "Empire Glade", with paravanes streamed, leading.
22nd.	A.M.	Arrived Backstairs Passage. "Moresby" took over convoy and proceeded to Adelaide. "Manoora" proceeded at 15 knots to Melbourne.
23rd.	1200	Arrived Port Philip.
	1530	Replenished at Prince's Pier.
27th.		1st. Naval Member visited the ship.
28th.		Proceeded to anchor berth in Hobsons Bay.
30th.		Proceeded to Port Arlington for sub-calibre firings.
31st.		Exercising in Port Philip.

3. CONVOY S.U. 1.

Convoy S.U.1 left Colombo on 1st. March under escort of "Cornwall", "Express" and "Hollyhock". The convoy was met about 100 miles off Colombo by "Royal Sovereign", "Manoora", "Vampire" and "Nizam".

AUSTRALIAN WAR MEMORIAL RCDIG1073354

4. "Cornwall" and "Manoora" were stationed 7 miles on each bow of convoy, while "Royal Sovereign" was within it. The three destroyers formed the A/S screen and "Hollyhock" screened "Norden" who could not maintain the speed of the convoy.

5. "Express" and "Hollyhock" parted company on 2nd. March.

6. On 3rd. March, "Nizam" dropped one depth charge on what subsequently proved to be a non-sub contact.

7. On 4th. March, "Royal Sovereign", "Vampire" and "Nizam" parted company after mails and provisions had been transferred. "Cornwall" carried out a full calibre throw off firing at "Royal Sovereign" before parting company.

8. After "Royal Sovereign" left, "Manoora" zigzagged ahead of the convoy at 15 knots by day, and "Cornwall" took station in the convoy. At night, the positions were reversed except for the fact that "Manoora" had to keep astern of the convoy owing to the difficulty of keeping station with diesel engines. The convoy's 10·5 knots was too slow for two engines and too fast for one.

9. The route of Convoy S.U. 1 was altered by "Cornwall" to pass 400 miles from Cocos Island on account of the bombardment of that island on 3rd. March, 1942.

10. CONVOY S.U.1 A.

Convoy S.U. 1A, comprising "Silver Willow", "Empire Glade", "Mathura" and "Madras City was detached under escort of "Manoora" in position 28°48' South 109° East to proceed direct to Adelaide. Owing to heavy weather, the speed of the convoy was reduced to about 8 knots for three days and this delayed the arrival at Backstairs Passage for 24 hours until 22nd. March.

11. "Moresby" took over the convoy at Backstairs Passage and "Manoora" proceeded to Port Philip, arriving at Port Melbourne at 1530 23rd. March.

12. EXERCISES.

On Monday 30th. March, day sub-calibre firings were carried out against a pattern VI target towed by "Keera". The target was hoisted inboard and used the following day for day and night sub-calibre firings.

13. AIRCRAFT.

The new pilot, Pilot Officer H.H. Rohde, was embarked on 25th. March for training under Flight Lieutenant P.J. McMahon.

14. Flying training was carried out in Port Philip when the weather was suitable.

15. TRANSFER OF PROVISIONS TO "VAMPIRE" AND "NIZAM".

The attached photographs illustrate the transfer of provisions to "Vampire" and "Nizam" at sea. The provisions were made into a sling and hoisted on a 2½ inch grass through a block at the head of No. 4 derrick which was trained outboard. The destroyers approached from the quarter and a Costin Line was shot across. To the Costin Line was attached a stout heaving line with which the sling was hauled in board as the destroyers closed the ship under the derrick. The whole operation took about five minutes. The weight of each lot of provisions transferred was 230 lbs.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

16. MAIL.

A large quantity of mail matter was delivered on arrival in Melbourne but all February mail is outstanding.

17. CARE AND MAINTENANCE.

On arrival in Port Melbourne, notice was extended to permit the drawing of the two pistons left unexamined after the last refit. Work was also commenced on two Oerlikon gun platforms. Certain other minor defects were taken in hand by the Hobson's Bay Dock & Engineering Co. Pty. Ltd. No major examinations or overhauls of the main engines are now outstanding.

18. GENERAL REMARKS.

The health and conduct of the ship's company has continued to be excellent. It was a great disappointment to the West Australian natives that the ship did not visit Fremantle, as these ratings have had no leave for twelve months.



A/CAPTAIN, R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

APPENDIX 1 TO H.M.A.S. "MANOORA'S" LETTER S.C. 106/5/42 DATED 1st. APRIL 1942.

H.M.A.S."MANOORA"

MONTH ENDING 31st. MARCH 1942.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour(Sea)	Ship Miles per Ton.
545	6435	11.8	407	.74	15.8

Photos Transferred to Photographic Library.

[redacted]
Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

~~SECRET~~ RESTRICTED

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

1st. MARCH, 1942. S.C. 106/4/42.

THE SECRETARY, THE NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copy - The Rear-Admiral Commanding H.M. Australian Squadron)

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS -

FEBRUARY, 1942.

FORMER - "MANOORA'S" S.C. 106/1/42 DATED 1st. FEBRUARY, 1942.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for the period 1st. to 28th. February, 1942.

2. MOVEMENTS OF SHIP.

February.		
1st.		At sea - en route to Madras from off Rangoon after leaving convoys S.R.4 and M.R.1.
2nd.	0900	Arrived Madras, replenished. Masters' conference regarding escort of "Ellenga".
	1930	Sailed for Rangoon, escorting "Ellenga".
5th.	0800	Rendezvous with H.M.I.S. "Indus".
	A.M.	Proceeding through North Preparis Channel.
	1915	Left convoy at 95° East and proceeded towards Trincomalee through South Preparis Channel.
7th.		Diverted to Colombo.
9th.		Arrived Colombo.
10th.		I called on H.M.S. "Glasgow" and U.S.S. "Boise".
11th.		Captain of U.S.S. "Boise" called.
13th.	1130	Commander-in-Chief, East Indies visited the ship and addressed the ship's company.
	1230	Proceeded - Passed over degaussing range.
	1430	Sailed for Trincomalee.
14th.		Sighted "Kamuning" on fire, in position 8° 32' North 81° 44' East - reported by W/T to Commander-in-Chief, East Indies. Search for submarine by aircraft, "Napier" and "Nestor".
	1800	Arrived Trincomalee. "Royal Sovereign", "Indomitable", "Enterprise", "Atreus" and "Guardian" in company.
15th.		Arrival of Netherlands Cruiser "Sumatra".
16th.		"Indomitable" screened by "Napier" and "Nestor" proceeded.
21st.		Arrival of U.S. Cruiser "Marblehead", H.M.S. "Rover" and H.M.S. "Isis". "Rover and "Isis" in tow.
22nd.		H.M.S. "Isis" secured alongside. H.M.A.S. "Nizam" arrived and secured alongside "Isis".
23rd.		H.M.S. "Hermes" and H.M.A.S. "Vampire" arrived. H.M.A.S. "Nizam" sailed.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S. "Vampire" alongside "Isis".

25th. H.M.A.S. "Nizam" arrived.

26th. H.M.S. "Isis" and "Rover" proceeded, in tow.
H.M.A.S. "Vampire" alongside.

28th. Sailed in company with "Royal Sovereign", "Vampire" and "Nizam" to join convoy "S U One" off Colombo.

3. MADRAS.

The ship's stay in Madras, although short, was very pleasant. The officers were hospitably received by the clubs but there was insufficient notice for entertainment arrangements to be made for the ship's company who, however, enjoyed a few hours sight seeing.

4. COLOMBO.

The ship's stay in Colombo was curtailed on account of the congestion in the harbour and necessitated the shift round to Trincomalee, which was actually much more pleasant. On arrival, Colombo harbour was found to be full of oil fuel which had leaked from the torpedoed tankers "Longwood" and "Spondilius" and also H.M.S. "Laomedon". A good deal of damage to the men's uniform was caused by oily spray when going ashore. The oil was driven by the wind into the canal at the southern end of the harbour and subsequently caught fire, causing considerable damage to the railway station in the Fort. No shipping was damaged.

5. U.S.S. "Boise" was in harbour during the ship's stay, having come in for repairs to her feed tanks which had been sprung when she grounded in the Netherlands East Indies. I called on the Captain and he returned my call.

6. As the harbour at Colombo was filled with shipping, the Commander-in-Chief informed me that "Manoora" was to be shifted to Trincomalee.He came on board before the ship sailed and addressed the ship's company, telling them that the ship would shortly return to Australia. The ship accordingly sailed on 13th. and, after passing over the degaussing range, proceeded to Trincomalee.

7. Sinking of S.S. "Kamuning" by Japanese submarine.

S.S. "Clan Murdoch" had reported having been missed by torpedoes off the Basses Reef at 1830, about twelve hours before "Manoora" passed and, at 1300 on 14th., S.S. "Kamuning" was sighted on fire at about 30 miles distance from "Manoora" and about 25 miles off Trincomalee. I accordingly made an emergency report,
"Immediate - To. Commander-in-Chief, East Indies (R) Naval Officer-in-Charge, Trincomalee

Vessel in position 8° 32' North 81° 44' East apparently burning smoke floats or on fire.

0818 Z/14"

and received the Naval Officer-in-Charge, Trincomalee's
"Important - From Naval Officer-in-Charge, Trincomalee To. "Manoora"

Your 0817/14 understood Your 0818/? submarine may be cause

0910 Z/14"

and Commander-in-Chief, East Indies'

AUSTRALIAN WAR MEMORIAL RCDIG1073354

"Immediate - From Commander-in-Chief, East Indies To "Manoora"
(R) Naval Officer-in-Charge, Trincomalee.

Proceed into harbour

0932 Z/14"

8. I went to the first degree of readiness and got all the spare personnel on deck, in case the submarine should attack, but continued to Trincomalee as, by this time, aircraft were arriving on the scene. On approaching Trincomalee, "Napier" and "Nestor" passed on their way to the derelict which had then been abandoned, "Immediate - From "Manoora" To Naval Officer-in-Charge, Trincomalee

My 0818. Ship was on fire forward and abandoned, Three lifeboats making towards shore. Salvage appears possible.

1014 Z/14"

The two destroyers looked most impressive as they passed. The photographs attached were taken at this time.

9. Although two sighting reports were made by aircraft, the search for the submarine was ineffective. The ship sank the following morning, while being towed into harbour by the Naval tug from Trincomalee.

10. TRINCOMALEE.

On arrival in harbour, "Royal Sovereign", "Indomitable", "Enterprise", "Guardian", "Atreus" and numerous merchant ships including "Changte" and the hospital ship "Vita" were found to be present.

11. During the ship's stay in harbour, H.M.S. "Isis" and "Rover", both in tow from Singapore, arrived. "Isis" was berthed alongside and, as she was badly damaged by bombing, her five officers and navigation party almost lived on board "Manoora". She had been damaged by near misses which had badly displaced her keel. The repairs being incomplete, she had no electrical circuits and only one gun in action. Her upper deck and messdecks were filled with her dismantled machinery which had been hurriedly embarked by the ship's staff before she sailed. "Rover" was also almost a wreck. She had been badly damaged by bombs in Suda Bay when assisting in the unsuccessful salvage of H.M.S. "York". They both proceeded in tow to Bombay on 26th., escorted by H.M.I.S. "Sutlej"

12. Other ships to visit the harbour during "Manoora's" stay were, "Vampire","Nizam", (both of which were berthed alongside "Manoora" at my request), "Hermes", "Dorsetshire", "Teviot Bank", "Aster","Sutlej" also U.S.S's "Marblehead" and "Otus" and Netherlands Ships "Sumatra" and "Heemskerk".

13. The fullest use was made of the time in Trincomalee to allow ratings to visit other ships. Parties were conducted round "Indomitable","Royal Sovereign","Rover" and the destroyers. Special instruction in net-laying was very kindly given in "Guardian". Eyeshooting films were shown in "Royal Sovereign" for gunnery ratings.

14. There was considerable opportunity for boat work during the ship's stay in Trincomalee which was most welcome and fully used.

15. Other recreational facilities for ratings were rather scarce although bathing, football and hockey were available. The canteen arrangements were inadequate for the number of ships in the harbour and the supply of beer was very limited.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

16. H.M.H.S. "VITA".

While in Trincomalee, I visited "Vita" and discovered about twelve Australian ratings on board. They all appeared happy and contented, their only complaint being that the cigarettes for sale in "Vita" were stale. I arranged for them to visit "Manoora's" canteen.

17. NETHERLANDS CRUISER "SUMATRA".

Netherlands Cruiser "Sumatra" arrived in Trincomalee on 15th. February, 1942. She had been refitting at Sourabaya and was on her way to Bombay when she was diverted to Trincomalee. Owing to some engineering error, the feedwater pipes had been crossed over with seawater pipes and all her boiler and feedwater had become salted. On account of this, the ship had been unable to steam and had been stopped for two days in the Bay of Bengal while the defect was located. At this time, she had insufficient power to burn a signalling projector and was reported by the "Empress of Australia" as a suspicious vessel, solely because she was unable to identify herself by light. After locating the fault in her feed system, she distilled enough water with one boiler to fill one other and managed to steam to Trincomalee at about 4 knots. On arrival, the ship proceeded to self refit. "Manoora" provided assistance in the shape of shipwrights and a blacksmith.

18. U.S.S. "MARBLEHEAD".

I was invited by her Captain to walk round the damage to U.S.S. "Marblehead" and found the visit most instructive. She had suffered two direct hits, one between the "Forebridge and No 1 Stack", which burst on the Main Deck, and one right aft which wrecked her steering gear and put the after turret out of action. One "near miss" under the ship forward had caused more structural damage than either of the others, as it had burst under the bottom and made several very large holes.

19. The inside of the ship was a shambles, everything having been smothered with oil fuel and water if not ruined by fire. When I visited the ship, the officers and Petty Officers were sharing the space once occupied by the wardroom and the pantry. Practically no cabins had survived and officers were living in odd corners round the ship. Owing to the labels having been washed off all the cans of food, the menus in the wardroom were most unusual, as the pantry staff never knew what was in the can until it was opened.

20. I understand the ship was bombed by High Level Bombers from outside the range of her A.A. Armament and was hit, first forward and amidships and, later, aft. When the "near miss" exploded under the ship, the fractured bottom plating, acting like a scoop, caused enormous quantities of water to enter the ship through one of the oil fuel tanks, the manhole covers of which were blown off. The resulting internal fountain of oil and water washed everything out of the fore end of the ship and caused her to plunge almost like a submarine diving but, as No.1 Fire Room was also damaged, the speed automatically eased and the ship righted herself.

21. The second bomb hit the starboard motor sailer, cutting it from the gunwhale to the turn of the bilge, pierced the deck, leaving only a 10 inch circular hole, and burst on the deck below over the sickbay and just outside the gunnery officer's cabin. This started a fire. The blast killed about 7 or 8 people, badly burnt others and converted the compartments above and below into a mass of twisted metal. All the pressed metal bulkheads were twisted and buckled and the upper deck was displaced upwards like a dome to the extent of two feet. The deck had also split. "No.1 Stack" had been lifted about 6 feet but had fortunately fallen back in place. All the stanshions supporting the deck had been broken. All this damage took place within 15 feet of a large hatchway about 6 feet square which was wide open.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

22. The third bomb landed on the edge of the deck on the quarter and penetrated to the Tiller Flat where it burst. The Upper Deck was blown open, like the lid of a sardine tin, under the guns of the After Turret and the watertight doors blown through the bulkhead into the next flat. The 3" armoured deck was cracked. The Tiller Flat flooded and this put the steering gear out of action. The hand - steering gear was wrecked by the explosion. After temporary repairs at Chilichap, the ship was steamed to Trincomalee. She was steered by main engines.

23. REPAIRS. - The fire was easily got under control and the clearing up of the mess admidships was purely unskilled labour. The flooding forward presented grave difficulties and actually could not be adequately combated until the ship docked at Chilichap and the bottom was patched up. The forward magazine was unstowed through holes in the bottom. None of the electric or petrol driven pumps were found to be of much use and the only one which really continued in service was a steam fire and bilge pump from the engine room which was rigged up in the officers' bathroom and supplied from the fore capstan. Using fuel hose as suction and delivery pipes, this pump eventually cleared the fore-end of the ship. The discharge hose was secured to a plate, cut to the shape of a scuttle, and fitted to the scuttle hinges and dogs.

24. As "Marblehead's" Motor Sailer appeared to be repairable, I offered to patch her up if the boat could be sent over. "Marblehead's" ship's company had plenty of other work to occupy them and, on this account, they had intended to dump the boat. They put on a rough patch, however, which enabled her to be towed over and she was hoisted on board. Before repairs could be completed, however, "Manoora" sailed, and the boat is still on board.

25. Casualties were mostly burns. Reports from the ship indicated how any form of covering, even of the slightest, protected the flesh and skin. "Flit Guns" were used for spraying the casualties with the various specifics for their burns.

26. CARE AND MAINTENANCE.

The time spent in harbour during the month has permitted a great deal of routine examination and overhaul of machinery. All valves have been refitted and the only outstanding major inspection which remains is that of the two pistons of the Port Main Engine which was omitted during the last refit. This job can be done at any time that the ship can be reverted to 24 hours notice for 48 hours.

27. A considerable growth on the ship's bottom became evident after a very short time in harbour.

28. EXERCISES.

No gunnery exercises have been possible during the month.

29. AIRCRAFT.

The pilot has not yet been relieved and no aircraft flights have therefore been possible. Certain stores, including a spare air screw, were obtained at Trincomalee.

30. GENERAL REMARKS.

The health and conduct of the ship's company during the month has been excellent. Venereal disease has almost disappeared, one stubborn case has persisted since December. The varied nature of the ship's employment has removed the feeling of monotony which is usually evident in the ship. The conduct of the men ashore has been

AUSTRALIAN WAR MEMORIAL RCDIG1073354

exemplary and it is felt that they are begining to take a pride in both their conduct and personal appearance when in the company of ships of other nations. The ships companies of all the Australian ships met were in very good spirits. The ship's canteen was extensively patronised as the other ships' supplies were generally low. The cinema on board also had full attendances from ships alongside.



A/CAPTAIN R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S. "MANOORA"

APPENDIX I TO H.M.A.S. "MANOORA'S" LETTER S.C. 106/4/42 DATED 1st. MARCH, 1942.

MONTH ENDING 28th FEBRUARY 42.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour(Sea)	Ship Miles per Ton.
235	3263	13.9	242	1.03	13.4

J Hanlon

Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

SECRET

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

1st. FEBRUARY, 1942. S.C. 106/1/42.

THE SECRETARY, THE NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copy - The Rear-Admiral Commanding H.M. Australian Squadron)

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - JANUARY, 1942.

FORMER -"MANOORA'S" S.C. 106/26/41 DATED 1st. JANUARY, 1942.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for the period 1st. to 31st. January, 1942.

2. MOVEMENTS OF SHIP.

January.		
1st.		At sea - proceeding from Rangoon to Sandheads.
2nd.	0700	Arrived Sandheads - embarked pilot and proceeded to Buj Buj for fuel and water.
	1700	Secured at Buj Buj.
3rd.	P.M.	Left Buj Buj and secured at Garden Reach Jetty.
4th-7th.		Alongside at Calcutta.
7th.		Masters' conference regarding Convoy S.R.2 & S.S.1 (S.S.1 subsequently proceeded separately)
8th.	0800	Slipped and proceeded.
9th.	0100	Anchored Saugor - Convoy assembled.
	1000	Carried out Sub-Calibre firing and subsequently proceeded towards Ranggon, escorting S.R.2 ("President Doumer" and "Wingsang") to sea. Aircraft carried out A/S patrol.
10th.	A.M.	Aircraft carried out A/S patrol but returned with defective engine.
11th.		In the Gulf of Martaban - Detached convoy and returned to Sandheads.
13th.		Arrived Sandheads. Anchored Saugor. Convoy S.R.3 assembled.
14th.	0430	Proceeded, escorting S.R.3 ("Erinpura","Neuralia" "Karoa" and "Kutsang") to Rangoon.
16th.	A.M.	Arrived Rangoon River, dispersed convoy and returned to Sandheads.
18th-19th.		Arrived Sandheads, landed mail in Pilot Vessel and lay off till dawn when "Ellenga" was met and escorted towards Rangoon.
20th.		Detached "Ellenga" at 95° East and returned to Sandheads.
21st.		Spoke "Chaksang" who made "R.R.R.R." but was subsequently told to cancel it.

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("Chaksang" was torpedoed on 22nd. January off Alguada Reef Light.)

22nd. Arrived Sandheads, proceeded up river to Buj Buj for fuel and water.

23rd. Secured at Prinseps Ghat.
Aircraft proceeded to Dum Dum for fitting of new engine.

26th-27th. Proceeded to Saugor to assemble convoy S.R.4.
Embarked aircraft after fitting of new engine.

28th. Proceeded towards Rangoon escorting S.R.4 ("Erinpura", "Ethiopia", "Wingsang", "Karoa" and "Varsova") Aircraft carried out A/S patrol.

29th. A.M. Rendezvous with convoy M.R.1 ("President Doumer" "Neuralia" and "Kutsang") escorted by H.M.I.S. "Indus"

30th. A.M. H.M.I.S. "Ratnagiri" joined convoy off South Preparis Channel.
Blenheim aircraft patrolling from dawn to dusk.
Passed empty lifeboats of "Chaksang" or "Nord".
2030 Left convoy at Meridian 95° East and returned to Madras.

31st. At sea en route to Madras.

3. CALCUTTA.

Two visits were paid to Calcutta during the month, both of which were keenly appreciated by the Ship's Company. The conduct of the men ashore, which has been exemplary, has resulted in an extremely warm welcome being given to them. The Police at Calcutta were particularly friendly towards the men and the Sergeants' Mess was thrown open to all ratings, a remarkably generous act. The inhabitants of Buj Buj, where the fuelling installation and Jute Mills are situated, were most kind and arranged numerous entertainments, including dances. The local Red Cross arranged tea and Cinema parties which were well attended, as was also the only race meeting which was held during the ship's stay, to which everybody was invited.

4. AIRCRAFT OPERATIONS.

At the time when the aircraft was becoming most useful for patrolling ahead of the convoy, it began to develop an engine defect which eventually made it unserviceable. It was therefore landed at Dum Dum aerodrome, Calcutta, and a new engine, which had been flown from Karachi, was fitted. This new engine has been most satisfactory but, since the first day's flying, the weather has continued unsuitable for taking off.

5. On the 31st. January the pilot broke his right arm in a non-flying accident and was afterwards landed in Madras. His relief is being awaited.

6. GUNNERY.

One sub-calibre firing was carried out at Hong Kong target towed by the ship's motorboat.

7. The lack of an effective A.A. armament is very keenly felt, particularly now that merchant ships have an A.A. armament equal, if not superior, to that in "Manoora".

8. CARE AND MAINTENANCE.

One set of Air Starting Valves has been changed

AUSTRALIAN WAR MEMORIAL RCDIG1073354

during the month, otherwise no major work on the main engine has been necessary. The ship has continued to produce higher average speeds than heretofore, sixteen knots having been maintained without difficulty for two days across the Bay of Bengal.

9. PAINTING OF SHIP.

The ship is now being painted in accordance with C.A.F.O. 1124/41. The yellow funnel has been painted light grey and the decks dark grey. The side will be painted grey when an opportunity offers.

10. SUPPLY OF FRESH PROVISIONS.

Fresh provisions, of a very good quality, including green vegetables, were available in Calcutta at quite reasonable prices. All leaf vegetables have to be boiled but lettuce, if soaked in potassium permanganate, is quite safe to eat although it does not compare with the Australian product. Small quantities of local beef and butter were obtained to eke out the Australian stocks remaining. Tomatoes and eggs were also readily obtainable.

11. JAPANESE SUBMARINE ACTIVITY IN THE BAY OF BENGAL.

Submarine incidents in the Bay of Bengal during January, 1942, were as follows :-

21st.	"Nord" sunk	Off Alguada Reef.
22nd.	"Chaksang" sunk	
22nd.	"Johannes Justesen" torpedo missed	
28th.	"Idra" gunned	Off Palk Strait.
29th.	"Florence Luckenbach" torpedoed	Off Madras.
30th.	"Jalapalaka" gunned	
31st.	"Longwood" torpedoed - reached harbour.	Off Colombo.

There was some suggestion that one submarine was operating in company with a parent ship.

12. GENERAL REMARKS.

The health and conduct of the ship's company remains most satisfactory. The number of cases of Venereal Disease has been reduced and it is felt that the majority of the men are disinclined to risk infection, particularly in view of the hospitality of the more respectable sections of the community ashore. The conduct of the men ashore has been excellent. It is observed how widespread is the Australian reputation for "larrikinism" and the surprise of the Europeans in Calcutta at the bearing and discipline of the men was almost droll. One pilot in Calcutta was astounded to remark the existence of any discipline on the forecastle, while the ship was securing, and could hardly believe that the men were all Australian born.

13. The reduction in the general temperatures since the ship has operated in higher latitudes has had a good effect on the general health of the ship's company.

14. One Mail has been received in the ship during the month.

REAR-ADMIRAL COMMANDING 4 [illegible] 1942 H.M. AUSTRALIAN SQUADRON

A/CAPTAIN R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

APPENDIX I TO H.M.A.S. "MANOORA'S" LETTER S.C. 106/1/42 DATED 1st. FEBRUARY,1942.

Month ending 31st. January 1942.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour(Sea)	Ship Miles per Ton.
438	5454	12.45	350	.80	15.6

J. Hamilton
Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

~~S E C R E T.~~

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

1st. JANUARY, 1942. S.C. 106/26/41.

THE SECRETARY, THE NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copy - The Rear Admiral Commanding H.M. Australian Squadron)

H.M.A.S. "MANOORA" - LETTER OF PROCEEDINGS - DECEMBER, 1941.

FORMER - MANOORA'S S.C. 106/25/41 DATED 1st. DECEMBER, 1941.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for the period 1st. to 31st. December, 1941.

2.

December		MOVEMENTS OF SHIP.
1st.		At sea. 1st. Naval Member and Staff on board. Passing through Roti Strait. Aircraft flown to Koepang with W/T messages for onward transmission.
	P.M.	Passed Lombok Strait.
3rd.	A.M.	Passed through Sapudi Strait.
4th.	1230	Anchored Tanjong Priok. 1st. Naval Member landed for conference with C.Z.M.
5th.	0200	Proceeded towards Singapore.
	P.M.	Passing Banka Strait.
6th.	A.M.	Passed through Berghala Strait and Durian Strait.
	1200	Arrived off Keppel Harbour.
	1330	Diverted to Naval Base.
	1800	1st. Naval Member landed.
	1900	Berthed on "British Judge" alongside "Ruthenia", fuelled ship.
7th.	A.M.	Shifted to anchor berth - watered ship. I called on C.in C. China and Rear Admiral, Malaya.
8th.	0300	Japanese Air Raid on Singapore. Commenced hostilities with Japan.
	0630	Sailed for rendezvous with "President Doumer" Spoke H.M.S. "Kanimbla".
9th.		Aircraft carried out A/S patrol ahead of ship.
	P.M.	Able Seaman G.L. Howarth, O.N. 735 found dead from Coronary Occlusion.
10th.	A.M.	Able Seaman G.L. Howarth, O.N. 735 buried at sea.
11th-12th.		Proceeding to Calcutta for orders, "President Doumer" having been delayed.
13th.		Arrived Sandheads, embarked pilot and entered Hooghly River.
	1900	Anchored Kalpi Reach.
14th.		Proceeded to Buj Buj for fuel and water. I called on Naval Officer-in-Charge, Calcutta.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

15th.		Sailed in company with "Karoa" and "Kutsang", for Rangoon.
	1200	Anchored at Mud Point; Masters on board for conference.
	2000	Cleared Sandheads and proceeded to Rangoon.
18th.		Arrived off Rangoon, and detached convoy. Flew off aircraft on clearance patrol. Proceeded to Colombo by western route. (C.in C. E.I.'S 1430/17)
20th.		Aircraft carried out A/S patrol.
22nd.		Off Trincomalee. Several British aircraft sighted searching for submarine reported by American Clipper.
23rd.	0800	Arrived Colombo. I called on C.in C. E.I. and H.M.A.S. "Hobart". Reverted to 6 hours notice for valve replacement routine and inspection of crankheads.
24th.	2000	H.M.A.S. "Hobart" sailed.
25th.	0800	Proceeded towards Calcutta (Sandheads).
27th.	A.M.	Aircraft carried out A/S patrol.
28th.	A.M.	Aircraft carried out A/S patrol.
29th.	0700	Met convoy S.R.1, "Karoa" and "Kutsang" in position 17° 40' North 090° 34' East and proceeded towards Rangoon.
	A.M.&P.M.	Aircraft carried out A/S patrol.
30th.	A.M.	Aircraft carried out A/S patrol but returned with defective engine.
	P.M.	Passed Alguada Reef light.
31st.	A.M.	Spoke "Pipina" (Greek) who had to be brought to with a shot. Arrived Rangoon - detached convoy - transferred mail to local Defence Minesweeper "Somagyi". Proceeded towards Calcutta. Aircraft carried out A/S clearance patrol.

3. <u>BATAVIA</u>.

When it was discovered that the conferences at Singapore had been postponed, arrangements were made for the 1st. Naval Member to meet C.Z.M. My 2337/30 was accordingly despatched, the message being flown into Koepang, from Roti Strait, in the aircraft.

4. The meeting was actually held at Batavia, the ship arriving and anchoring off Tanjong Priok at 1230 on the 4th. December. The British and Australian Naval Liaison Officers came on board on arrival and the 1st. Naval Member landed shortly afterwards.

5. Libertymen were landed and, in spite of the short notice, were royally entertained by the Dutch, who provided motorbuses and guides for all hands.

6. The ship proceeded to Singapore at 0200.

7. <u>SINGAPORE</u>.

Singapore was reached on Saturday 6th. December. There was a certain amount of confusion over the time of arrival as no signal about a berth was received until the ship was very close to Keppel Harbour P.W.S.S. The ship therefore did not berth in the Naval

AUSTRALIAN WAR MEMORIAL RCDIG1073354

Base until 1900, seven hours afterwards. The ship was berthed alongside "British Judge" on "Ruthenia", for the night, and, next morning, was moved by tugs to the stream, the Port Main Engine being out of action.

8. I called on the Commander-in-Chief, China, on Sunday 7th. December and obtained special permission for the Ship's Company to proceed to Singapore on leave, all other ships being limited to Canteen Leave. The Rear Admiral, Malaya, very kindly arranged bus transport for the Ship's Company, who otherwise would have been unable to visit the city. Leave expired at 2300. There was two absentees, both Cooks who subsequently missed the ship.

9. At 0330 an Air Raid Alarm was received and, at 0400, the Japanese bombers were being engaged by the Singapore defences. They were flying very high and came over in three waves of about fifteen each. No bombs were seen to fall.

10. The following morning, the ship proceeded at daylight towards Calcutta, passing H.M.S. "Kanimbla" in Malacca Strait.

11. It was found impossible to exchange visits with any other Australian ships in port.

12. <u>CALCUTTA</u>.

There was considerable confusion over the visit of the ship to Calcutta. Some signals regarding the ship's movements were missed and, consequently, a day was lost which might otherwise have been spent in harbour.

13. The ship arrived off Sandheads at 0600 and the arrival was reported through H.I.M.S. "Cornwallis" who was patrolling the swept channel. At 1400, the pilot was embarked and the ship proceeded up-river, anchoring for the night in Kalpi Reach, where communication with the Naval Officer-in-Charge was established through the P.W.S.S. Instructions were then received to proceed to Buj Buj for fuel and water and, subsequently, at 0730, the ship proceeded. Owing to a misunderstanding, the ship was brought to by the Examination Battery at Diamond Harbour, which fired a shot across the bows, to the great surprise of everyone on board, observing that the ship had been in V/S touch with the P.W.S.S. all night. Challenge and identification was subsequently satisfactorily carried out and the ship proceeded to the buoys at Buj Buj where fuel and water were embarked.

14. Leave was given to Calcutta but it was found necessary to arrange transport to and from the ship, a distance of fourteen miles, through the good offices of the Naval Officer-in-Charge.

15. The ship proceeded to sea at daylight the following morning to escort the troopships "Karoa" and "Kutsang" to Rangoon.

16 <u>COLOMBO</u>.

On completion of the convoy duties, the ship proceeded to Colombo, arriving on Tuesday 23rd. December.

17. Monday the 22nd. December was spent off the east coast of Ceylon in a press of aircraft endeavouring to locate a Japanese Submarine and merchant ships endeavouring to avoid it.

18. The ship berthed at 0800 and, at 1015, I visited the C.in C. East Indies. I was then able to get the ship's set of Station Orders, Instructions and Memoranda which it had been impossible to procure in Singapore.

19. The ship's W/T transmitter was tuned to East Indies frequencies. The opportunity was also taken to change a set of fuel valves and inspect the crankheads of the starboard engine.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

20. Night leave was given to the Ship's Company on 23rd. December and Christmas Eve.

21. At 2300 on the 24th. December, orders were received to sail at 0800/25th. and at that time the ship proceeded towards Calcutta.

22. H.M.A.S. "Hobart" was in Colombo on arrival and sailed at 2000/24th. Both Ships' Company took the opportunity of renewing old acquaintances.

23. AIRCRAFT OPERATIONS.

A considerable amount of flying has been possible during the month and the new pilot is showing satisfactory progress. Anti-Submarine patrols have been carried out ahead of the convoys and a few clearance searches have also been made. The engine now, however is unserviceable due to defective supercharger clutches.

24. CARE AND MAINTENANCE.

Owing to one piston being refitted with tight rings during the last period in Sydney, this piston had to be drawn in Singapore and new rings fitted.The liner was reparable.

25. The main engines have done more work during the month under review than in any other since commissioning and also at higher power. They have, nevertheless, produced higher average speeds during the quarter than hitherto but this is thought to be mainly due to the state of the bottom which is still excellent, partly on account of the visit to Calcutta where the fresh water river undoubtedly killed all the weed on the bottom.

26. The abstract of running for the year 1941 is attached and shows a close resemblance to that for 1940. The ship was at sea on 277 days of the year.

27. GENERAL REMARKS.

The health and conduct of the ship's company has been generally satisfactory. A certain increase in Veneral Disease has resulted from the ship's visit to foreign ports but it is felt that this will decline as the men realise the penalties attendant on contracting the disease.

28. After the initial adjustment to the routine of the ship, the new drafts have settled down and minor punishments have resumed their normal proportions.

29. Leave breaking has been severely dealt with when it has occured during the month, as, in all cases when leave has been granted, the conditions have been unusual. This has resulted in a very satisfactory freedom from leave breaking. Unfortunately, two Cooks missed the ship in Singapore and have not yet rejoined.

30. It has been found impossible to arrange any practice firings during the month.

REAR-ADMIRAL COMMANDING
1 MAY 1942
AUSTRALIAN SQUADRON

C.S.O. 294
S.O.O.
S.C. 18 11/3

A/CAPTAIN R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

APPENDIX 1 TO H.M.A.S."MANOORA'S" LETTER S.C. 106/26/41 DATED 1st. JANUARY, 1942

H.M.A.S."MANOORA"

MONTH ENDING 31st. DECEMBER 1941.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour(Sea)	Ship Ml Per ton.
610.	8269	13.55	610	1.0	13.55

J Hanlon
Engineer Commander. R.A.N.R. (S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

APPENDIX II TO H.M.A.S. "MANOORA'S" LETTER S.C. 106/26/41 DATED 1st. JANUARY, 1942.

Abstract of running for Year ending 31st. December 1941.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.	Fuel per Hour(Sea)	Ship Mls per Ton.
4274	52,805	12.35	3713	.87	14.2

J Hanlon

Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

SECRET.

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

1st. DECEMBER, 1941. S.C. 106/25/41.

THE SECRETARY, THE NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(COPY : THE REAR ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON.)

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - NOVEMBER, 1941.

FORMER - MANOORA'S" S.C. 106/23/41 DATED 1st. NOVEMBER, 1941.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for the period 1st. to 30th. November, 1941.

2. MOVEMENTS OF SHIP.

November.

1st.-2nd. At Nauru - Exercising aircraft in ENNIBERRI BAY, afterwards proceeding to the spare buoy until sunset. "CHLOE" loading.

3rd. A.M. Towed spray target for F.C. Firing by Shore Battery.
1030. Sailed in company with "CHLOE" after embarking mail.

4th. Aircraft carried out search ahead.
2100. On receipt of a D/F bearing report, (N.B. 0714/4th. November, 1941), detached "CHLOE", proceeded to Meridian 167 degrees, thence east and south of Vanikoro to cover "MATHEW FLINDERS" and "KENILWORTH".

6th. Sighted "MATHEW FLINDERS" anchored at Vanikoro.

8th. Passed Chesterfield Reef.

10th. Arrived Sydney.
Proceeded to No. 6 Darling Harbour.
Aircraft despatched to Rathmines.
Victorian, Tasmanian, South Australian ratings proceeded on long leave.
Commenced refit by Adelaide Steamship Company.

11th. Damaged aircraft landed for transport to Rose Bay.

12th.-16th. Ship refitting.

17th.-18th. Ship docked at Cockatoo Island.

22nd. Ship's Company returned from long leave.
1400. Left Darling Harbour and secured to No. 2 buoy to embark aircraft.
1815. Proceeded towards Townsville.

23rd. On passage.

24th. Commenced Exercise M.T. with Townsville.

25th. Received instructions to proceed direct to Darwin.
Flew aircraft to Townsville, from off Percy Islands.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

for repair of instruments.

26th. Spoke "HERBORG".
Embarked aircraft off N. Barnard Is.
Received instructions to proceed direct to Singapore.
Entered Inner Barrier.

27th. Spoke "PEEBLES".
2300. Passed Thursday Island.
Instructed to proceed to Darwin.

28th. En route to Darwin.

29th. Both paravanes carried away, within one hour of each other, due to fracture of cutter frame.
Hoisted out aircraft for flight to Darwin.
1600. Passed Cape Don, embarked aircraft.
2230. Secured at Darwin, replenished.

30th. 0900. Embarked 1st. Naval Member, Vice Admiral Sir G.C. Royle and staff.
0915. Sailed and proceeded towards Roti Strait.

NAURU.

3. The last few days of the protection period were spent in Nauru and the weather improved throughout. "KENILWORTH" completed at Ocean Island and sailed for New Zealand via Vila on 2nd. but "CHLOE" did not complete until the following morning. Just before sailing, the Spray Target was towed for the Army, the batteries ashore carrying out a F.C. Firing. On completion, the final mail was collected and the ship proceeded in company with "CHLOE" towards Australia.

RAIDER ACTIVITY.

4. Several reports of raider activity were received during the month, all of which suggested that a raider was moving towards the Gilbert and Ellice Islands, possibly with the intention of making the Marshalls eventually. A D/F report was received on the 4th. November, (From N.B. To F.O.C.A.S. 904 (R) "Manoora" N.O.C.S. 41 N.O.C.T. N.O.C. Pt. Moresby. Important Direction finding bearing indicates German units within 100 miles of 009 degrees South 177 degrees East at 2030 Z 3rd. November. Comment consider this position more probable than Antipodal position 0714/4).
This, in conjunction with the reports of "MATHEW FLINDERS" raider alarm, (From N.B. To "Manoora" Following from Navy Office Wellington begins:- Following signal heard very faintly by Chatham Island Radio at 0033 Z 3rd. begins latitude 015 degrees 56' South longitude 165 degrees 58' course 003 degrees speed 10 knots. "MATHEW FLINDERS" 2311 G.M.T. suspicious D E L J U ends. Reception doubtful and preamble missed 1234 M 3rd. ends) 1727/3
(From A.C.H.T. To "Manoora" Important Y 1/4 "MATHEW FLINDERS" sighted J C A V 0150), 0218/4 Suggested that "KENILWORTH" and "MATHEW FLINDERS" might be endangered, so I detached "CHLOE" and proceeded South East to the Meridian 167 degrees, thence South until night fall, when I altered course to make Vanikoro at daybreak the following day. Nothing was sighted until "MATHEW FLINDERS" was seen to be peacefully at anchor in PEU BAY, Vanikoro. I then proceeded towards Sydney via the northern end of Chesterfield Reef.

THE REFIT.

5. The refit was undertaken by the Adelaide Steamship Company and the ship berthed at No. 6 Darling Harbour on arrival. The bulk of the engine repairs, including the lifting of only six of the eight pistons of the Port Engine, was carried out mainly by those of the Ship's Engine Room Staff, who were not on leave. A working party of 12 stokers was provided by "Penguin" and proved most useful. At the Adelaide Steamship Company's wharf, only a

AUSTRALIAN WAR MEMORIAL RCDIG1073354

limited electric supply was available and it was therefore necessary to run the ship's generators continuously, which naturally deprived the repair staff of hands which had to be auxiliary watchkeepers. A large number of defects could not be undertaken owing to lack of time and staff, but all really urgent items were completed, including the refit and modification of S.1 gun, which had become very stiff in training.

It was also unfortunately not found possible to fumigate the ship.

All fresh water in the double bottom tanks was changed.

The ship was docked.

AIR OPERATIONS.

6. Flying training of the new pilot has continued and he has shown satisfactory progress. On return to Sydney, the detachment and both aircraft were landed. Flight Lieutenant P.J. McMahon left the ship and Pilot Officer B.P. Stacey is now in charge of the R.A.A.F. Unit.

LEAVE.

7. The Victorians, South Australians and Tasmanians proceeded on long leave immediately the ship berthed.

They eventually had eleven days leave which included travelling time. The New South Wales ratings had five days leave in two watches. The Queenslanders, who had already had leave and the West Australians, whose leave is to come, remained on board throughout.

GENERAL REMARKS.

8. The health of the Ship's Company has continued to be excellent.

REAR-ADMIRAL COMMANDING
25 DEC 1941
H.M. AUSTRALIAN SQUADRON

C.S.O. 2/1
S.O.(1) 1/1

A/CAPTAIN R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

~~SECRET~~ RESTRICTED

701

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

1st. NOVEMBER, 1941. S.C. 106/23/41.

THE REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON.

H.M.A.S."MANOORA" - REPORT OF PROCEEDINGS - OCTOBER 1941.

FORMER - "MANOORA'S" S.C. 106/22/41 DATED 1st. OCTOBER, 1941.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for the period 1st. to 31st. October, 1941.

2. MOVEMENTS OF SHIP

October

1st. Arrived at Ocean Island. "Vito" loading.

2nd. "Trienza" arrived. His Honour the Resident Commissioner visited the ship to discuss evacuation.

3rd. "Acadia" arrived bringing seventeen bags of mail.

4th. P.M. "Vito" sailed for New Zealand.

5th. "Trienza" loading.

6th. At buoy. Embarked 105 tons of fresh water from ashore by tanks.

7th. At buoys. Embarked 125 tons of fuel and 300 tons of fresh water from "Trienza".

8th. "Trienza" loading - "Acadia" discharging.

9th. 0400 Proceeded to Nauru, escorting "Trienza".
1800 Arrived at Nauru. "Skagerak" and "Evi Livanos" were lying off.

10th. "Trienza" embarked spare moorings and proceeded to Australia at 1330.

11th. "Evi Livanos" loading under difficulties.

12th. "Recina" arrived. Weather squally.

13th. Weather deteriorating - "Evi Livanos" stopped loading due to Westerly.

14th. "Evi Livanos" despatched, 300 tons short, after being boarded in Enniberri Bay.

15th. Westerly continuing - ships drifting off Nauru - no loading.

16th. "Recina" boarded in Enniberri Bay by the Naval Control Service Officer.
Proceeded, in company, to Ocean Island.

17th. 0700 Arrived at Ocean Island. "Kenilworth" was lying off.
No loading due to Westerly.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

17th. P.M. Petty Officer Leslie John Brodie, O.N. 2920 R.A.F.R. jumped overboard but was recovered and placed under restraint.

18th.)
19th.) No loading due to Westerly.
20th.)

21st. Weather improved. "Recina" loading - "Kenilworth" discharging.

22nd. Aircraft carried out training flights.

23rd. "Vito" arrived.
Towed spray target for full calibre firing by the Army.

24th. Government Schooner "Nimanoa" arrived, bringing the new Acting Resident Commissioner, Mr. John Garvey.
Mission Schooner "Sta Teretia" arrived.
Carried out sub-calibre firing at Hong Kong targets.

25th. "Recina" departed - "Vito" loading.
His Honour the Resident Commissioner and the Manager of the British Phosphate Commission called to discuss demolition arrangements.
"Nimanoa" sailed.

26th. "Kenilworth" finished discharging coal.

27th. Proceeded to buoy to transfer 98 tons of oil fuel and 180 tons of fresh water from "Vito".

28th. Proceeded to buoys and embarked 170 tons of fresh water by tanks.

29th. Proceeded to buoys and embarked 130 tons of fresh water by tanks.
Embarked British Phosphate Commissioners' stores for Nauru.
1600 "Vito" sailed - "Kenilworth" loading.
2030 Slipped and proceeded to Nauru.

30th. 1200 Arrived at Nauru. "Chloe" was lying off.
P.M. "Chloe" commenced loading. Landed British Phosphate Commissioners' stores.

31st. Annual Proficiency Competitions on board.
His Honour the Administrator called and witnessed some of the competitions.

OCEAN ISLAND

3. Two successful fuelling operations were carried out, one from "Trienza" being in a heavy swell which made conditions difficult. A heavy squall blew up just before the completion of the operation and necessitated a rather precipitous discontinuation involving some confusion of ships, boats and hoses. A total of about 400 tons of fresh water was embarked in tanks from ashore in three days' watering.

4. Mr. J.C. Barley, the Resident Commissioner, was relieved during the month and proceeded to New Zealand in "Acadia". Mr. John Garvey, who relieved him temporarily, arrived in "Nimanoa" and made three visits to the ship.

NAURU

5. Except for the last two days of the month, the weather at Nauru was consistently bad and it was found necessary to divert "Recina" to Ocean Island in order to load the full quota of ships.

6. During the Westerly, good shelter was available continuously in Enniberri Bay and it is thought that flying would be possible there nearly always.

7. The residents of Nauru were, as usual, most hospitable.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

8. AIR OPERATIONS

Flying training of the new pilot, Pilot Officer B.P. Stacy, has been continued whenever sea conditions have permitted flying and considerable progress has been made. No operational flying has been possible, with the exception of minor flights to photograph the gun emplacements in each island

9. EXERCISES

One sub-calibre firing and the Annual Proficiency Competitions were carried out during the month. A copy of the programme is attached. The competitions were arranged to afford entertainment as well as instruction and were most interesting. The interest in the Loader Competition was intense and the result was a great shock to the guns' crews as the Stokers' and Officers' crews were very much faster than the Action crews. The Fire, Medical and Repair Parties provided first class entertainment for the rest of the Ship's Company. The Gunnery Proficiency Fund was augmented by gifts from individuals and various "rackets" on board.

10. GENERAL REMARKS

The health of the Ship's Company continues to be excellent. The conduct of the men has shown some deterioration which is thought to be due to the monotony of the ship's employment, the trying climatic conditions and absence of leave. There have been numerous cases of sleeping on watch, which have been difficult to account for. It seems that cell punishment is no deterrent to Reserve ratings, for whom a reduction in conduct has no meaning and who regard a period in cells in the tropics purely as a rest.

S.O.(O) fco 17/11
S.O.(E) 13/11.
S.O.(I) 17/11

REAR-ADMIRAL COMMANDING AUSTRALIAN SQUADRON
17 NOV 1941

(Sgd.) A. H. SPURGEON
A/CAPTAIN, R.A.N.

NUX VOMICA H.M.A.S. MANOORA

H. M. A. S. "MANOORA"

ANNUAL PROFICIENCY COMPETITIONS

at sea

Friday 31 st. October 1941
Commencing at 0900

BY KIND PERMISSION OF THE COMMANDING OFFICER,
CAPTAIN A. H. SPURGEON R. A. N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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REAR-ADMIRAL COMMANDING
11 NOV 1941

S.O.(1) fco 12/11
S.O.(2) 13/11.
S.O.(3) 17/11

PATRON

Captain A. H. Spurgeon R.A.N.

JUDGES

Commander N. H. Shaw R.A.N.
Lieut. Comm. B. T. Brewster D.S.C.R.N.
Surgeon Lieut. Comm. L. J. Harrison R.A.N.
Engineer Lieut. R. S. Turner R.A.N.R.(S)
Sub. Lieut. Beattie R.A.N.R.(S)
Mr. A. A. Andrews Gunner R.A.N.

UMPIRES

Engineer Comm. J. Hanlon R.AN.R.(S)
Lieut Comm. J. Martyn O.B.E. R.A.N.R.(S)
Engineer Lieut. C. S. McVey R.A.N.R.(S)
Sub. Lieut. K. Syme R.A.N.R.
C.P.O. Poulton C.Y.S. Pope C.P.O. Tel. Gabriel

"Si vis pacem parabellum"
Motto of "Whale Island"

EVENTS

0900	6"& 3" GUNLAYER SHOOTING TEACHER COMPETITION
0930	6" MAG. & S. R. SUPPLY COMPETITION
1000	6" LOADER COMPETITION (1ST. SECTION)
1030	ELECTRICAL REPAIR PARTY COMPETITION
1055	FIRE PARTY COMPETITION
1115	REPAIR PARTY COMPETITION
1135	6" BREECH WORKERS COMPETITION
	DINNER
1300	3" LOADING COMPETITION
1315	LEWIS GUNNERS COMPETITION
1330	FIRST AID COMPETITION
1415	6" LOADER (2ND SECTION)
1445	V.S. & W.T. COMPETITION
1530	OPEN COMPETITION

AUSTRALIAN WAR MEMORIAL RCDIG1073354

APPENDIX 1 TO H.M.A.S."MANOORA'S" S.C. 106/23/41 DATED 1st.NOVEMBER, 1941.

H.M.A.S."MANOORA"

MONTH ENDING. 31st OCTOBER 1941.

Hours Underway.	Distance Miles.	Average Speed.	Total Fuel Sea Tons.
132½	1033	7.8	125

J Hanlon

Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

S E C R E T.

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

1st. OCTOBER 1941. S.C. 106/22/41.

THE REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON.

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - SEPTEMBER 1941.

FORMER - "MANOORA'S" S.C. 106/20/41 DATED 11th. SEPTEMBER, 1941.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for the period 1st. to 30th. September, 1941.

2. MOVEMENTS OF SHIP.

September.

1st. to 8th. At Sydney. Queensland and New South Wales ratings on long leave.

8th. Masters' conference regarding Convoy Z.K.4.
Embarked surveying boat and party for Rabaul.
New South Wales ratings returned from long leave.

9th.
2340 Carried out D.G. Ranging underweigh.
Sailed for Brisbane escorting "Zealandia" and "Montoro".

10th. A.M.
1230 "Montoro" carried away paravane towing boom.
Flying Boat "Awarua" flew very close to ship, apparently trying to recognise the convoy.

12th. A.M. Flew off aircraft for instructional flight by new pilot, aircraft damaged and unserviceable.
1500 Secured to Mercantile Wharf.
Queensland ratings returned from long leave.

13th. A.M. Masters' conference on board. Landed damaged aircraft, surveying boat and party.
1300 Slipped and proceeded - carried out sub-calibre firing in Moreton Bay. Embarked aircraft A2-11 as replacement.

15th. Spoke "Polyphemus" and "Aldinga".
Aircraft, on training flight, identified "Cape Leeuwin".

16th. A.M. Anchored off Stone Island. "Zealandia" entered Bowen for coal and water.
P.M. "Montoro" entered Bowen. Aircraft flown to Townsville.

17th. A.M. Spoke "Mungana" who did not know recognition procedure. Proceeded for exercises with A.C.H. Townsville and aircraft bombing of spray target. Exercised convoy at manoeuvring by signal. Aircraft hoisted out for instructional flight and was wrecked on landing before hoisting in.

18th. Passed Archer Point.

19th. Spoke "Thordis".

AUSTRALIAN WAR MEMORIAL RCDIG1073354

20th.	Arrived Thursday Island, "Montoro" proceeded alongside. N.O.I.C. Thursday Island visited the ship.
21st. 1200	"Montoro" proceeded to Port Moresby and "Zealandia" went alongside Thursday Island.
22nd.	Weighed and proceeded for sub-calibre firing at Hong Kong targets towed by "Wangadir". Landed aircraft crew for flight to Townsville in Flying Boat to pick up new Seagull.
P.M.	Proceeded, "Zealandia" in company - anchored off Sue Island.
23rd. 0600	Weighed and proceeded. Spoke "Tabian".
24th. 0900	Anchored Port Moresby - "Zealandia" proceeded alongside. Replacement aircraft A2-9 embarked after flight from Thursday Island.
26th. 0600	Proceeded alongside for fuel and water.
1600	Slipped and proceeded at 15 knots towards Ocean Island.
27th. 0830	Entered China Strait.
1900	Cleared Iwa Island.
28th. 1200 to 1700	Passing through Bougainville Strait.
29th. 0800	Passed Ontong Java Atoll.
October. 1st. 0600	Arrived Ocean Island.

3. VISIT TO PORT MORESBY.

The alterations to the wharf at Port Moresby are not yet complete and the rate of watering (13 tons per hour) was very disappointing on this visit owing to the reservoir being almost empty in preparation for work in connection with the reticulation system. Fuelling was quite satisfactory.

4. CONVOY Z.K.4.

Memorandum H.T. could not be adhered to closely owing to the delay in sailing from Sydney. It is suggested that these anticipated programmes make insufficient allowance for the extra steaming distance entailed by routeing and also for the Southerly set down the East coast of Australia.

5. It was discovered at the Masters' conference in Brisbane that the fuel and water requirements of "Montoro" had been worked out by the Ship's Officers in ignorance of the actual route to be followed. They had assumed that the ship was proceeding Brisbane, Port Moresby, Thursday Island. It was for this reason that I made my signal 0123/13th. September (Important. To N.B. (R) F.O.C.A.S. N.O.C.T. D.N.O.(Q) N.O.I.C.Pt.M. "Memorandum H.T. Strongly recommend "Montoro" proceed into Bowen at same time as "Zealandia" to replenish with coal and water thus ensuring sufficient bunkers for round trip and saving need for watering at Port Moresby. "Zealandia" will require 500 tons fresh water at Port Moresby") as over 500 miles additional steaming was involved. Furthermore, it was necessary to reduce the demand for fresh water at Port Moresby to a minimum as it was essential that "Zealandia" should get as much fresh water as she could carry, there being none at Rabaul.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

6. As a result of Naval Board's reply - 0416/15th. September (To Manoora repeated F.O.C.A.S. 622 N.O.C.Pt.M. D.N.O.Q. N.O.C.T. "Your 0123Z 13th. Agent states "Montoro" has bunkered for round voyage. Agent leaves it to Master's discretion regarding water at Bowen) - "Montoro" went alongside at Bowen.

7. Notwithstanding the remarks on the lack of signalling equipment in "Montoro", in my letter S.C. 104/28/41 of 12th. August, 1941, and the fact that she carried Naval Signalmen, there was no daylight signalling lamp in "Montoro", neither was there any form of night signalling lamp other than a torch. This matter was brought up at the Masters' conference at the Naval Control Service Sydney but too late for any action to be taken.

8. The loss of "Montoro's" paravane equipment off Sydney was another embarrassment. This involved the stationing of that ship astern of "Zealandia" during the trip through the Barrier Reef. As "Zealandia" had a new set of firemen for the trip, most of whom were completely inexperienced, her speed varied through the watches from 9 to 13 knots. This made station keeping by "Montoro", who is fired by a crew of experienced Chinese, a rather hazardous undertaking until the Master became accustomed to the "Zealandia's" vagaries.

9. "Zealandia's" paravane equipment, contrary to its usual practice, functioned perfectly throughout throughout the trip.

10. SAFETY OF MERCHANT SHIPPING.

There has been a marked improvement in the way the challenging and identification of Merchant Ships has been carried out. "Mungana", off Bowen, was the only ship who appeared not to know the procedure.

11. FLYING BOAT "AWARUA".

This flying boat, apparently on a flight from New Zealand to Australia, flew very close to the convoy and would have been a very easy target for A.A. fire. It is presumed that she recognised the ships of the convoy, as otherwise her close approach was most foolhardy.

12. EXERCISES WITH SHORE-BASED AIRCRAFT.

The spray target was towed for the Archerfield aircraft and also for the aircraft from Townsville. The bombing by the Townsville aircraft was very accurate.

13. EXERCISES WITH SHIP'S AIRCRAFT.

The training of the new pilot in operational flying has unfortunately resulted in serious damage to two aircraft. One was damaged in Moreton Bay and was replaced while the ship was in Brisbane. The other was damaged off Townsville and is still on board. The replacement was flown to Townsville, where the crew of the ship's aircraft took it over for the flight to Port Moresby, having been flown from Thursday Island in one of the Empire Flying Boats. This aircraft is not in very good condition and has only 25 hours flying before it is due for a complete overhaul. The state of the airframe, which was examined by the Station Engineer at Port Moresby, was not sufficiently good to justify an extension of the flying hours before overhaul.

14. CARE AND MAINTENANCE.

The Main Engine Inlet and Exhaust Valves were all

AUSTRALIAN WAR MEMORIAL RCDIG1073354

overhauled during the period in Sydney and the next major item to be done is the lifting of the eight pistons of the Port Main Engine. This has been referred to in previous correspondence. (S.C. 20/1/41 dated 4th. September, 1941).

15. GENERAL REMARKS.

The health of the Ship's Company continues to be excellent. The general conduct has maintained its improvement and, except for two ratings who missed the ship on sailing, one at Sydney and one at Brisbane, there have been no serious offences for the month.

(H)

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON 11 NOV 1941

S.O.O
S.O. 13/11.
S.O.(1) 17/11

(Sgd.) A. H. SPURGEON
A/CAPTAIN, R.A.N.

Office Ref B7. paras 7, 11 & 13 separately. 17/11

AUSTRALIAN WAR MEMORIAL RCDIG1073354

APPENDIX 1 TO H.M.A.S. "MANOORA'S" LETTER S.C. 106/22/41 DATED 1st. OCTOBER 1941.

H.M.A.S."MANOORA"

MONTH ENDING 30th September 1941.

Hours Underway	Dist Mls.	Ave Speed	Total Fuel Sea Tons.	Fuel per Hour (Sea)	Ship Mls Per Ton.
334	4007	12.0	238	.71	16.8

J Hanlon

Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

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

11th. SEPTEMBER,1941. S.C. 106/20/41.

THE REAR-ADMIRAL COMMANDING, H.M. AUSTRALIAN SQUADRON.

H.M.A.S."MANOORA" - REPORT OF PROCEEDINGS - AUGUST 1941.

FORMER - "MANOORA'S" S.C. 106/17/41 DATED 1st. AUGUST,1941.

Submitted with reference to K.R.& A.I. Article 1132, the following Report Of Proceedings for period 1st. to 31st. August,1941.

2. MOVEMENTS OF SHIP.

August.

1st.		At Townsville. "Zealandia" left Bowen with Air Escort about 0200. Seagull flown to locate "Zealandia".
	1330	Left Townsville. Towing spray target for bombing practice by Hudsons and Wirraways.
	1800	Rendezvous with "Zealandia".
2nd.		Passed Archer Point.
3rd.		Flew aircraft to Thursday Island from Home Island for Naval Officer-in-charge. Embarked aircraft at Cairncross Islets.
	1830	Anchored Thursday Island, "Zealandia" anchored off Black Rock to disembark troops and carry out engine repairs.
4th.	0030	Sailed for Darwin, "Zealandia" in company. Spoke "Tulagi".
6th.		Arrived Darwin - carried out Sub-Calibre firing at Hong Kong targets, going alongside to replenish on completion. Darwin Defences were exercising and blackout was being tested.
7th.) 8th.)		At Darwin, refitting Main Engine Valves.
9th.	0630	Proceeded to Thursday Island to rendezvous with "Bungaree".
	A.M.	Carried out D/F calibration working with Port War Signal Station and communication exercise with A.C.H. Darwin. Flew off aircraft,to return Officer Commanding Coonawarra, to Darwin. Spoke "Marella".
11th.	P.M.	Spoke "Adele" who was proceeding to Sydney and had been sheltering at Wessel.
12th.		Arrived Thursday Island, proceeded with "Bungaree" towards Port Moresby through Great North East Channel. "Bungaree" made only about 8·5 knots.
13th.	0600	Detached "Bungaree" and proceeded at 15 knots to Port Moresby to meet U.S.S. "Northampton" and U.S.S. "Salt Lake City".
	1300	Arrived Port Moresby and anchored.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

	1430	Called on Admiral Taffinder.
	1500	American ships sailed.
	1800	"Bungaree" arrived and anchored.
14th.		Conference with Naval Officer-in-charge and Officer Commanding R.A.A.F. regarding communications with aircraft.
15th.	0600	Proceeded alongside. Embarked 68 tons Fuel Oil and 123 tons Fresh Water.
16th.		In Great North East Channel. Flew off aircraft to get Naval Officer-in-charge for conference on boats. Spoke "Empress of Japan".
	1700	Landed Naval Officer-in-charge and proceeded towards Darwin.
18th.		Flew aircraft into Darwin from lee of New Year Island.
	P.M.	Embarked aircraft in lee of Cape Don.
	2200	Anchored off Cape Hotham, Clarence Strait.
19th.	0630	Proceeded through Clarence Strait, towing spray target for aircraft. Carried out Sub-Calibre firing and then entered harbour to replenish.
	1500	I landed to call on Second Naval Member.
	1730	Sailed - "Zealandia" in company.
20th.		Spoke "Cape Otway" at anchor off Cape Don.
22nd.		Arrived Thursday Island.
	0830	Anchored Normanby Sound, "Zealandia" proceeded alongside to embark troops and discharge water. I landed to inspect arrangements at Thursday Island.
23rd.	1000	Proceeded towards Brisbane, "Zealandia" in company.
24th.	1800	Embarked pilot from "Zealandia", proceeded ahead to land pilot at Cairns to save time.
25th.	0200	Landed pilot in pilot launch off Fairway Buoy - Cairns, and proceeded (Pilot was Commander T.A.L. Hervey R.N. (Retd.))
	0600	Streamed spray target for aircraft bombing by aircraft from Townsville.
	0800	Flew aircraft into Townsville with mails and for Air Navigation Exercise.
26th.	A.M.	Off Percy Islands, weather unfit for flying.
27th.	A.M.	Off Sandy Cape - very strong southerly.
	1730	Arrived Cape Moreton, transferred 20 officers and ratings, Queensland natives, to "Zealandia" for passage to Brisbane. Anchored off Yellow Patch.
28th.	0700	Flew aircraft to Archerfield for Coffs harbour and Rathmines.
	2230	Embarked mails from "Zealandia".
	2330	Proceeded to Newcastle escorting "Zealandia"
30th.	0900	Parted company with "Zealandia" off Newcastle, proceeded to Sydney.
	1530	Secured number 3 buoy, reverted to 6 hours notice for Main Engine Valve Overhaul.

3. <u>SAFETY OF MERCHANT SHIPPING</u>.

The general disregard of ordinary safety measures and the ignorance of the correct identification procedure by merchant ships is almost universal. On two occasions only when ships have been

AUSTRALIAN WAR MEMORIAL RCDIG1073354

challenged using the procedure laid down in Admiralty Message 640 A 2005/25th. December,1940, has the correct reply been made. In the Barrier Reef, where ships are usually in charge of pilots, the pilot's name is usually signalled back in answer to "N.N.J." and elsewhere, until the ship is illuminated by searchlight, no reply is the rule rather than the exception. One ship, Burns Philps, "Muliama" was challenged by day, using flags, and replied with her signal letters. On the second part of the challenge being made,viz, the two centre letters of her call sign "C.S." she tried to come alongside, this being the signification of the two letters if taken from the International Code. On other occasions, both "Tulagi" and "Marella" were told to report to the Naval Control Service to get the correct identification procedure.

4. Navigation lights appear to be burnt almost anywhere. Ships, thought to be "Doryssa" and "Benmacdhui", were observed to be burning navigation lights over 100 miles from Thursday Island in the Arafura Sea. They were too far off to be identified and, as "Zealandia" was being escorted and could not well be left, it was impossible to take immediate action.

5. On 30th. August, at 0100 K "Macumba",with navigation lights burning brightly, was passed in position 32 degrees 10' South 153 degrees 11' East. No answer could be got from signalling "N.N.J." by box lantern or Aldis lamp until the ship was illuminated by searchlight. She then made her signal letters and switched off navigation lights. All attempts to complete identification failed and she appeared to find it impossible to read morse flashed on any type of lamp carried.

6. It is thought best in these cases to report the facts to the Naval Control Service on return to harbour. Signalling to these ships does nothing but advertise their position.

7. VISIT TO PORT MORESBY.

Instructions had been received to proceed to Thursday Island and escort "Bungaree" to Port Moresby through the Great North Eastern Channel. "Bungaree" was met at 0600 on 12th. August off Double Island and the two ships proceeded in company. I had originally anticipated "Bungaree" making good 11 knots and had based my arrival on that figure but she actually did under 9 knots. In accordance with Naval Board's instructions, I parted company with "Bungaree" at daylight and proceeded at 15 knots to Port Moresby to meet the United States Cruisers "Northampton" and "Salt Lake City". I arrived at 1300 and found them already at anchor.

8. Shortly after anchoring, the Flag Lieutenant came aboard and informed me that the ships had arrived at 0800 and were sailing at 1500. He also told me that the Admiral was ashore and would not be back until 1400 and, if I concurred, the Admiral suggested that we consider all calls paid and returned. I replied that I was prepared to fall in with his wishes but would very much like to meet him. The Flag Lieutenant then returned to "Northampton" and a signal was received subsequently, informing me that the Admiral would receive my call at my convenience. I visited "Northampton" at 1430 to find Brigadier Morris and Lieutenant Commander Monteith just leaving.

9. The Admiral seemed tired and distrait. We discussed the anchorage at Rabaul and the passage of China Strait. I urged the Admiral to proceed North via China Strait, on account of the interest of the passage in contrast to the Rossel Spit route, but he was fixed in his intentions. It subsequently transpired that he did not have the large scale chart of the Strait.

10. The ships were clean and crammed with men. The Flag Lieutenant

AUSTRALIAN WAR MEMORIAL RCDIG1073354

told me that they had a thousand in each Ship's Company.

11. Both ships sailed at 1500 K and I shifted billet into the shelter of Pago Hill."Bungaree" arrived at 1800 and anchored. The Commanding Officer came on board to discuss the mining operations.

12. On Friday 15th. I went alongside the wharf for fuel and water. The wharf is not yet finished and this makes it awkward to get alongside in the strong South Easterly. When the eastern end of the "T" piece is finished, it will be much simpler to get alongside as there will then be somewhere to which to secure the stern lines. Fuelling was carried out at 100 tons per hour and water was embarked at 25 tons per hour through one hose which is quite satisfactory. When the final arrangements are complete it should be possible to water at about 40 tons per hour.

13. "Bungaree" completed her mining on Friday forenoon in a very stiff South Easterly breeze, a very creditable performance, and anchored on completion. She came alongside after I left at 1600.

14. AIRCRAFT.

The aircraft has been flown frequently during the month in spite of a reduction of performance of the engine which is due to low compression. One cylinder assembly has been changed on board and this has resulted in some improvement.

15. A very interesting operation, a flight to Darwin from New Year Island, was carried out in very bad weather. The aircraft was slipped about two miles from the island and taxied through a heavy sea into the lee to take off. The ship was rolling appreciably and the wind was high. On release, the safety pin lanyard struck the propellor, fortunately without damage, as it would have been difficult to recover the aircraft if the propellor had been rendered unserviceable. The operation was rendered difficult by the absence of knowledge of the depth of water in the lee of New Year Island which made it unsafe to take the ship in.

16. It is recommended that a survey of these islands be carried out when it can be arranged as they would make useful emergency landing places for flying boats. Although it is not shown on the chart, there is a lagoon at New Year Island which might make a safe anchorage. If a surveying motorboat is ever again made available to "Manoora" and time permits, they will be inspected with a view to checking whether they are any good as anchorages, or whether a ship can get into the lee to hoist out or embark an aircraft.

17. BOMBING PRACTICE AGAINST THE SPRAY TARGET.

The spray target has been used by aircraft from both Darwin and Townsville. Archerfield aircraft were to have used the target also but, at times when the ship was in range, it was dark. The spray target towing wire is now reeled up on the drum of one of the derrick winches which makes it very easy to handle. It can be made available at any time,at about 15 minutes notice,if desired.

18. THURSDAY ISLAND.

On the passage North with "Zealandia," the landing of troops was done by boats from the anchorage in Normanby Sound. On the way South it was originally intended to do the same but Naval Officer-in-charge Thursday Island's signal 0104/21 August and Naval Board's reply made it necessary for the ship to go alongside to discharge water. 320 tons were discharged in 24 hours. I landed at Thursday Island on the 22nd. and

AUSTRALIAN WAR MEMORIAL RCDIG1073354

walked round the Naval Establishments (see my letter S.C. 5/5/41 dated 28 August, 1941)

19. CARE AND MAINTENANCE

It has been impossible during the month, owing to the ship being continually at sea, to keep pace with the routine valve replacements. These are only possible in a defended port and, in the case of inlet and exhaust valves, each pair of replacements takes a day. It is generally possible to find time to change valves in Sydney or Darwin when a convoy is taken there but, during this month, it has been found impossible to do so. All valves are being overhauled during the present stay of the ship in Sydney. The next major overhaul job will be the lifting of the eight pistons of the port engine. This is due in October and should be completed before February 1942. The overhaul will take about 16 days. It is hoped that it will be possible to grant leave to Tasmanian, Victorian and South Australians at this time.

20. GENERAL REMARKS.

The health of the ship's company continues to be excellent. The general conduct has shown a very satisfactory improvement. The two convictions for theft appear to have resulted in a reduction of the unaccountable losses of money on the messdeck. One deserter was identified amongst the firemen in "Zealandia" but a search at Newcastle failed to locate him. It is thought that he escaped in soldiers uniform. This rating has deserted before and was recovered as a result of being sighted at Darwin in "Koolama". It is understood that he has since been apprehended.

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON
15 SEP 1941

A.F.839/701/45.
The Secretary,
Naval Board.

(Sgd.) A.H.SPURGEON
A/CAPTAIN R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S."MANOORA"

APPENDIX I TO H.M.A.S. "MANOORA'S" S.C. 106/24/41 DATED 4th. SEPTEMBER 1941.

MONTH ENDING. 31st August 1941.

Hours underway.	Dist Mls.	Average Speed.	Total Fuel. (Sea tons)	Fuel per Hour. (Sea)	Ship Mls (Per Ton)
503	6,174	12.27	363	.72	17

J Hanlon

Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

~~SECRET.~~ RESTRICTED

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

1st. AUGUST, 1941. S.C. 106/17/41.

THE REAR-ADMIRAL COMMANDING H.M AUSTRALIAN SQUADRON.

H.M.A.S."MANOORA" - REPORT OF PROCEEDINGS - JULY, 1941.

FORMER - "MANOORA'S" S.C. 106/15/41 DATED 1st. JULY, 1941.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for period 1st. to 31st. July, 1941.

2.

MOVEMENTS OF SHIP

July

1st.	1400	Left Graciosa Bay for Sydney, after embarking survey party.
4th.		Flew off aircraft to Brisbane with mails and signals.
5th.		Aircraft flew out to locate ship and then proceeded to Rathmines via Coffs Harbour.
6th.	0600	Arrived at Sydney.
7th.		Aircraft embarked. "P.1" gun lifted for refit and modification.
8th.		Ship docked at Cockatoo. Aircraft proceeded to Rathmines.
9th.		Ship undocked.
11th.		Masters' conference regarding convoy Z.K.3.
12th.		Sailed for Brisbane, escorting T.S.S."Zealandia" and S.S."Montoro".
14th.		Arrived Moreton Bay - anchored off Cowan Cowan. "Zealandia" and "Montoro" proceeded up river to embark troops. "Havfru" ran aground off Cape Moreton and damaged her steering gear. She was subsequently towed in by a tug.
15th.		Aircraft proceeded to Archerfield. Carried out a sub-calibre firing at two Hongkong targets towed by the Motor Boat, then proceeded up the river to the Mercantile Wharf. Surgeon Lieutenant Commander G.J.K.Lane landed sick. Surgeon Lieutenant L.J. Harrison joined.
16th.		Sailed, anchoring in Moreton Bay to await "Zealandia" and "Montoro".
17th.	0300	Proceeded in company with "Zealandia" and "Montoro".

AUSTRALIAN WAR MEMORIAL RCDIG1073354

July 17th.	P.M.	Aircraft carried out clearance patrol. Owing to an error in identifying "Aroona", this ship was chased needlessly.
18th.		Passed Saumarez Reef.
19th.		Passed Marion and Lihou Reefs.
21st.	1700	Detatched "Montoro" off Port Moresby and proceeded with "Zealandia" towards China Strait. "Montoro" had a man seriously ill with blood poisoning.
22nd.		Passed through China Strait. Flew off aircraft to pass signals to Port Moresby but no contact was made .
23rd.		Arrived Rabaul. "Zealandia" embarked Pilot and landed mails.
24th.	0030	Sailed for Kavieng.
	1130	Entered Steffen Strait.
	1300	Anchored Kavieng - "Zealandia" proceeded alongside. District Officer visited ship and subsequently had dinner on board. Aircraft carried out clearance patrol.
25th.	0830	Proceeded in company, transferring Pilot from "Zealandia" on clearing Steffen Strait.
	2130	Landed Pilot at Kokopo and proceeded towards China Strait.
27th.		Passed through China Strait. Aircraft flown off to pass "Intention" message to Port Moresby but no contact could be made by W/T. Message was therefore dropped in a message bag at Samarai W/T and was transmitted satisfactorily.
29th.		Arrived off Magnetic Passage, rendezvousing with Townsville aircraft sent out to assist in identifying Myrmidon Reef. Detatched "Zealandia" to Bowen and proceeded into Townsville to replenish.
30th. and 31st.		At Townsville. I called on Air Commodore Lukis.

3. CONVOY Z.K.3. (Memorandum H.S.)

The original instructions for the convoy provided for "Montoro" being released in position 10° 44' S. 147° 48' E about 85 miles from Port Moresby one hour after dawn. This position was just too far from China Strait (210 miles from Shortland Reef) to allow "Zealandia" to get through in daylight on the same day. It had been intended to make the rendezvous on 22nd. but "Montoro", who had a man very sick with blood-poisoning and requiring to be landed in hospital, made such good speed that it was found possible to make Port Moresby the night before, release "Montoro" and also make China Strait on the 22nd. with "Zealandia". This saved a day on each ship's programme. Unfortunately, signals containing my intentions and the request for a Pilot at Kokopo were mislaid at Port Moresby, whence they had been sent in "Montoro" in an envelope tied to the mail bag. This caused some confusion both at Rabaul and Townsville.

4. BRISBANE.

The visit to Brisbane was much enjoyed by the Ship's Company who had not been there for twelve months. Certain fresh provisions were obtained and the quality was noticeably very high.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

A welcome and unexpected mail was received in Brisbane. It was unfortunately found impossible to exercise with the R.A.A.F. Archerfield.

5. RABAUL

As "Zealandia" carried mail for Rabaul, the convoy proceeded into Simpson Harbour for four hours where the mail was landed and the Pilot embarked.

6. KAVIENG.

Privilege leave was given during the stay in Kavieng. The Ship's Company was also warned against robbing the Chinese storekeepers but nevertheless they came under suspicion on account of the activities of the crew of "Zealandia" and the roadmenders taking passage to Darwin in the ship. It is quite possible that isolated cases of theft occurred but no individuals were brought to book although one rating was strongly suspected of stealing some silk handkerchiefs.

7. TOWNSVILLE

The passage to Townsville was made via Magnetic Passage and a good landfall enabled both ships to enter without delay. The presence of the aircraft would have been most useful if it had not been possible to get stars at dawn. "Zealandia" proceeded, under air protection only, to Bowen to replenish. During the stay in Townsville, opportunity was taken to study the problem of W/T communications in the North East Area. The Seagull was closely examined by the R.A.A.F. communication section and no fault could be found with the material. It is thought that communication difficulties are probably due to "skip" combined with lack of experience of R.A.A.F. Stations in working ship-borne aircraft. Proposals for improvement of existing communications are being raised separately, vide my letter S.C. 63/19/41 dated 6th.August,1941.

On 31st.July, Air Commodore Lukis and the Naval Officer in Charge, who had just arrived from Port Moresby, visited the ship and the question of exercises between A.C.H. Townsville and the ship was discussed. It is hoped shortly to get these exercises on a similar satisfactory basis to those carried out with A.C.H. Darwin. At present, communication difficulties are making these exercises rather unreal. It is thought that an exercise period in the Townsville area might be of the greatest value when the A.C.H. has had time to get over its "teething" troubles.

8. MAILS.

The improvement in the supply of mails has been most marked and has been much appreciated by everyone on board.

9. CARE AND MAINTENANCE.

The ship was docked and one gun refitted and modified during the month. Three guns only now remain to be completed.

There are no outstanding major inspections of the main engines.

10. EXERCISES.

Two sub-calibre firings were carried out during the month.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

11. AIRCRAFT OPERATIONS

The aircraft has been regularly flown and the performance of the Mark VI engine has made much more flying possible than would have been the case with the old 2M2 engine. The flight to Brisbane from 200 miles to seaward was due mainly to this cause, although the weather was exceptionally good. The aircraft flew a total of twenty-eight hours during the month. The main problem remaining to be overcome involves the communications between the aircraft and the R.A.A.F. Stations.

12. GENERAL REMARKS.

The health of the Ship's Company continues to be excellent. The general conduct shows some deterioration which is difficult to explain. Two ratings were convicted of theft of singlets from a case of comforts being carried to Darwin and were sentenced to imprisonment for ninety days. There have also been three cases of "breaking out", two of which were punished with cells. Two ratings deserted. One was a Chief Petty Officer (ex Merchant Service) and the other had broken out. It is almost certain that the Chief Petty Officer's desertion was due to money troubles as the man left a large number of undischarged debts in the ship. He was also known to have had matrimonial troubles. The recovery of this man is most desirable from the point of making an example.

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON
25 AU 1941

(Sgd.) A. H. SPURGEON
A/CAPTAIN, R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

APPENDIX 1 TO H.M.A.S."MANOORA'S" LETTER NO. S.C.10/17/41 DATED 1st.AUGUST, 1941.

H.M.A.S."Manoora"

Month Ending 31st July 1941.

Hours Underway.	Dist Mls.	Average Speed.	Total Fuel (Sea Tons)	Fuel Per Hour.	Ship Mls (Per Ton)
460	5,427	11.8	351	.76	15.4

J Hanlon

Engineer Commander. R.A.N.R. (S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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Commonwealth of Australia

Department of Defence

ACK. BY N.S.H.Q. - 5 SEP 1941 - INTEL.

Dwm.

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S."MANOORA".

Date 1st.JULY,1941. *Reference No.* S.C. 106/15/41.

To THE SECRETARY, THE NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copy to The Rear Admiral Commanding H.M.Australian Squadron).

Subject H.M.A.S."MANOORA" - REPORT OF PROCEEDINGS - JUNE, 1941.
FORMER - "MANOORA'S" S.C. 106/10/41 DATED 1st.JUNE, 1941.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for period 1st. to 30th.June, 1941.

2. MOVEMENTS OF SHIP.

June.

1st. Arrived Sydney from Nauru via Graciosa Bay. Reverted to eight hours notice for examination of main bearings.

3rd. After gun lifted for modification and refit. Reverted to twelve hours notice. Aircraft flown to Rathmines.

7th. Aircraft A 2-1 embarked.

8th. P 3 gun lifted for modification and refit.

10th. After gun returned.

12th. P 3 gun returned.

18th. Ship's Company underwent X Ray examination of chests for T.B.

19th. Embarked Surveying Motor Boat "Alert" from H.M.A.S. "Bungaree".

20th. Ship at one hour's notice from 1200K. Embarked Lieutenant Commander G.D.Tancred, surveying party and stores.

1800 Sailed for Graciosa Bay at 15 knots.

25th. Arrived Graciosa Bay - flew off aircraft to search anchorage. Small Motor Vessel "Balus" in harbour.

1500 P.M. Anchored and landed surveying party. Aircraft carried out short reconnaissance flight.

26th. "Catalina" passed on search for M.V."Balus", overdue at Vanikoro.

27th.P.M. Departed Gracioso Bay for Vanikoro, leaving survey party in camp with "Alert", skiff and lifeboat.

28th.A.M. Arrived Vanikoro. Aircraft carried out two reconnaissances, including one of Basilisk Harbour, Utupua Island and Saboe Bay, Vanikoro, where one flying boat mooring was located.

29th.A.M. Left Vanikoro at 15 knots, arrived Graciosa Bay, embarked surveying party. Aircraft was flown independently.

30th. Aircraft carried out dawn clearance patrol.

A.M. Carried out sub-calibre firing.

P.M. Aircraft carried out clearance patrol and navigation exercise followed by night landing practice.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

REPORT.

Commonwealth of Australia

Department of Defence

Royal Australian Navy.

From "TIB" COM ADELAIDE OFFICER, R.M.A.S. "TAMBORA".

Date 1st. JULY, 1941. Reference No. S.C. 106/15/41.

To (Copy to The Rear Admiral Commanding R.A.Australian Squadron)
THE SECRETARY, THE NAVAL BOARD, NAVY OFFICE, MELBOURNE.

Subject R.M.A.S. "TAMBORA" - REPORT OF PROCEEDINGS - JUNE, 1941.

Submitted with reference to K.R. & A.I. Article 1132.
The following Report of Proceedings for period 1st. to 30th. June, 1941.

MOVEMENTS OF SHIP.

June.

1st. Arrived Sydney from Noumea via Gracioss Bay. Reverted to eight hours notice for examination of main bearings.

3rd. After gun lifted for modification and refit. Reverted to twelve hours notice. Aircraft flown to Rathmines.

7th. Aircraft A 2-1 embarked.

8th. P 3 gun lifted for modification and refit.

10th. After gun returned.

12th. P 3 gun returned.

16th. Ship's Company underwent X Ray examination of chests for T.B.

19th. Chartered Surveying Motor Boat "Alert" from R.M.A.S. "Tamboree".

20th. Ship at one hour's notice from 1200K. Embarked Lieutenant Commander G.D.Tancred, surveying party and stores.
1800 Sailed for Gracioss Bay at 15 knots.

21st. Arrived Gracioss Bay - flew off aircraft to search anchorage. Small Motor Vessel "Malua" in harbour.
1500 Anchored and landed surveying party.
P.M. Aircraft carried out short reconnaissance flight.

22nd. "Catalina" passed on search for H.V."Malua", overdue at Vanikoro.
A.M. Departed Gracioss Bay for Vanikoro, leaving survey party in camp with "Alert", skiff and lifeboat.

24th. A.M. Arrived Vanikoro.
Aircraft carried out two reconnaissances, including one of Pacific Harbour, Utupua Island and Santo Bay, Vanikoro, where one flying boat mooring was located.

25th. Left Vanikoro at 15 knots, arrived Gracioss Bay, embarked surveying party. Aircraft was flown independently.

26th. Aircraft carried out dawn clearance patrol.
A.M. Carried out sub-calibre firing.
P.M. Aircraft carried out clearance patrol and navigation exercise followed by night landing practice.

31 JUL 1941 NAVY OFFICE CANBERRA

AUSTRALIAN WAR MEMORIAL RCDIG1073354

3. VISIT TO GRACIOSA BAY.(See also my letter S.C.104/25/41 dated 1st.July,1941).

The survey of Graciosa Bay was commenced on arrival. The Tide Pole was erected, the baseline measured off and marks for triangulation and sounding erected by different parties on the first day. Triangulation of the lower end of the bay was completed and sounding commenced the second day. On the third day,the camp was established, using the port lifeboat and one tent. The party left behind consisted of two Officers and eight ratings. The bay is a most attractive spot and the local natives very intelligent. They evacuated all their women to the interior on our arrival. The villages are very clean and a very well made road bordered with stones and paved with coral joins all those on the water's edge. A very large number of walls made of stone were observed which are thought to be erected for protection against wild pigs.

4. VISIT TO VANIKORO.

On arrival at Vanikoro, Hayes Channel was inspected from the ship and also from the air, but was not entered as there did not appear to be any valid reason for risking damage to the ship. The aircraft also carried out a reconnaissance of Basilisk Harbour but did not land there. Saboe Bay was also inspected, the aircraft landing without difficulty in a very strong South Easterly. Vanikoro is not such a pleasant location as Graciosa Bay and it has not such promise as a flying boat base. I do not think the entry of large ships through Hayes Channel will be really practicable until the middle patch is removed. It appears that this patch is not very accurately charted and that the channel on the Western side is the easiest.

During the stay of M.V."Balus" in Graciosa Bay, a certain amount of information was gleaned from Mr.Boyes, manager of the Kauri Timber Company, who has lived in Vanikoro for many years.

5. CO-OPERATION WITH CATALINA FLYING BOAT.

On 26th.June, a Catalina from Gavutu passed over the ship during a search for the M.V."Balus". I had previously been warned of this movement by A.C.H. Townsville. When the aircraft was sighted, I informed him that "Balus" was in harbour and that I had a buoy veered astern for him if he wished to land. The aircraft replied "Landing in half an hour", but I did not see him again. This might have caused me some anxiety. I had hoped also to despatch some mail and some signals in this aircraft. I eventually despatched my 2313/25 and 0001/26 June in M.V."Balus", by hand of Mr. Boyes, with a request to him to give them to the District Officer, Vanikoro for onward transmission.

It cannot be too strongly stressed how useful are these opportunities of passing cyphers and codes through aircraft when a ship is keeping W/T silence. I consider that,in similar circumstances, it should be made the rule rather than the exception for aircraft to land for intercommunication,as V/S by lamp is so slow and wastes flying time. It is also conceivable that the ship can satisfy the needs of an aircraft crew on a long flight and provide them with recreation or rest. There still appears to be room for a great deal of improvement in the co-operation between A.M.C's and the flying boats.

6. AIRCRAFT EXERCISES.

Graciosa Bay appears to be the perfect flying boat base and every opportunity of flying was taken during the ship's stay. Vertical photographs of the coastline were taken, and dive bombing and night landing were exercised in addition to the routine clearance patrols at dawn and before sunset. The South Easterly wind blew force 6 for the majority of the time and visibility was often poor but flying was always possible.

7. GUNNERY EXERCISES.

One sub-calibre firing was carried out while the ship was at Graciosa Bay.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

8. CARE AND MAINTENANCE.

During the ship's stay in Sydney, all main bearings and journals were inspected and gauged by the ship's staff. The crank bearings having been inspected in April, both shafts can be said to be well inside their period of routine inspection and should not require further attention for two years.

The refit and modification of gunmountings is progressing as opportunity offers; three mountings have been completed.

9. A Damage Control exercise, under the supervision of the Squadron Engineer Officer, was carried out on 17th. June, in accordance with Rear Admiral Commanding Australian Squadron's A.F. 629/15 dated 3rd. May, 1941.

10. GENERAL REMARKS.

The health and conduct of the Ship's Company continues to be excellent. Two ratings deserted during the last stay in Sydney and have not been recovered.

W Spurgeon

A/CAPTAIN, R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

APPENDIX 111. TO H.M.A.S."MANOORA's" LETTER NO.S.C.106/10/41.

H.M.A.S. "Manoora"

Month ending 31st May 1941.

Hours Underway	Dist Mls.	Ave Speed.	Total Fuel Expd (Sea) Tons.	Fuel per Hour (Sea)	Ship Mls Ton.
512	6,485	12.66	456	.89	14.2

A. G. Burn

Engineer Lieut Commander.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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Commonwealth of Australia

Department of Defence

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. "MANOORA",

Date Ist. JUNE I94I *Reference No.* S.C. I06/I0/4I.

To THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copy-The Rear-Admiral Commanding, H.M. Australian Squadron.)

Subject H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - MAY I94I

FORMER - "MANOORA'S" S.C. I06/8/4I, DATED Ist. MAY I94I.

Submitted with reference to K.R. & A.I. Article II32, the following Report of Proceedings for period Ist. to 3Ist. May I94I.

2. MOVEMENTS OF SHIP.

MAY.

Ist.		En route from Napier Broome Bay to Darwin. Towed spray target for bombing practice exercising with A.C.H. Darwin and the fixed defences. On arrival fuelled and watered.
2nd.	0030	Slipped and proceeded at I3 knots. Towed spray target for bombing practice. Exercised with A.C.H. Darwin all day.
3rd.		En route to Thursday Island. Intercepted "Zaandam's" distress message and made my II52/3.
4th.		Passed Thursday Island, "Zaandam" declined my offer of assistance. Proceeded up Great North East Channel south of Bet Island.
5th.) 6th.)		En route to Rabaul via China Strait - Communication exercises with A.C.H. Port Moresby (see my letter S.C. 63/I3/4I dated 7th. May I94I.)
7th.	P.M.	Arrived Rabaul. Embarked all available water and proceeded at 2400.
8th.) 9th.) I0th.)		En route to Nauru.
11th.		At 1430 - Arrived Nauru, H.M.A.S."Westralia" and M.V."Vito" present. I boarded "Westralia" Government Secretary (Mr.E.Paul) called. At 1800 "Westralia" departed for Ocean Island.
12th.	A.M.	"Westralia's" aircraft flew from Ocean Island and was embarked for refuelling. Weather was unsuitable for the return flight. His Honour the Administrator came on board to lunch.
	1800	Departed for Ocean Island.
13th.	0830	Arrived Ocean Island, M.V. "Maloja" present. Disembarked "Westralia's" aircraft.
	1800	"Westralia" departed for Nauru.
14th.	0530	Proceeded to buoy and commenced watering. 170 tons in tanks were embarked during the day.
	2000	Proceeded towards Nauru.

Head of "N"

AUSTRALIAN WAR MEMORIAL RCDIG1073354

-3 JUL 1941
D.N.M.S.
NAVY

AUSTRALIAN WAR MEMORIAL RCDIG1073354

15th.	0800	Arrived Nauru.
16th.	0600	"Westralia" left for Australia.
	P.M.	"Vito" departed.
17th.		At Nauru - aircraft carried out square search.
18th.	1230	"Nordnes" arrived Nauru. Proceeded to Ocean Island.
19th.	0530	Arrived Ocean Island. Embarked 100 tons of fresh water.
20th.		Completed with fresh water. His Honour the Resident Commissioner visited the ship - stayed to lunch. "Nortun" arrived from Sydney - embarked "Westralia's" mail. Proceeded to Nauru.
21st.		Arrived Nauru, carried out sub-calibre firing at Hong Kong targets towed by a British Phosphate Commission launch.
23rd.		Embarked Major G.H.Verity, Officer Commanding Force "Wren". Proceeded to Ocean Island.
24th.	0600	Arrived Ocean Island - embarked Major C.E.Chapman, Officer Commanding Force "Heron". Proceeded towards Nauru.
	2000	Flew off aircraft to find "Nordnes" and then proceed -ed in company at 9 knots.
25th.		Parted company with "Nordnes" at nightfall, proceeded at 15 knots.
27th.		Arrived off Graciosa Bay - Santa Cruz Island. Hoisted out aircraft to photograph North Passage (N.B's 0711/24 and my 2322/30). Entered Bay and steamed round, proceeding at 0900 en route to Sydney.
28th.		En route.
29th. 30th. 31st.		Passed through cyclonic disturbance causing Easterly gale.

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The usual comprehensive exercise programme was carried out with A.C.H. Darwin. High level bombing, by Hudson aircraft, of a spray target towed by "Manoora" was carried out for the first time.

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On 3rd.May, when on passage from Darwin to Thursday Island, I intercepted a distress message from S.S."Zaandam" saying she was holed and needed assistance. I made a signal to N.O.C. Thursday Island, via my aircraft, offering assistance. No reply was received, neither could I get any information from Booby and Goods Island when I got in V/S touch. I had hoped to send in my aircraft at daylight to obtain particulars but the weather was not fit for the aircraft to take off. When passing Goods Island, I made to "Zaandam" by flags "do you require any assistance" to which "Zaandam" replied "No".

As I was anxious to clear the Great North East

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AUSTRALIAN WAR MEMORIAL RCDIG1073354

Channel in daylight, I could not afford to waste any time so, acting on "Zaandam's" reply, together with information gleaned from intercepted signals, I proceeded without stopping. I did not see any signs of N.O.C. Thursday Island's launch although a good lookout was kept.

A copy of all communications on this subject is attached as appendix 11.

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In accordance with the recommendations of the Commanding Officer, H.M.A.S."Moresby" I took the alternative route south of Bet Island. The track taken was as follows:- from Ince Point, south of Herald Patches, between Double Island and East Straits Island, south of Hervey Rocks, west of Pol and Sue Islands and east of Grassy Bank. The route was found to be most satisfactory.

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I offered to exercise with Port Moresby but, owing to other commitments, no aircraft could be made available.

Certain communication tests were carried out and the result of the tests has been forwarded under cover of my letter S.C. 63/13/41 dated 7th.May,1941.

7. Rabaul.

On arrival at Rabaul at 1500 I had to wait for about 20 minutes before being boarded by the Collector of Customs. He told me that he had no prior notification of my arrival nor any advice of my water requirements. He further stated that only 90 tons were available of the 150 tons I required. He then proceeded ashore to obtain authority for me to get the water and fifteen minutes later I went to the Government Wharf where 30 tons were supplied at 8 tons per hour. At 2100, I shifted to Carpenter's Wharf and obtained a further 50 tons. At midnight, I proceeded towards Nauru. This 80 tons of water was therefore obtained at the expense of about 28 hours delay and 250 miles extra steaming. The Ship's Company and Officers, however, had a welcome evening's leave.

My departure for Rabaul (N.O.C.D. 1830/1 -

From N.O.C.D. TO N.B.(120),F.O.C.A.S.,C.S.T.,N.O.C.S.,N.O.C.T.I., D.N.O.Q.,Westralia and Manoora, S.O.Force Y.Y., N.O.C.Port Moresby, A.R.O. Rabaul.

Departure for Rabaul Manoora.)

had been repeated to A.R.O.Rabaul but my 1203/1:-

From Manoora to N.B.(R) F.O.C.A.S.,N.O.C.D.,N.O.C.Port Moresby, "Westralia", N.Z.N.B.

Your 0851 30th. Intend proceeding at 13 knots via China Strait. Propose calling at Rabaul to replenish with 150 tons fresh water arriving P.M. 7th. and leaving A.M.8th. E.T.A.Nauru then would be A.M. 11th.,approximately 480 tons oil fuel remaining,

was not. N.O.C.Port Moresby, it was thought, would make all the necessary arrangements.

It is understood that, as A.R.O.Rabaul did not hold Naval Cypher, he was forced to ask N.O.C.Port Moresby for a repetition of N.O.C.D's 1830/1. This did not give him a time of arrival or any other information.

It is for consideration whether a standard procedure for visits of ships to ports only having an A.R.O. should not be laid down. My experience leads me to believe that it is sometimes left to the N.O.C. of the area and sometimes to the ships to arrange details.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

Mails

NB message 0851 2/30/4 instructing Manoora to proceed to Nauru stated "anticipate present loading period will complete about 19th May." It was ascertained that Nortun would not arrive until 20th May or later. It was therefore not deemed advisable to send mails by that ship as it appeared that she would almost certainly arrive after Manoora had sailed. As it turned out Manoora remained longer and mail would have reached her per. Nortun"

When "Nortun" left Australia it was 4/6
likely mails for "Westralia" would reach her as no date of departure had been determined.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

				25
				30
				35
				40
				45
				50

System	P/L Code or Cypher	Time of		Operator	P.O.O.W.	Date
		Receipt	Despatch			

AUSTRALIAN WAR MEMORIAL RCDIG1073354

8. Aircraft.

The aircraft has been used to a certain extent during the month for air searches, for photography of gun positions at Nauru (see my letter S.C.104/18/41 dated 26th.May,1941) and for photographing the North Passage of Graciosa Bay, Ndeni Island (see my letter S.C.59/11/41 dated 28th.May,1941). On three occasions the aircraft was hoisted out but the swell was too confused to warrant risking damage during the take off.

The hull was damaged on one occasion while hoisting in but a satisfactory temporary repair was made on board.

"Westralia's" aircraft was embarked for about 20 hours on conclusion of a flight from Ocean Island to Nauru as conditions were unsuitable for the return flight (see my letter S.C. 52/21/41 dated 22nd.May,1941 regarding stowage of aircraft).

9. Officers Commanding Forces "Heron" and "Wren".

On leaving the operation area, these two Officers were embarked,at their own request,for passage to Australia.

10. Fresh Water.

Owing to the good weather at Ocean Island, fresh water was obtainable there without difficulty. A set of photographs illustrating method of watering by tanks is attached as appendix 1.

A total of 350 tons was embarked, a record quantity of 170 tons being embarked on 14th.May. The water is of excellent quality and, with good organization, it can be embarked at a rate of between 15 and 20 tons per hour.

11. Ocean Island and Nauru.

Both officers and men were very hospitably received at both islands. Libertymen in parties of 30 were landed twice daily at each island, transport being provided for sightseers. A limited quantity of beer was provided at Nauru by the Administrator and the Commission. Officers were very generously entertained at Nauru.

12. Mails.

No mails have been received during the month except for a few letters which were waiting for the ship's arrival at Darwin on 1st.May. It had been hoped that "Nortun" would have had mails for "Manoora" as she left Sydney 10 days after "Manoora" was ordered to Nauru. A certain amount of disappointment but no surprise was felt, that the only mail in "Nortun" was for "Westralia", who had left four days before for Australia. This mail was embarked and brought back to Sydney in the ship but "Westralia" had already sailed.

13. General Remarks.

The health and conduct of the Ship's Company continues to be excellent. A few cases of skin infection have appeared since the fresh provisions have been exhausted. It appears that approximately one month to six weeks after entering the tropics cases of furunculosis, otitis and prickly heat begin to appear.

A/CAPTAIN, R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

SECRET.

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

Ist. JUNE I94I S.C. I06/I0/4I.

THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copy-The Rear-Admiral Commanding, H.M. Australian Squadron.)
H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - MAY I94I

FORMER - "MANOORA'S" S.C. I06/8/4I, DATED Ist. MAY I94I.

Submitted with reference to K.R. & A.I. Article II32, the following Report of Proceedings for period Ist. to 3Ist. May I94I.

2. MOVEMENTS OF SHIP.

MAY.

Ist.		En route from Napier Broome Bay to Darwin. Towed spray target for bombing practice exercising with A.C.H. Darwin and the fixed defences. On arrival fuelled and watered.
2nd.	0030	Slipped and proceeded at I3 knots. Towed spray target for bombing practice. Exercised with A.C.H. Darwin all day.
3rd.		En route to Thursday Island. Intercepted "Zaandam's" distress message and made my II52/3.
4th.		Passed Thursday Island, "Zaandam" declined my offer of assistance. Proceeded up Great North East Channel south of Bet Island.
5th.) 6th.)		En route to Rabaul via China Strait - Communication exercises with A.C.H. Port Moresby (see my letter S.C. 63/I3/4I dated 7th. May I94I.)
7th.	P.M.	Arrived Rabaul. Embarked all available water and proceeded at 2400.
8th. 9th. I0th.)		En route to Nauru.
11th.		At 1430 - Arrived Nauru, H.M.A.S."Westralia" and M.V."Vito" present. I boarded "Westralia" Government Secretary (Mr.E.Paul) called. At 1800 "Westralia" departed for Ocean Island.
12th.	A.M.	"Westralia's" aircraft flew from Ocean Island and was embarked for refuelling. Weather was unsuitable for the return flight. His Honour the Administrator came on board to lunch.
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13th.	0830	Arrived Ocean Island, M.V. "Maloja" present. Disembarked "Westralia's" aircraft.
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AUSTRALIAN WAR MEMORIAL RCDIG1073354

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29th. 30th. 31st.		Passed through cyclonic disturbance causing Easterly gale.

3. <u>Exercises with A.C.H. Darwin</u>.

The usual comprehensive exercise programme was carried out with A.C.H. Darwin. High level bombing, by Hudson aircraft, of a spray target towed by "Manoora" was carried out for the first time.

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AUSTRALIAN WAR MEMORIAL RCDIG1073354

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From N.O.C.D. TO N.B.(120),F.O.C.A.S.,C.S.T.,N.O.C.S.,N.O.C.T.I., D.N.O.Q.,Westralia and Manoora, S.O.Force Y.Y., N.O.C.Port Moresby, A.R.O. Rabaul.

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AUSTRALIAN WAR MEMORIAL RCDIG1073354

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(Sgd.) A.H.SPURGEON

A/CAPTAIN. R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

APPENDIX (2) TO H.M.A.S. "MANOORA'S" S.C. 106/10/41 DATED 1st.JUNE,1941.

FROM	TO	TEXT	T.O.O.	SYSTEM	CODE.
Zaandam	Thursday Island	To Koninklyke Paketvaart,Sydney. Struck uncharted rock Torres Strait. Ship now at anchorage Thursday Is.Number 3 hold flooded. Engine Room making water rapidly,controlling this with ship's pumps. Send by special plane immediately Lloyd's Surveyor and divers to try and patch holes from outside. - Captain Zaandam.		W/T.500 K/C's.	P/L.
Manoora	N.O.C.Thursday Is. (R) N.B.	Can I assist "Zaandam". Weather permitting Seagull will be flown to Thursday Is. at daylight to obtain details. My E.T.A. 0001z 4th.	1152z/3	W/T. 4000 K.C's	Cypher
Manoora	N.O.C.Thursday Is.	My 1152 3rd. Weather unsuitable for flying.	2003z/3	W/T. 4000 K/C's	Cypher
Zaandam	Thursday Is. Radio	To Rotterdam LLoyd Batavia. Situation more favourable, ship's pumps controlling water. Six feet in hold three now,highest was ten feet,cargo this hold drums caustic soda. Expect hull punctured several places port side of hold three and Engine Room. If divers able close these holes expect proceed original destination. Ship anchored thirty-six feet water safe anchorage. - Stamperens.		W/T. 500 K/C's	P/L.
Zaandam	Thursday Is. Radio	To Holland America Line,New York. Struck uncharted rock while proceeding through Torres Strait under pilot's direction. Hull punctured port side hold three and engine room. Ship's pumps able control water. Highest hold three was ten feet now getting less,other holds dry. Waiting for divers ordered by plane from Sydney to patch holes from outside, if this successful expect proceed original destination. Ship in safe anchorage Thursday Island thirty six feet water. - Stamperens.		W/T. 500 K/C's	P/L.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

~~SECRET~~ RESTRICTED

DEPT. OF NAVY
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2026 | 7 | 313

ACK. BY A.S. 3307
-5 MAY P.M.
INFT.

Commonwealth of Australia

Department of Defence

Royal Australian Navy.

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

Date 1st. MAY, 1941. *Reference No.* S.C. 106/8/41.

To THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copy-The Rear-Admiral Commanding, H.M. Australian Squadron)

Subject H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - APRIL, 1941.

FORMER - "MANOORA'S" S.C.106/7/41 DATED 2nd. APRIL, 1941.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for period 1st to 30th. April, 1941.

2. MOVEMENTS OF SHIP.

April.

1st. At sea - Escorting "Katoomba" from Rabaul to Sydney.

2nd. Spoke "Canberra Maru" northbound.

3rd. Arrived Sydney. I called on The Rear-Admiral Commanding and ship was reverted to 8 hours notice for inspection of Main Engine bottom ends.

4th.)
11th) Reverted to 12 hours notice for lifting P.II gun.

12th. Western Australian ratings proceeded on long leave.
Aircraft refitted at Rathmines.
Conference with The Naval Control Service Officer and the Master "Katoomba".

1330 Sailed for Darwin via Cairns.

13th.)
16th.) On passage to Cairns - very heavy rain inside Barrier Reef.

2030 Anchored off Cairns. "Katoomba" proceeded inside for fresh water.

17th. "Katoomba" delayed in Cairns with crew trouble.

18th. 0300 Weighed and proceeded - "Katoomba" in company. "Katoomba's" starboard Paravane carried away and was lost.

19th. 1500 Anchored off Thursday Island and sent paravane to "Katoomba". Hoisted and stowed "Hearty" (Naval Board's signal 1216/12 April.)
The Naval Officer in Charge, Thursday Island paid a brief visit to the ship.

1630 Proceeded to Darwin.

20th. On passage.

P.M. Hudson aircraft ~~one~~ security patrol made contact.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

21st. Exercised with A.C.H. Darwin - Reconnaissance, Course Reporting and High Level Bombing at Spray Target.

2200 Secured alongside wharf at Darwin - Replenished.

22nd. Proceeded to anchor berth - "Katoomba" proceeded alongside.
I called on the Naval Officer in Charge, Darwin and His Honour The Administrator.

23rd. I attended the Darwin Defence Committee Meeting to discuss exercises.

24th. Proceeded to sea for sub-calibre firing, rangefinding exercises with Fixed Defences and air-bombing exercises at the spray target. 150 officers and ratings from the Darwin Garrison were embarked as sightseers.

25th. Anzac Day - I attended the morning ceremony at the Cenotaph and a Sacred Concert at the Anzac Memorial Hall at the request of His Honour The Administrator.

26th. Works Conference was held ashore to decide details for transporting R.A.A.F. petrol and stores to Drysdale.

27th. At Darwin.

28th. A.M. Loaded stores and petrol - embarked R.A.A.F. working party and proceeded to Napier Broome Bay.
Exercises with Fixed Defences and towed spray target for R.A.A.F. bombing by Wirraways and Hudsons.

29th. Arrived Napier Broome Bay.
Landed petrol in lifeboats and stores in motor cutter.

30th. A.M. Proceeded to Geranium Harbour.

P.M. Received Naval Board's signal 0851/30.
Weighed and proceeded towards Darwin.

3. AIRCRAFT OPERATIONS.

During the ship's stay in Sydney, the aircraft was sent to Rathmines for repairs. The propellor and folding flaps had been damaged during March while the ship was on passage to Rabaul and this had rendered the aircraft unserviceable.

It was found impossible to fly the aircraft until after the ship arrived in Darwin owing to weather conditions. The performance of the aircraft in the tropical temperatures is as expected. With the 2M2 engine, unless flown without bombs or wheels, the aircraft takes a very long time to take off and this results in a severe buffeting of the hull unless the surface of the sea is very smooth.

It is earnestly hoped that an aircraft with a Mk.VI engine will soon become available because the occasions when it is safe to fly an aircraft with a 2M2 engine are most rare.

The Observer, Sub-Lieutenant (A) G.H. Jackson was appointed to H.M.A.S. "Australia" on 11th. April and the duties of Observer are being carried out by Sub-Lieutenant K.J. Hopper who is being trained on board as far as it is possible to do so.

4. EXERCISES.

Although no full calibre firings have been carried out, one sub-calibre firing has been possible. The communication exercises which it is now the custom to carry out with A.C.H. Darwin whenever the ship is in the area have proved most valuable and every opportunity is taken of repeating them.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

4. EXERCISES (Continued).

The speed of the coding and cyphering staff has been much increased as a result and the distribution of messages has been greatly accelerated.

5. COMMUNICATIONS.

One communication failure occurred during the month and as reported in my signal 0318Z/16 April and my letter No. S.C.63/10/41 dated 30th. April, 1941 subsequent tests failed to reveal any defect and it is difficult to find the reason why a transmission from the ship on 6610K/Cs was heard neither by Belconnen or Coonawarra.

On arrival at Darwin, the ship's transmitter was inspected by the Officer Commanding Coonawarra but without result. It has been suggested that the transmission failed due to the proximity of the ship to Magnetic Island while the massage was being sent.

The communication ratings who relieved the Western Australians on long leave were sent from H.M.A.S. "Lonsdale" at the last minute without notice and would have missed the ship if "Katoomba" had not been delayed in sailing. They joined ten minutes before "Manoora" weighed. These ratings were naturally found to be inexpert in coding although they were very good at V/S signalling.

A further communication failure occurred at Napier Broome Bay at about 1200Z/30 when passing my signals 1113/30 and 1129/30. Coonawarra could not be raised on 6610 K/Cs. although Belconnen answered and read the signals at strength 8.

6. CARE AND MAINTENANCE.

P.II 6" gun and mounting was lifted and refitted while the ship was in Sydney and the lubrication of the pedestal bearing was modified. Balance weights were also added to the gunshields and the instruments rewired.

While the ship was at extended notice in Sydney, the bottom ends of the Starboard Engine were examined and refitted and 10% of the tie-rods were examined for adjustment of tension. This latter inspection is possible only in Sydney as a fracture of a tie-rod while being inspected would involve lifting the cylinder block.

7. SURVEYING MOTORBOAT "HEARTY".

It was a matter of some regret that "Hearty" was in such bad condition when she was embarked at Thursday Island and also that she had been denuded of batteries, tools, instruments and spare parts. As a result it has been impossible to use the boat or even attempt to refit it. The surveying boat is most useful on board and much useful surveying work has been done with it in the past. It is hoped that the boat will be re-allocated to"Manoora" when it is refittedand the surveying recorders re-appropriated.

8. GENERAL REMARKS.

The conduct of the ship's company continues to be excellent and the health to be amazingly good. The benefit accruing from the recent occasional visits to Sydney where fresh food, dental attention and other amenities exist has been most marked. The recent drafts of ordinary seaman from Depot have settled down remarkably well and appear to be of a very good type.

There has however been quite a high percentage of Venereal Disease amongst the new drafts. It is worthy of record that only one case of T.A.B. reaction was reported from the whole ship's company.

A/CAPTAIN. R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

APPENDIX I to H.M.A.S. "MANOORA'S" LETTER S.C. I06/8/4I DATED Ist. MAY I94I.

H. M. A. S. "M A N O O R A."

Month Ending 30th April I94I.

Hours Underway.	Distance Miles.	Ave Speed Knots.	Total Fuel Expd. (Sea)	Fuel per Hour (Sea)	Ship Mls per ton.
288	3,8I4	I3.2	238	.82	I6.0

J Hanlon

Engineer Commander. R.A.N.R.(S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

SECRET

RESTRICTED

Commonwealth of Australia

Department of Defence

DEPT. OF DEFENCE
2020/7/298.

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. "MANOORA".

Date 2nd. APRIL, 1941. *Reference No.* S.C. 106/7/41.

To THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(COPY - THE REAR-ADMIRAL COMMANDING, H.M. AUSTRALIAN SQUADRON)

Subject H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - MARCH, 1941.

FORMER - "MANOORA'S" S.C. 106/5/41 DATED 4th. MARCH, 1941.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for period 1st. to 31st. March, 1941.

2. MOVEMENTS OF SHIP.

MARCH.

1st. At sea - in company with H.M.A.S. "WESTRALIA" convoying "GABRIELLA" and "KAIRANGA".
Carried out Rangefinder and Inclination exercise.

3rd. Parted from convoy - Proceeded towards Sydney.

6th. Arrived Sydney.

7th. Aircraft flown to Rathmines.

8th. Six ratings who missed the ship on sailing were sent to imprisonment.

10th. Aircraft reembarked.

12th. Left Sydney - escorting "KATOOMBA" carrying troops.

14th. Arrived Cowan Cowan - "KATOOMBA" proceeded to Brisbane. Carried out sub-calibre firing which was marred by heavy rain. Aircraft flown to Archerfield and return.

15th.A.M. Proceeded with "ZEALANDIA" and "KATOOMBA" carrying troops.

17th. Hoisted out aircraft for flight to Townsville. Folding flap unlocked when taking off and propellor tips damaged. Aircraft recovered.

20th.0200 "KATOOMBA" in company, anchored off Mt. Adolphus Island to await dawn for passage through Great North East Channel. "ZEALANDIA" proceeded into Thursday Island.

1600 Met H.M.A.S. "MORESBY and H.M.A.S. "VIGILANT" in Great North East Channel off Bramble Cay. Stopped and was boarded by Commander W.H. Martin. Transferred a small quantity of wines and tobacco to H.M.A.S. "MORESBY". Spoke Dutch Tanker "TABIAN".

21st.0800 Arrived Port Moresby.
The heads of the three Services lunched on board.

23rd.2000 Left Port Moresby "KATOOMBA" in company.

24th. Passing through China Strait.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

MARCH.

26th. Anchored in Rabaul Harbour after carrying out sub-calibre firing.
I called on His Honour The Administrator, Sir Walter Mc Nicol.

27th.0930. Proceeded alongside Copra Wharf to embark 200 tons of fresh water.
His Honour The Administrator visited the ship and stayed to lunch.

28th. Proceeded to anchor berth in Rabaul Harbour.
1300. Proceeded as modified convoy with "KATOOMBA" "en route" to Sydney via Rossel Spit and west of Saumarez Reef.

29th.)
30th.) On passage to Sydney escorting "KATOOMBA".
31st.) No ships were sighted except on Brisbane Sydney route.

3. H.M.A.S. "MORESBY".

Although the presence in the Great North East Channel of H.M.A.S. "MORESBY and H.M.A.S. "VIGILANT" was suspected, no definite information was available. H.M.A.S. "MORESBY" was also ignorant of the proximity of H.M.A.S. "MANOORA" until the previous day when the news was received from Port Moresby aircraft. On sighting H.M.A.S. "MORESBY" I went on to 15 knots and was able to get some distance ahead of "KATOOMBA" and this allowed time for Commander W.H. Martin to come on board and for arrangements to be made to transfer some beer and tobacco for the Wardroom and Canteen. It was unfortunate that H.M.A.S. "MORESBY" was not informed that an opportunity for free freight would occur as I should have been able to bring stores up from Sydney for him.

4. It is considered absolutely essential that H.M.A. Ships should be kept informed of the movements of other men-o-war in their areas. This is necessary in order to prevent waste of time and effort in manning the armament unnecessarily and also in order that they shall know what support they can expect in case they are engaged.

It is strongly urged that a periodical Disposition of Ships on the station should be promulgated as is done on the China Station. In the case of the North East area it is considered that Air Dispositions should be included.

5. PORT MORESBY.

No exercises were carried out with A.C.H. Port Moresby during the visit as the R.A.A.F. were unable to co-operate. One flight for air experience of officers was kindly arranged by the Officer Commanding, No. 11 Squadron.

The ship's side was painted during the stay in harbour which was otherwise distinguished only by the enormous number of mosquitoes which were prevalent everywhere and caused considerable annoyance to personnel. They do not appear to have caused any sickness, however.

It was discovered just before leaving Port Moresby that the fuel carried by the Dutch Tanker "PENDOPO" was suitable for use in H.M.A.S. "MANOORA". (My signal 0753Z/23 March.)

6. RABAUL.

The visit to Rabaul was much enjoyed by everyone on board. The pleasant town, with its abundant verdure and facilities for sport and amusement, made a striking contrast with other tropical ports visited. The local inhabitants were most hospitable. The Ship's Company indulged in an orgy of curio buying.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

6. RABAUL. (Continued).

His Honour The Administrator very kindly took a party of officers to visit the volcano at Matupi. The excursion proved most interesting. He also visited the ship and stayed to lunch.

Two hundred tons of fresh water were obtained from the Copra Wharf and it should not prove difficult to obtain supplies in Rabaul at any time as rain is regular and the storage is very seldom overtaxed. There were small quantities of tropical fruit available.

7. GUNNERY EXERCISES.

Two sub-calibre firings were carried out during the month at Hong Kong Targets towed by the motor boat.

8. AIRCRAFT.

The aircraft was unfortunately damaged during its first flight for the month and has been unserviceable ever since. The folding flap on the starboard lower wing became unlocked during the take off and the propellor was damaged. It is considered that the lack of power of the 2 M 2 engine supplied with the aircraft is a contributory cause as the aircraft is too long in taking off. With the more powerful Mk. VI engine the aircraft is airborne after a short run and the buffeting to which the hull is subjected during the take off is proportionately reduced.

9. DEGAUSSING.

Fresh instructions regarding degaussing had been received on return to Sydney in February. The ship had been corrected with D.G. "OFF" and swung for zones (7) and (10,11,12). The behaviour of the compass with D.G. "ON" when there is any motion on the ship is far from satisfactory and it is hoped that early steps will be taken to supply the corrector coils.

The installation of the Gyro Compass will be most welcome.

10. GENERAL REMARKS.

The health of the Ship's Company has been excellent.

The conduct of the Ship's Company has been generally very good but has been marred by eight ratings who have been punished by warrant, six for breaking their leave and missing the ship, one for a final offence of drunkenness ashore after a long run of similar offences and one for evading censorship regulations. The minor punishments have been negligible.

W Spurgeon

A/CAPTAIN. R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

SECRET

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

4th. MARCH, 1941. S.C. 106/5/41.

THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(COPY - THE REAR-ADMIRAL COMMANDING, H.M.AUSTRALIAN SQUADRON)
H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - FEBRUARY, 1941.
FORMER - "MANOORA'S" SC 106/2/41 DATED 3RD. FEBRUARY, 1941.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for period 1st. to 28th. February, 1941.

2. MOVEMENTS OF SHIP.

February.

1st to 6th. At Ocean Island, "King Lud", "Vito", "Nyugat" and "Storviken" in company.
Westerly weather preventing loading.

7th. 0800 "Adelaide" and convoy sighted.
0930 Boarded "Adelaide" - embarked mails, money etc.
1110 Sailed for Sydney.

13th. 2000 Arrived Sydney.

14th. Commenced refit. Ship's Company with the exception of Western Australian ratings proceeded on 10 days leave.

25th. Ship's Company rejoined.
Embarked Seagull A2-5.

26th. Proceeded to buoy to swing ship.

27th. Proceeded under orders of "Westralia", escorting "Kairanga" and "Gabriella" towards New Zealand.

28th. "Gabriella" lost 2nd. Engineer overboard.

3. OCEAN ISLAND PATROL.

During "MANOORA'S" stay off Ocean Island in the Westerly weather, an Easterly set of about two knots was experienced almost constantly. The ships in company were instructed to remain in sight of "MANOORA" and, by dusk, had been moved about fifteen miles to the westward of the Island.
All ships drifted throughout the night and usually finished within five to ten miles of the Island at daybreak.

The Norwegian ships obeyed signals promptly and caused no trouble. "King Lud", at first, was intractable but re-acted to reproof. In view of the Hungarian nationality of "Nyugat"and the suspected Nazi tendencies of the master,

(S.O. (1) Wellington's 0831/3 January -
From:- S.O. (1) Wellington To:- Resident Ocean Island (R)
N.B., Manoora
"Nyugat" 14000 Hungarian due Ocean Island January 8th is on suspect list due to suspicion that master and crew have pro Nazi tendency. Request any information you may gather.

0831/3 January.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

3. (continued)
no control of her movements was attempted. She moved independently of the controlled shipping and burnt her navigation lights at night. This was not a very satisfactory state of affairs but I could not obtain any further information as to how she should be treated.

Photographs of ships at Ocean Island were taken and have been forwarded to Naval Board under cover of my letter No.104/7/41 dated 13th. February, 1941.

4. DOCKYARD REFIT.

The length of the refit was insufficient to enable all defects to be completed but most major items were dealt with.

The majority of the outstanding defects could be made good by Ship's Staff if a few days could be spent in a defended port where the ship could be reverted to eight hours notice for steam.

5. EXERCISES.

No Gunnery exercises have been carried outduring the period under review owing to bad weather and other causes. The last full calibre firing was carried out six months ago but it is hoped that opportunities for firings will occur in the near future. About one week ina port having target facilities is necessary to enable progressive practices to be arranged for the changed ship's company.

6. AIRCRAFT.

Seagull A2-5 has been supplied to the ship and, unfortunately, this aircraft has the less powerful Mark 2 M 2 engine which limits the operation of the aircraft considerably. It is hoped that an aircraft having a Mark VI engine will be supplied soon.

7. GENERAL REMARKS.

The health of the Ship's Company has shown great improvement as a result of the leave and the stay in Sydney. The tropical skin and ear infections have abated and the numbers on t the sick list have been much reduced.

Although there were no absentees from long leave, nine men missed the ship on sailing.

It is thought that this was due to the men not being used to leave expiring in the evening. On the only other occasion when the ship has sailed in the evening, viz, in Fremantle, there were thirty three leave breakers although only one man missed the ship. In this case the ship was alongside.

(Sgd.) A.H.SPURGEON

A/CAPTAIN. R.A.N.

LNO 2-13.

SSO 21/2/13

Sec'y fco 23/3.

Sec'y 23/3

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H.M.A.S. "Manoora"

Month ending 28th February 1941.

Hours Underway	Dist Mls.	Ave Speed	Total Fuel Expd (Sea) tons	Fuel per hour (Sea)	Ship Mls Ton.
198	2,660	13.4	234	1.18	11.3

J Hanbon

Engineer Commander. R.A.N.R. (S)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

SECRET

RESTRICTED

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

3rd. FEBRUARY, 1941. S.C. 106/2/41.

THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(COPY - THE REAR-ADMIRAL COMMANDING, H.M.AUSTRALIAN SQUADRON)

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - JANUARY, 1941.

FORMER - "MANOORA'S" SC.106/1/41 DATED 7th. JANUARY, 1941.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for period 1st. January to 31st. January, 1941.

2. MOVEMENTS OF SHIP.

January.

1st. At sea "en route" to Ocean Island, escorting "Trienza". Aircraft flight attempted but "Walrus" was unable to take off.

2nd.) At sea.
3rd.)

4th. Arrived Ocean Island. "Trienza" commenced discharging. His Honor The Resident Commissioner and Captain Holland (Director of Education) called.

5th. Aircraft carried out clearance patrol.
P.M. Departed for Nauru escorting "Trienza".

6th. Arrived Nauru. "Trienza" commenced discharging. Aircraft carried out clearance patrol. His Honor The Administrator called and stayed to lunch.
P.M. Mr. Bott, The Manager for The British Phosphate Commission called.

7th.) At Nauru. Small recreation parties were landed
8th.) daily, to look round the Island. "Trienza"
9th.) unloading and working on moorings. Investigation into W/T traffic carried out.

10th. Aircraft carried out clearance patrol. Departed for Ocean Island escorting "Trienza".

11th. Arrived Ocean Island escorting "Trienza". "Recina" (Yugoslav) which was loading phosphate, proceeded to sea.

12th. His Honor The Resident Commissioner came on board to lunch.

13th. Secured to "B" buoy - embarked oil fuel and water from "Trienza" (Set of four photographs attached) and water from shore by tanks. "Recina" arrived and stood off Ocean Island. Aircraft carried out clearance patrol.

14th. Off Ocean Island.

15th. 0300 Proceeded towards San Christoval Island with "Trienza" in company.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

16th. 1200 Received Naval Board's 2321Z/15, ordering ship to remain at Ocean Island.
1600 Detached "Trienza" to Melbourne - proceeded at 15 knots.

17th. 1600 Arrived Ocean Island. "Recina" loading.

18th. "Recina" completed loading and departed.

19th. European Staff from Ocean Island visited the ship.

20th.)
21st.) Proceeded to "B" buoy at daybreak to embark water by
22nd.) tanks.

23rd. Westerly weather set in.

24th. "Storviken" (Norwegian) arrived and proceeded to Nauru.

25th.)
26th.) Off Ocean Island.) Strong Westerly
27th.)) conditions throughout
28th.)) prevented loading.
29th. "Nyugat" (Hungarian) arrived.)
Aircraft damaged.)
30th. "King Lud" (British) arrived.)
31st. Off Ocean Island.)

3. FUEL AND WATER.

It was quite obvious from Naval Board's signals that there was considerable urgency in the matter of replenishing from "Trienza" and the Islands.

It was not until the 13th. January, however, that conditions were suitable. It was a flat calm day and "Manoora" was secured between four buoys, as shown in the accompanying photographs, and the fuel line was run. Fire hoses were run for watering.

Fuel was pumped over at about 35 tons per hour and water rather slower, even with two hoses rigged. 152 tons of fuel oil and 160 tons of fresh water were transferred. On only one occasion throughout the ship's stay at Ocean Island, were conditions suitable for transhipping fuel.

Fresh water was embarked in tanks on three days subsequently. About 120 tons per day were embarked, using eight two ton tanks in surfboats with three motor boats.

This method of watering is laborious but quite effective in a ship having good derricks.

4. RECREATIONAL LEAVE.

Ratings who had not broken their leave in the ship were landed in parties of thirty, at both Nauru and Ocean Island.

They were driven round at each Island and entertained by the Administrator and Resident Commissioner. There were also one or two football and cricket matches at Ocean Island.

5. AIRCRAFT OPERATIONS.

The aircraft has been flown whenever possible during the month. When it was realized that the replacement of the aircraft would not be made, the flying hours were worked off as soon as possible in order to allow the 120 hourly examination to be commenced.

This is now completed but the aircraft is unserviceable due to an accident on 29th. January, when the winch was inadvertently started and the aircraft hoisted whilst still secured in the cradles.

Report of accident and damage to aircraft "Walrus" L.2319 has been forwarded to The Rear-Admiral Commanding, H.M. Australian Squadron in my S.C. 52/2/41 dated 1st. February, 1941.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

6. GENERAL REMARKS.

The health of the ship's company continues to be excellent except for numerous cases of ear trouble and skin affections due to the tropical conditions.

The morale and conduct has also been well maintained under rather uncomfortable conditions.

The Westerly weather, although windy and wet, has brought a welcome spell of coolness.

The prospect of the ship's return to Sydney after a stay at sea of nearly fifty days has done more than anything to cheer the men up.

7. NAURU AND OCEAN ISLAND.

A special report on Nauru and Ocean Island, together with photographs of the damage caused at Nauru by a German Raider, has been forwarded in my S.C. 104/3/41 of 5th. February, 1941.

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON 1-MAR-1941

A/CAPTAIN. R.A.N.

C.S.O.

S.N.O

S.S.O 4/26/3.

S.O (c) 22/3.

S.O (1) 23/3.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

APPENDIX NO. 1 TO "MANOORA'S" S.C.106/2/41 DATED 3rd FEBRUARY, 1941.

H. M. A. S. "M a n o o r a"

Month ending 31st January 1941.

	Hours Underway.	Dist Obs.	Average Speed.	Fuel lbs Hour.	Tons Fuel Expd. (Sea) Underway.	Tons Fuel Expd. Stand By	Remarks.
1st January to 31st January	253½	2065	8.1	.60	154	36	To "Nauru & Ocean Island and standing off Ocean Island.

J Hanlon
Engineer Commander.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

SHIP. H.M.A.S. "MANOORA".

DATE. 3rd. February, 1941.

REFERENCE. S.C. 106/2/41.

SUBJECT. H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - JANUARY, 1941.

ENCLOSURES. SET OF PHOTOGRAPHS OF FUELLING FROM "TRIENZA" OFF OCEAN ISLAND. (4 in number)

APPENDIX I - FUEL RETURN.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

APPENDIX NUMBER 2 TO "MANOORA'S" - REPORT OF PROCEEDINGS NUMBER S.C. 106/1/41 DATED 7th. JANUARY 1941.

H. M. A. S. "M A N O O R A."

Month ending 31st December 1940

Hours underway	Dist by Obs.	Average Speed Knots.	Total Fuel Expd Tons. (Sea)	Fuel per Hour Lbs (Sea)	Ship Mls per Ton.
344 1/2	3,949	11.4	264.5	.76	14.9

Abstract of running for year ending 31st December 1940.

Hours underway	Dist by Obs.	Average Speed Knots.	Total Fuel Expd Tons. (Sea)	Fuel per Hour Lbs (Sea)	Ship Mls per Ton.
4,249	51,010	12	3,569	.84	14.3

Total fuel consumed while at anchor and in port. 298 Tons.

J. Hanlon
Engineer Commander.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

~~SECRET~~ RESTRICTED

Commonwealth of Australia

Department of Defence

Royal Australian Navy.

From THE COMMANDING OFFICER, H.M.A.S. "MANOORA"

Date 7th. JANUARY 1941, *Reference No.* S.C. 106/1/41.

To THE SECRETARY, NAVAL BOARD, MELBOURNE.
(Copy-The Rear-Admiral Commanding, H.M.Australian Squadron)

Subject H.M.A.S. "MANOORA"-REPORT OF PROCEEDINGS-DECEMBER 1940.
FORMER "MANOORA'S"-SC. 106/22/40. DATED 4th.DECEMBER 1940.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for period 1st. December to 31st. December 1940.

2. MOVEMENTS OF SHIP.

DECEMBER.

1st. At Booby Island.

2nd. "ZEALANDIA" arrived. Flew aircraft to Thursday Island to obtain Confidential Books. Received information that no refrigerator stores had been sent in "ZEALANDIA".

3rd. At Booby Island awaiting "ZEALANDIA".

4th. Owing to suspected appendicitis case (Lieutenant G.L. Olsen), shifted to anchorage at Thursday Island to be close to hospital.

5th. Landed Lieutenant Olsen at Thursday Island for operation which was successful.

1700- "ZEALANDIA" left and proceeded towards Darwin in company.

6th. At sea.

7th. Carried out reconnaissance exercise with A.C.H. Darwin.
"Walrus" flown into Darwin and returned with mails.

8th. Arrived Darwin - replenished.

9th. Conference with N.O.C. Darwin to decide programme.
All leave stopped owing to 'meningitis' ashore.

10th. Embarked provisions from Darwin Victualling Yard to replace those not sent in "ZEALANDIA" and those inaccessible in the ship.
Embarked 50 tons of building materials for emergency aerodrome at Drysdale Mission.

11th. Left Darwin for Napier Broome Bay.

12th.)
13th.) Arrived Napier Broome Bay, landed stores in lifeboats and Mission lugger.
"Hearty" employed sounding approaches to Mission Bay.
Landed recreation parties.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

14th.)
15th.) Shifted berth to Geranium Harbour.
Landed recreation parties.

16th. Left Geranium Harbour, carried out sub-calibre firing at Hong Kong targets towed by motor boat. Proceeded to 300 miles from Darwin for W/T trials and carried out 'full power trial' for 12 hours during the night making good 14.4 knots, the ship being four months out of dock.

17th. Arrived Darwin after reconnaissance exercises with A.C.H.

18th. 2030- Proceeded alongside to replenish.
2330- "MERKUR" arrived. Fresh provisions and stores for ship embarked from "MERKUR" by ship's boats and working parties.

19th. Left Darwin escorting "ZEALANDIA".
E.R.A. G.W. Strang O.N. F. 2933 died from "Acute Nephritis" and was buried at sea.

20th. "ZEALANDIA'S" starboard paravane carried away at the cutter frame so she was stationed astern with port paravane only streamed.

21st. Arrived Thursday Island, detached "ZEALANDIA", embarked remnants of provisions landed in error by "MERKUR".
Lieutenant Olsen rejoined for passage to Cairns.
N.O.C. Thursday Island visited the ship.

22nd. En route to Cairns, anchored for three hours during a tropical storm off Lizard Island.

23rd. Carried out Director Test. Arrived Cairns.

24th.)
25th.) Replenished, changed fresh water in double bottom ballast tanks. All night leave given to ship's company.
Lieutenant Olsen discharged to hospital.
Transferred "Hearty" and personnel to H.M.A.S. "MORESBY".

26th. P.M.- Proceeded to anchorage off Cape Grafton to await "TRIENZA".
Four ratings missed the ship.

27th. 0600- "TRIENZA" arrived and anchored. Pilot landed and one passenger embarked. Three absentees rejoined.
Surgeon Lieutenant Commander Courtney visited and treated one sick man in "TRIENZA".
0800- Proceeded via Grafton Passage towards Samarai.

28th. At sea.

29th. Arrived China Strait at daylight, landed mails at Samarai C/O. Admiralty Reporting Officer.
Starboard engine fuel pump burst - delayed one hour.
P.M.- Proceeding north off Trobriand Islands.

30th. A.M.- Flew off aircraft on cross patrol to starboard. Result was negative. The object of this search was to throw light on some mysterious air reports contained in A.C.H. Port Moresby's 0645/29th. December and C.W.R's. 1749/29th. December.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

(Immediate). (From A.C.H. Pt.Moresby - To "Manoora".

Two ships sighted at 0538Z/29 and 0605Z/29 by Empire Boat in position 6° 18' South 153° 29' East. 6° 23' South 153° 46' East both on course 151°. At present unidentified. 0645Z/29). T.O.R. 1259Z/29.

(Immediate). (From C.W.R. - To "Manoora" A.C.H. Port Moresby.

My 0918/29 not to "Manoora" and A.C.H. Port Moresby's 0645/29. Unless ships can be identified exercise control as in A.C.B. 0106 with object of identification by "Manoora". Strong anti-aircraft armament is carried by raider and due precautions are to be taken. 1749Z/29). T.O.R. 1805Z/29.

30th. P.M.- Chased and boarded "MEIU MARU" after diverting "TRIENZA" to Rabaul.

31st. "TRIENZA" rejoined off Cape Saint George. Flew aircraft to Rabaul with mails and signals. (Set of 4 photographs attached). Proceeding towards Ocean Island.

See 1990/4/176 and 3 and 4 extracted for treatment by Directors Concerned i/a/w DCNS. minute 2092 SR 24/1/41

3. SUPPLY OF FRESH PROVISIONS.

The supply of fresh provisions has been the cause of a certain amount of anxiety during the month.

Owing to some misunderstanding, the meat and vegetables demanded for passage in "ZEALANDIA" were not shipped although the ship's officers had reserved space.

The Christmas fare sent in "MERKUR" was landed at Thursday Island by mistake and a large part of it went bad and had to be condemned.

The temperature of the sea water throughout the month remained above the critical temperature for the C.O.2. machines and the refrigerators were kept down to 30° F. with difficulty.

There appears to be an urgent need for better co-operation by the Shipping Companies who seem to disregard completely any instructions they are given regarding the stowage of stores for ships. Although it was particularly asked that stores for "MANOORA" in "MERKUR" should be easily accessible so that they could be transferred at sea, no steps whatever were taken to do so. The ship's officers had very little idea where the stores were and an enormous amount of unnecessary work was required to tranship the stores and avoid delaying "ZEALANDIA'S" departure.

Copies of signals relating to the above subject are attached as appendix 1 to this letter.

Extracted for action

4. MAILS.

(i) Air mails forwarded to Darwin were promptly and regularly received.

(ii) During the stay of the ship in Cairns, no air mail was received although it was found possible to forward certain account books and ledger pages by air mail from Sydney in response to my 0411/21st. December.

(iii) The greatest consideration was shown by the Postmaster in the matter of Trunk Telephones, but he was unable to produce any mails.

(iv) Regardless of the request forwarded in my

.....

AUSTRALIAN WAR MEMORIAL RCDIG1073354

..... in my 2343/3rd. December, see appendix 1, no steps were taken to segregate "MANOORA'S" mails in "MERKUR". If this simple operation had been performed, the mails could have been collected direct from the ship and the innumerable Christmas parcels and packages distributed amongst the ship's company; instead of having to be kept in Darwin from 19th. December till 13th. January for retransmission to Sydney.

It is considered that this matter should be further investigated observing that very considerable inconvenience to the ship and N.O.C. Darwin was occasioned,, also unnecessary expense to the Crown was incurred which could have been easily avoided.

(v) It is suggested that in such cases, ship's mail should be placed in bags having special markings and these markings should be communicated to the ship by signal or air mail to enable them to be collected direct.

5. NAPIER BROOME BAY.

(i) Memorandum T.R. (Sailing Instructions for "WESTRALIA") indicated that an early visit to Napier Broome Bay was desired.

As Darwin was suffering from an epidemic of 'meningitis' and the Officer Commanding R.A.A.F. indicated that difficulty was being experienced in transferring stores for an emergency landing ground at Drysdale I offered to assist, thus combining the two services.

I had been led to believe that the stores amounted to 5 tons but, on embarking them, I discovered that they amounted to approximately 50 tons, including 7 tons of cement in broken paper bags. I was compelled to refuse, on medical grounds, a passage to three workmen of the Public Works Department but they were flown to Drysdale by the Officer Commanding R.A.A.F. and had completed landing arrangements for the stores by the time "MANOORA" arrived on 12th. December.

(ii) All the cement was loaded into the mission lugger, the timber and other building materials being landed in the ship's lifeboats. The unloading was completed on 13th.

The beach at Mission Bay is most unsuitable for landing stores as it shelves so gradually towards the shore and involves carrying the stores about 300 yards at low water.

(iii) At Napier Broome Bay I followed the directions obtained from the Master S.S. "KOOLAMA" and, on crossing the 10 fathom line, "Hearty" was lowered to sound ahead of the ship. The ship was anchored in 6 fathoms on 12th. and on the following day, as a result of further soundings by "Hearty", I moved two miles closer to Mission Bay.

"Hearty" was in charge of Lieutenant J.W.A. Riley who carried out a further survey of the approaches to Mission Bay, chart of which is being forwarded separately.

Father Cubiero of the mission, who was in charge of unloading the stores, accompanied by Father Serafino, a younger man, visited me. Both appeared simple men of religion and mainly concerned with domestic problems, such as the ravages of white ants in their buildings and the difficulty of mating a new stallion with their donkeys. They seemed very pro British in their views.

(iv) On Friday 13th. December, I landed at the Mission and visited the grave of the late Mr. Davies of H.M.A.S. "GERANIUM" and confirmed that it was being looked after. As the Mission was short of flour, I landed 12 bags.

On Saturday 14th. December, I shifted ship to Geranium Harbour where recreation parties were able to land on Carronade Island and Arno Peninsula.

(v) The visit to Napier Broome Bay was distinguished principally by the high temperature and extremely uncomfortable living conditions.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

The sea water temperature was never under 90° F. and, at night, with the ship darkened, conditions between decks were almost intolerable.

It was too hot ashore to be very attractive to recreation parties, although there was an abundance of excellent oysters to be got without trouble.

6. EMPLOYMENT OF THE AIRCRAFT.

The aircraft has been employed regularly during December and is now almost due for its 120 hourly inspection. Although a replacement was asked for in my 0741/9th. December, no action has been taken.

Considerable experience in operations at sea under conditions of varying sea and swell has been obtained.

7. GENERAL REMARKS.

The conduct and morale of the ship's company continues to be excellent, notwithstanding the climatic conditions, which have been most unpleasant, the interruptions to the supplies of fresh provisions and mails and also the lack of shore leave.

The visit to Cairns was a most welcome event and did a great deal towards relieving the monotony of living on board. The conduct of the men ashore was excellent and was most favourably commented on by the Mayor.

The change of employment and scene of operations of the ship has also had a marked effect on the ship's company who dislike operating from Darwin.

J. B. Brazier

A/CAPTAIN R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

SECRET

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

4th. DECEMBER, 1940. S.C.106/22/40.

THE SECRETARY, NAVAL BOARD, MELBOURNE. (COPY - R.A.C.A.S.)

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - NOVEMBER, 1940.

FORMER - H.M.A.S."MANOORA'S"-SC.106/21/40 DATED 5TH NOVEMBER,1940.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for period 1st. November to 30th. November, 1940.

2. Movements of Ship.

1st. November. 0100 - Arrived Thursday Island where "ZEALANDIA" was detached to proceed to Bowen. Naval Officer in Charge, Thursday Island came on board to visit me and obtain a few items of stores.

0500 - Proceeded through Great North Eastern Channel towards Port Moresby.

2nd. November. Arrived Port Moresby. The heads of all three services called on board and a discussion on proposed exercises took place. It was discovered that 6" dismounting bogies were available.

3rd. November. Embarked bogies - lifted S.2. mounting.

4th. November. Replaced S.2. mounting.

5th. November. Lifted P.2. mounting. Conference with Staff Officer (O) and Officer Commanding R.A.A.F.

6th. November. Replaced P.2. mounting. His Honor The Acting Administrator came on board to lunch.

7th. November. 0830 - Sailed with 80 members of Defence Forces on board for exercises comprising X.M.34, bombing of spray target by Walrus and Flying Boats, towing of Flying Boat and passing fuel hoses for fuelling at sea.

P.M. - After landing ship visitors - proceeded to Thursday Island.

8th. November. Called at Bramble Cay and Rennell Island, on both of which islands recreation parties were landed.

9th. November. 0600 - Flew aircraft to Thursday Island to pick up Naval Officer in Charge, Thursday Island and bring him on board; he remained on board until 1400 when "MANOORA" anchored at Booby Island from whence he was flown back to Thursday Island after showing me round the Naval Establishment on Booby Island. Ratings from Booby Island came on board and were given a cinema show after which the ship proceeded to Darwin.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

11th. November. A.M. - Hoisted out aircraft for exercise in taking off in rough water. After second take off aircraft was sent on patrol and was lost due to bad visibility at 4000 feet although the visibility on the surface was about 10 miles. The aircraft was ordered to land, was located by D/F on 425 Kcs on the wing tip aerials and subsequently recovered without difficulty. The experience proved to be of the greatest value to all concerned.

12th. November. Off Cape Don, carrying out a reconnaissance exercise and X.M.34 with R.A.A.F. Darwin. Owing to the low visibility, due to heat haze at 1000 feet, the aircraft were unable to locate "MANOORA" even though they must have passed very close. The exercise was prolonged for two hours and the ship was eventually located. On arrival at Darwin "MANOORA" replenished.

13th. November. Proceeded to anchorage to embark petrol.

14th. November. I attended Darwin Defence Co-ordination Committee to discuss exercises involving "MANOORA".

P.M. - Proceeded to sea for exercises, most of which had to be cancelled owing to rain flooding the aeredrome and preventing aircraft from taking part. On completion anchored off Dudley Point.

16th. November. Proceeded alongside - replenished.

18th. November. I called on Officer Commanding 7th. Military District and he showed me round the new barracks at Larrakyah which appears to be most comfortable and suitable to the climate.

P.M. - Proceeded to sea, carried out X.M.34, X.M.80 and towed spray target for bombing by Wirraways. Anchored off Abbott Shoal Buoy.

19th. November. Proceeded to anchorage off Burford Island.

20th. November. Anchored in Bay between Mounts Bedwell and
23rd. November. Roe. Carried out survey of Bay and Approaches (Report and Charts of this survey are being forwarded separately).

24th. November. Proceeded to sea for Exercises with Area Combined Headquarters in accordance with D.D.X.M. No. 4.

25th. November. Reconnaissance, V/S, Course Reporting Exercises with Aircraft, Bombing of Spray Target, X.M.80 with Fortress carried out during the day. Anchored in Darwin on completion.

26th. November. Proceeded alongside to replenish and embark fresh provisions.

27th. November. Proceeded to Thursday Island to meet "ZEALANDIA", W/T trials being carried out "en route".

28th. November. Carried out exercise to test procedure outlined in A.C.B. 0106 (A.C.H.Q. Darwin's 0320z/27).

29th. November. Aircraft carried out dawn patrol. A highly successful Deck Sports Meeting was held on board.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

30th. November. A.M. - Anchored Booby Island. Flew aircraft to Thursday Island for Naval Officer in Charge and discovered "ZEALANDIA" was delayed.

3. Aircraft Exercises.

The aircraft has been flown almost everyday during November, a total of 44½ hours, and a considerable improvement in the handling is evident. The replacement tyres have been received and the aircraft is now serviceable for aerodrome landing again. The aircraft will be due for its 120 hourly inspection after another 30 hours flying which will be completed in early January. It is probable that the fabric of the wings will then need renewal, a job requiring about three weeks work.

The communications between the ship and aircraft and between aircraft and shore have been exercised frequently and are much improved. Good results have been obtained on the Wingtip Aerial. It has been found useful to use 425 Kcs. as the alternative frequency when flying the aircraft in to Darwin; the ship changing to that frequency when the aircraft reels in for landing. The arrival signal is then made to Port War Signal Station by the aircraft on the Wingtip Aerial on 425 Kcs. and is repeated back by Port War Signal Station. This procedure has worked very well and saves delay in reporting the arrival of the aircraft besides exercising communications between aircraft and Port War Signal Station. In the vicinity of Thursday Island the local frequency of 4000 Kcs. has been used successfully.

A.C.B. 0106 Exercises to test the new W/T procedure for one line ships have been carried out and are being reported on separately.

4. Gunnery Practices.

No gunnery firings have taken place during the month, but sub-calibre firings are arranged for early December. It was hoped to carry out sleeve target firings during November but the visit of the target towing aircraft to Darwin was cancelled.

5. Booby Island.

I landed for a short period on Booby Island and walked around the Naval Establishment accompanied by Naval Officer in Charge, Thursday Island and the Officer Commanding, War Signal Station.

The men were all well dressed and appeared fit with the exception of one or two who were treated on board for Tinea.

The buildings were neat and tidy but the facilities provided are barely adequate. There is urgent need for more furniture and more means of recreation. It is recommended that a set of woodworking tools, comprising planes, chisels and vices be supplied so that the men can improve their quarters and, in so doing, find useful diversion. The majority of the furniture now is made from unplaned wood from packing cases.

I supplied the Officer in Charge with some paint and other small stores and also landed twelve folding canvas chairs from the ships peacetime supply for the use of personnel, as the only chairs supplied were hard wooden ones.

There appears to be a need for hastening the supply of the following, all of which have been demanded, and approved, additional fresh water tanks, lockers for men's clothes, a skiff, one set International flags, Aldis lamp and batteries.

The Signal Stations all appear most efficient. Although I have actually visited only Booby Island, the personnel concerned appear to have made a very good job of both Stations with the material available. It is suggested that stores or materials demanded for work which will provide employment for the crews of both Stations should be supplied without delay for the sake of their morale.

6. General Remarks.

The conduct of the ships company continues to be excellent in spite of the trying conditions of the last month. The weather has been extremely hot and sleeping between decks in the darkened ship in the Darwin area is far from comfortable.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

6. (Continued) The supplies of fresh provisions embarked in Western Australia having become exhausted and the wastage of those sent up in "KOOLAMA" which had been expected 14 days earlier in "KOOLINDA" has contributed to a lack of variety of diet.

In spite of these factors, the morale remains excellent although it cannot be denied that a few days in some port having some facilities for entertainment would be most welcome.



A/CAPTAIN. R.A.N.

C.S.O

S.1.0(1) fro 3/1

S.S.O. 31/12

APPENDIX NO 1 TO "MANOORA'S" - REPORT OF PROCEEDINGS - NO. SC.106/22/40 DATED 5th. DECEMBER, 1940.

H.M.A.S.Manoora. Month Ending 30th November 1940.

	Hours Underway	Dist Obs.	Ave Speed Knots.	Fuel Tons Hour.(Sea)	Total Fuel Expd. Sea Tons	Total Fuel Expd Port.	Ship Mls per Ton.	Remarks.
1st Nov 1940 - To 30th Nov 1940 -	258	2954	II.45	.58	I50	36	I9.6	Port Moresby To Darwin Via Islands. Darwin To Exercises. Darwin To Thursday Island.

Engineer Commander.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

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

5th. NOVEMBER, 1940. C.106/21/40.

THE SECRETARY, NAVAL BOARD, NAVY OFFICE, MELBOURNE.
(Copy-The Rear-Admiral Commanding, H.M. Australian Squadron)

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - OCTOBER, 1940.

FORMER - H.M.A.S. "MANOORA'S" SC.106/20/40 DATED 2nd.OCTOBER, 1940.

Submitted with reference to K.R. & A.I. Article 1132, the following Report of Proceedings for the period 1st. October to 31st. October, 1940.

2. Movements of Ship.

1st. October. 0900 - Ship left Fremantle for rendezvous with "STRATHEDEN" and "BATORY". North-West gale blowing.

3rd. October. "BEACONLIGHT" spoken at daylight, weather eased.

4th. October. Carried out H.A. firing at smoke target.

6th. October. 1000 - Arrived rendezvous. Sighted "STRATHEDEN" and "BATORY". Proceeded towards Fremantle at full speed.

8th. October. Sent on "STRATHEDEN" to enter harbour at daylight.

2100 - "PERTH" and U.S.6 were sighted at an estimated distance of 15 miles from position 29° 52'S, 113°28'E, their presence was disclosed by the enormous column of smoke fromthe second ship, believed to be the "JOHAN de WITT".

9th. October. At daylight "BATORY" was sent on to enter harbour but was delayed by the doctor until after "MANOORA" had berthed.

10th. October. Embarked "Walrus" Aircraft.

11th. October. 1000 - Sailed for Thursday Island via Shark Bay.

13th. October. 0100 - Anchored Turtle Bay, fishing parties secured - 3 cwt of fresh fish.
0900 - Sailed for Thursday Island.

15th. October. At Sea-Exercised Aircraft which carried out one short patrol.

16th. October. At Sea-Aircraft carried out patrols at daylight and at 1600.

17th. October. 0700 - Aircraft flew to Darwin for mails.
1500 - Entered Clarence Strait.
2100 - Off Cape Don. Spoke "MERKUR".

19th. October. 2100 - Anchored off Booby Island,

AUSTRALIAN WAR MEMORIAL RCDIG1073354

20th. October. 0700 - Ratings from Booby Island visited ship. Certain fresh provisions and Naval Stores, including ensigns and bunting were sent ashore.
0900 - Proceeded with "ZEALANDIA" in company.

22nd. October. 1000 - Sent Aircraft into Darwin and return.
P.M. - Arrived Darwin, replenished and proceeded to anchor berth on completion.

24th. October. I paid a visit to the R.A.A.F. Station and made a flight in a Lockheed Hudson to inspect Bynoe Harbour.

28th. October. Proceeded to Bynoe Harbour after carrying out Sub-Calibre firing, Air Reconnaissance and Bombing Exercises with R.A.A.F., "MANOORA" towing a spray target.

29th. October. 0600 - Left Bynoe Harbour for Darwin, carrying out further Sub-Calibre firings, Air Reconnaissance and Bombing Exercises en route.
1100 - Arrived Darwin, completed with fuel but was unable to complete with fresh water owing to "ZEALANDIA" having emptied every tank in Darwin.
1500 - Left Darwin for Thursday Island escorting "ZEALANDIA".
1600 - R.A.A.F. carried out bombing against spray target.
2100 - Spoke "MANGOLA".

30th. October. Hoisted out Aircraft for one short patrol and for bombing exercises against spray target.

31st. October. Spoke "TRENTBANK" and "BOISSEVAIN".
Midnight - Arrived Booby Island, detached "ZEALANDIA". Anchored off Goode Island Light.

3. DARWIN.

The fresh water facilities have been much improved since the ships last visit to Darwin, the rate of watering with three hoses now being about 43 tons per hour. 270 tons fuel and 350 tons water were embarked in 9 hours. The organization for watering on the final visit, however, completely broke down and, although 24 hours notice for water had been given to the Works Department, 10 tons only out of 150 tons required were embarked in three Hours, in spite of constant representations by Naval Officer in Charge, Darwin. The ship had to leave short of water to avoid delaying "ZEALANDIA" further.

4. AIRCRAFT.

The new Aircraft was embarked before leaving Fremantle and opportunity was soon found for exercising it when the ship got into the smoother tropical waters. Every chance of a flight has been taken and communications are being worked as much as possible.

The frequencies used by the various R.A.A.F. Stations, as given in the old A.C.B. 0106, do not agree with those actually in use at Darwin which are apparently governed by R.A.A.F. Communication Orders. During the first flight, therefore, to each port, recently, Communication between Aircraft and Stations has been impossible. It appears that these frequencies have been altered without the necessary correction to A.C.B. 0106 having been promulgated but this will probably not arise now that the new issue of the C.B. has been made.

The Aircraft was landed at Darwin for repairs to the f fabric of the tail plane. The general condition of the fabric is only fair and will probably require further repair soon.

The general situation as regards spares for the Aircraft is unsatisfactory. The Aircraft was supplied with worn tyres which it has been impossible to replace, and as this may result in damage to the Aircraft in the event of a tyre burst on landing the Aircraft has been made unserviceable for Aerodrome landing.

Reads - It's all wrong. N.B. will, I am sure, simply pass this. N.F.A. fco 5/IV

This seems very wrong! but rather typical of R.A.A.F. I wish N.B. will take action. Name Frequencies mixed N.B. 0106 are same as old & it lays down "These frequencies must be rigidly adhered to" although actually 15 " this is not true

AUSTRALIAN WAR MEMORIAL RCDIG1073354

Other spares are also short and this matter has been raised in my letter No. S.C. 52/9/40 of 5th. November, 1940.

5. MAILS.

The recent regular receipt of mails has done much to ensure the contentment of the ships company.

6. EXERCISES.

In the latter half of the month under review, a considerable number of exercises of all types has been possible.

Sub-Calibre firings by Principal Control Officers and Officers of the Quarters have been carried out and also one H.A. firing against a smoke burst.

The Aircraft has been exercised frequently and H.A. Guns crews have had plenty of practice against Hudsons and Wirraways during reconnaissance and bombing exercises at Darwin. A spray target has been made on board and this has proved very popular with the R.A.A.F. for whose benefit it is always towed as long as the ship is in range of shore based Aircraft.

Communication exercises with Aircraft have also been frequently carried out and very great improvement is evident. One exercise, X.M. 80, with the batteries at Darwin was also carried out.

7. GENERAL REMARKS.

The health of the ships company has shown great improvement and no cases of Rubella have been reported during the month. A few cases of Venereal Desease have occurred.

The conduct of the men continues very good indeed although there are traces of "ennui" present as evidenced by requests for demobilization and for service overseas. Many of the ships company are most anxious to proceed overseas and it would be good for morale if periodical drafts overseas could be made. One or two merchant service ratings who have found the Navy not to be the rest-cure they expected have discovered obscure medical complaints which have yielded to treatment instead of becoming grounds for invaliding. These men are really of no great use to the ship or the service but it is not considered wise to encourage them in their desire for a return to civil employment.

There is no doubt that many of the men's families are finding it difficult to make both ends meet on the service pay and it is strongly urged that the conditions for advancement of Reserve ratings should be promulgated as soon as possible in order that those who have made the effort to qualify should have the opportunity of advancement. This would do much to add to the contentment of the men who cannot understand the long delay in promulgating these regulations. It is considered that the need for this measure is of the utmost importance.

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON 22 NOV 1940

(Sgd.) A. H. SPURGEON

A/CAPTAIN R.A.N.

C.S.O ms.
S.N.O
S.O Jan 3/12.
S.S.O

AUSTRALIAN WAR MEMORIAL RCDIG1073354

H. M. A. S. MANOORA.

Month Ending 31st September 1940.

	Hours Underway.	Dist Obs.	Dist by Engines.	Slip %	Average Revs.	Average Speed Knots.	Fuel Tons per hour.	FUEL Total Expd.	Ship Mls per ton.	Remarks.
At Sea. 1/10/40 To 6/10/40	122	1288	-	-	75	10.5	.6	74	17.4	Fremantle to ~~Christmas Isl~~ Rendezvous.
At Sea. 6/10/40 To 9/10/40	70	1076	1270	15.2	98.2	15.37	1.34	94	11.4	Convoy of "Strathadan" and Batory" back to Fremantle.
At Fremantle. 9/10/40 To 11/10/40	-	-	-	-	-	-	-	-	-	-
At Sea. 11/10/40 To 22/10/40	251½	3362	3771	11.0	81.4	13.36	.81	204	16.4	Fremantle to Darwin via Thursday Island. Convoy of S.S. "Zealandia" Thursday Island to Darwin.
At Darwin. 22/10/40 To 28/10/40	-	-	-	-	-	-	-	-	-	-
At Sea. 28/10/40 To 31/10/40	70	832	-	-	-	9.8	-	59	-	Exercises from Darwin, various speeds. Convoy of S.S. "Zealandia" to Thursday Island.
Totals and Averages.	513½	6558	-	-	-	12.76	-	431	15.2	

J Hawken
Engineer Commander.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED SECRET

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

4th. OCTOBER, 1940. S.C. 106/20/40.

THE REAR - ADMIRAL COMMANDING, H.M. AUSTRALIAN SQUADRON.

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS. SEPTEMBER, 1940.

FORMER:- H.M.A.S. "MANOORA'S" SC.106/19/40 DATED 2nd.SEPTEMBER,1940.

Submitted with reference to K.R.&.A.I. Article 1132, the following report of proceedings for the period 1st. September to 30th. September, 1940.

2. Movement of Ship.

1st. September.)
2nd. September.) At Fremantle.

3rd. September.)
12th. September.) On patrol along meridian 110°E between 27° North and 35° South (MANOORA'S Signal 0231z/1st. September. Weather was very bad. No ship was sighted from 4th. to 12th.

12th. September. Arrived Fremantle.

14th. September. Ships company entertained their families on board.

16th. September. West Australians rejoined after long leave.

18th. September. Proceeded to sea to support Air Search ahead of Convoy U.S.5. south of Leeuwin.

21st. September. Arrived Albany. Exercised aircraft, also boats under oars and sail.
2300 proceeded to intercept "DUNERA".

22nd. September. 1130. Intercepted "DUNERA" and proceeded in company towards Fremantle.
1400. Spoke "QUEEN MARY" proceeding East.

24th. September. 0900. Arrived Fremantle, exercised aircraft which was damaged and had to be landed (S.O. Force ZZ Signal 0712z/24.) - Replenished -
1600. Proceeded in company with "DUNERA" (S.O. Force ZZ's Signal 0723z/24.

26th. September. Parted company with "DUNERA" at dusk proceeded to Fremantle.

29th. September. Arrived Fremantle. Replenished.

3. During the quarter ending 30th. September, the distance steamed was 16,743 miles at an average speed of 13.13 knots, at 13,8 miles per ton. Of this period, 30 days were spent in harbour of which 15 days were occupied in Dockyard hands.

4. Report in accordance with Admiralty message 1820/9 December, (A.F. 393/1502/1 of 26th. March, 1940.) is attached as Appendix 1.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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SECRET (2)

Leave of West Australian Natives.

5. West Australians were enabled to get leave from 30th. August, 1940 to 16th. September, 1940. About 30 ratings were obtained on loan from District Naval Officer, Western Australia and with these ratings it was found possible to maintain a reasonable although depleted Watch Bill.

Care and Maintenance of Ship.

6. The nine day patrol from 3rd. to 12th. September was carried out in very bad weather and with a depleted ships company. This resulted in the condition of the ship being very poor on return to harbour. It had been impossible to clean the ship properly after the dockyard refit and before going to sea, the ship needed painting and rusting was very bad all over the ship. Whatever may be the advantages of welding, unless it is carefully weatherproofed, it leaves a legacy of rusting. The few days in harbour from 13th. to 17th. September, enabled to be done an enormous amount of work which it was impossible to do at sea, and practically all leeway due to the leave and refit period has been made up. With continuous watchkeeping at sea combined with the lack of experience of Reserve ratings, it has proved very difficult in the past to compete with ordinary Care and Maintenance, but conditions are improving and it may even be possible to start training classes shortly. The Care and Maintenance of the Engine Room department has also presented difficulties but these are gradually being overcome. One set of fuel valves and one set of air starting valves have been changed during the month.

Exercises.

7. Few exercises have been possible during the month owing to the movements of the ship. No gunnery has been possible but it is hoped that some high angle and sub-calibre firing will be possible early in October. Exercises with the aircraft have been arranged wherever possible but the weather has been generally unsuitable for exercising with the ship underway. On the two occasions when it has been fit for exercising underway the aircraft has been flown but on the second occasion i.e. off Rottnest Island on 24th. the aircraft was damaged when taking off and had to be landed. The aircraft has not yet been replaced. Conditions for operating aircraft off the South - West coast appear to be generally unsuitable owing to the heavy swell.

General Remarks.

8. The health of the ships company has shown improvement during the month although cases of measles occur frequently. The conduct of the ships company continues excellent although isolated cases of disturbances ashore involving ratings ex Merchant Service have occurred.

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON
15 OCT 1940

(Sgd.) A.H.SPURGEON

COMMANDER. R.A.N.

A.F.1108/701/34.
The Secretary,
Naval Board.

CSO 22/10.
SNO 22/10
SMO
SEO 21/10
SSO.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

APPENDIX I TO "MANOORA'S" LETTER NO SC. 106/20/40.

H.M.A.S. Manoora. Month Ending 30th Sept I940.

	Hours Underway	Dist by Obs. E	Dist Engs.	Slip %	Average Revs.	Average Speed Knots.	Fuel Tons per Hour.	Total Expd.	Ship Mls per Ton.	Remarks.
In Port. Ist to 3rd Sept.	-	-	-	-	-	-	-	3.I	-	
At Sea. 3rd to I2th Sept.	2I8	224 I	-	-	70	I0.27	.53	II5.4	I9.4	Patrol Duty at reduced speed. Includes-- 50 Hours on one Engine.
In Port. I2th to I8th Sept.	-	-	-	-	-	-	-	8.90	-	
At Sea. I8th to 2Ist Sept.	66	765	-	-	78.6	II.6I	.73	48	I6	Patrol Duty to Albany. Including-- 8 Hours on one Engine.
At Sea. 2Ist to 29th Sept.	I70	2III	237I	II%	79.4	I2.4	.73	I25.4	I6.8	" Convoy of Dunera" and return Fremantle.
In Port 29th to 30th Sept.	-	-	-	-	-	-	-	I.5	-	

J Hanlon
Engr Commr

AUSTRALIAN WAR MEMORIAL RCDIG1073354

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~~RESTRICTED~~ SECRET

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

2nd. SEPTEMBER, 1940. S.C. 106/19/40.

THE SECRETARY, NAVAL BOARD, MELBOURNE. (COPY. R.A.C.A.S.)

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS.

FORMER:- H.M.A.S. "MANOORA'S" S.C. 106/18/40. DATED 25th.JULY,1940.

Submitted with reference to K.R.&.A.I.Article 1132, the following report of proceedings for the period 26th. July, to 31st. August, 1940.

2. Movements of Ship.

26th. July.) 4th. August.)	Alongside Garden Island.
5th. August.) 7th. August.)	In Cockatoo Dock.
9th. August.	Rear - Admiral Commanding walked around the Ship. Embarked aircraft and stores.
10th. August.	Ships Company returned from long leave. Ship proceeded to CHOWDER BAY ~~for~~ de-gaussing range. Swung Ship for compasses at No 3 buoy. Proceeded to Melbourne as escort for "STRATHALLAN".
12th. August.	0900. Arrived Melbourne and secured at Princes Pier. Gave short leave.
13th. August.	1330. Proceeded to Adelaide escorting "STRATHALLAN".
15th. August.	0900. Arrived Adelaide, went alongside at Outer Harbour. 1600. Proceeded to Fremantle escorting "STRATHALLAN"
19th. August.	1230. Arrived Fremantle. Completed with Fuel and water and gave short leave. 2200. Proceeded to Sunda Strait escorting "STRATHALLAN". Two ratings (one Steward and one Stoker) missed Ship.
24th. August.	0830. Arrived off Sunda Strait. Seaboat was sent to "STRATHALLAN" with a tracing of Chart No 2808. Mails and one airman stowaway were collected from "STRATHALLAN". 1100. Parted company and proceeded towards FREMANTLE.
29th. August.	Arrived Fremantle. Completed with fuel and fresh water.
30th. August.	West Australian Natives sent on long leave until 16th September.
31st. August.	Draft of ratings arrived from H.M.A.S."LEEUWIN" to replace ratings on long leave.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

GENERAL REMARKS.

The period under review has been conspicuous mainly for the amount of sickness which has been experienced amongst the Ship's Company. Rubeola and so called "Puckapunyal" throat has been prevalent amongst both officers and men since the leave period and has not yet been clearedd from the Ship. Approximately 30% of the Ship's Company have been on the Sick List at one time and another during the month. This state of affairs contrasts strangely with the general health of the Ship's Company prior to the leave period.

The conduct of the Ship's Company has been excellent.

EXERCISES.

Owing to the movements of the Ship, no gunnery exercises have been carried out, neither has it been possible to exercise the aircraft. It is hoped that an opportunity for exercises will occur while the Ship is in Western Australia.

(Sgd.) A.H.SPURGEON

COMMANDER. R.A.N.

REAR-ADMIRAL COMMANDING
21 SEP 1940
H.M. AUSTRALIAN SQUADRON

CSO WS 23/9.
SNO 23/9
SMO 27/9
SO(O) 26/9
SSO 24/9
SGO 23/9

AUSTRALIAN WAR MEMORIAL RCDIG1073354

C.S.O. 45/13/6

S.N.O.

S.S.O.

S.O.C. Fo 8/8

S.M.O.

REAR-ADMIRAL COMMANDING
4 AUG. 1940
H.M. AUSTRALIAN SQUADRON

SECRET. RESTRICTED

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

25th July, 1940. S.C. 106/18/40.

THE SECRETARY, NAVAL BOARD, MELBOURNE. (COPY R.A.C.A.S.).

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS.

FORMER: H.M.A.S. "MANOORA"S S.C. 106/17/40 DATED 3rd JULY, 1940.

Submitted with reference to K.R.&.A.I. Article 1132, the following report of proceedings for the period 1st to 25th July, 1940.

2. Movements of ship.

1 July. In Moreton Bay. Convoy OZ1 carrying troops to Port Moresby and Darwin was in Brisbane completing embarkation.
At 0030, weighed and proceeded with convoy in company. (See my letter No. S.C. 116/3/40 of 15th July, 1940)

2 July. Detached 'ORUNGAL' to proceed to Port Moresby direct.

3 July. At sea proceeding up the Barrier Reef towards Thursday Island.

4 July. 1500 - Arrived Townsville and anchored outside. 'ZEALANDIA' proceeded inside for water and coal.

5 July. 1300 - Weighed and proceeded towards Thursday Island.

7 July. Arrived Thursday Island. 'ZEALANDIA' dropped pilot. Proceeded towards Cape Wessel.

8 July. 1530 - Off Cape Wessel parted company with 'ZEALANDIA' and returned to Thursday Island for 'ORUNGAL'.

9 July. Arrived Thursday Island. Proceeded in company with 'ORUNGAL' towards Darwin.

11 July. Arrived Darwin.

13 July. Proceeded alongside for fuel and water.

15th July. I attended a meeting of the Defence Co-ordination Committee and discussed the exercises for the forthcoming week. (see Naval Board's message 0311/13)
The Army was unable to cooperate owing to lack of equipment but three exercises with the R.A.A.F. were arranged.
In the evening a cinema party for officers' friends was held on board.

16 July. Embarked officers and ratings proceeding to sea for experience. Proceeded to sea to locate 'SHINYO MARU', the mother ship of the Japanese Pearling Fleet.
The Seagull was hoisted out for a trial flight and on return was found to have one engine strut bent which rendered the aircraft unserviceable.
'SHINYO MARU' was located off Bathurst Island

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'SHINYO MARU' was located off Bathurst Island after dark and the ship anchored distance about eight miles from her.

17 July. Carried out sub-calibre firing against Hong Kong targets. Lieutenant-Commander Dickinson carried out a 27 mile sounding run in 'Hearty' during the afternoon into the North West coast of Bathurst Island.
Received Naval Board's 1005/17 ordering the ship to return to Sydney.
Weighed and proceeded to Darwin.

18 July. Arrived Darwin at 0700. Landed officers and ratings on temporary exchange. I landed to consult with Naval Officer in Charge and subsequently proceeded at 1000.
Two exercises with R.A.A.F. were carried out on passage.

19 - 25 July. On passage to Sydney.

25 July. Carried out full calibre firing against portable Battle Practice Target.

Arrived Sydney. Long leave commenced.

REAR-ADMIRAL COMMANDING
2 AUG. 1940
H.M. AUSTRALIAN SQUADRON

General remarks.

The general health of the Ship's Company continues to be excellent although there has been a slight incidence of Influenza and four cases of Measles since the recent visit to Sydney. It is noteworthy that no cases of Venereal Disease have been reported for six months notwithstanding an unannounced general inspection of the Ship's Company seven days after the recent visit to Sydney.

The conduct of the Ship's Company is also excellent. There is no question that every man on board has settled down to Naval life. In spite of the few opportunities there have occurred for recreation ashore, teams for every game have been landed at most ports. An extremely high standard of boxing was evident at a tournament which took place on board on 22nd July and the Ship's Company are anxious to stage matches against other units.

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON
2 AUG 1940

(Sgd.) A. H. SPURGEON

COMMANDER R.A.N.

CSO BM 12/7.
SNO
SO(O) fro 15/7.
SSO
CNO

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON
9 JUL 1940

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

3rd JULY, 1940. S.C. 106/17/40.

THE SECRETARY, NAVAL BOARD, MELBOURNE. (COPY R.A.C.A.S.)

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS.

FORMER: H.M.A.S. "MANOORA"S S.C. 106/16/40 DATED 5th JUNE, 1940.

Submitted with reference to K.R.&.A.I. Article 1132, the following report of proceedings for the period 1st to 30th June, 1940:

2. MOVEMENTS OF SHIP.

1 June. On passage Magnetic Island towards Cape Moreton to stand by to shadow 'ROMOLO'.
1400 - Received Naval Boards 0258/1. Proceeded to Hervey Bay as 'ROMOLO'S sailing had been delayed.

2 June. Arrived Hervey Bay. Dispatched aircraft to Brisbane with Able Seaman Wicks suffering from appendicitis. Landed recreation parties who caught about 5cwt. of fish for the General Mess which was very welcome, fresh provisions being very scarce in Townsville.
1800 - Proceeded towards Brisbane to be ready to proceed with 'ROMOLO'. Aircraft did not return.

3 June. Instructed aircraft to proceed to Cape Moreton to be embarked.
1600 - Embarked aircraft, proceeded to Caloundra and anchored.

4 June. At anchor off Caloundra.

5 June. Dispatched aircraft with one sick rating to Brisbane.
1100 - 'ROMOLO' proceeded.
1500 - Aircraft embarked, weighed and proceeded shadowing 'ROMOLO'.

6 JUNE. Shadowing 'ROMOLO'.
2100 - South of Pine peak, lost contact, altered course to southward at reduced speed.
2300 - Concluded 'ROMOLO' had proceeded to Eastward, increased to 15 knots and altered course to south of Swain's Reefs.

7 June. 0600 - Sighted 'ROMOLO' on starboard quarter, distance 3 miles, altering course to Westward; followed round, after which 'ROMOLO' altered course to 085°. Reported situation to Naval Board in my message 0031/7. 'ROMOLO' finally steadied on a course 027°. This was not reported as aircraft reports were intercepted which gave this information.

8 June. Shadowing 'ROMOLO' at distance of about 4 miles.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

9 June. Received Naval Board's 0111/9 ordering transference of Pilot who stated 'ROMOLO' was proceeding to Yokohama. Naval Board's 0111/9 ordering to proceed to Singapore, set course for Thursday Is.. via North East passage, at 15 knots.

10 June. 0001 - Ordered by Naval Board's 1115/9 to resume shadowing 'ROMOLO'. Set course south of Indispensable Reefs. Wind and sea rising. Reported to Naval Board in accordance with my 1302z/9.

11 June. Steaming close to Malaita in order to commence curve of search at about 1400L. Weather was too bad for 'Seagull'. R.A.A.F. Flying Boat passed overhead; gave her the estimated position of "ROMOLO". Search was negative.
1400 - Commenced curve of search to starboard.

12 June. 0630L. Hoisted out aircraft to search for 'ROMOLO'. The aircraft, after three attempts to take off, was hoisted in with damaged wing tip float and fractured standard in fuselage. This delay required three hours steaming to make up lost distance. 'ROMOLO' was sighted at 1120 (range 20 miles) by the aloft lookout and course was altered to gain bearing. 'ROMOLO' altered course away at 1200 when range was 17 miles. I then made the following signal by light "Stop instantly" and also made by W/T "Stop instantly or I will fire on you. Do not attempt to sink ship. Do not abandon ship because I will not pick you up". "ROMOLO" replied "R.R.R.R. O.K.". When the range had closed to about 12 miles, a heavy rain squall crossed the line of sight and for fifteen minutes, "ROMOLO" was obscured; when she came into sight again she had been abandoned and was on fire. The conflagration on board was very violent and I decided not to board her. I embarked all "ROMOLO"s personnel from their lifeboats and disposed them on board, hoisted in four lifeboats, sank four others and then fired seven rounds of shell into "ROMOLO" to sink her. She floated until sunset and finally foundered at 1917L. This operation has been the subject of a special report forwarded in my S.C. 104/13/40 of 21 June'40. I then proceeded towards Bougainville Strait in accordance with my message 0932/12.

13 June. At sea. Received Naval Board's 0841z/13 concerning rescue of crew of 'Admiral Wiley'.

14 June Passed through Bougainville Strait and proceeded towards Kitava Island.

15 June. 0800 - Arrived Kitava Island. A fresh south-easterly was blowing but the Motor Cutter in charge of Lieutenant-Commander Shaw was sent inshore to 'Admiral Wiley'. The Master asked for the crew to be embarked and this was done, the motor cutter making three trips. The whole operation was most ably carried out by Lieutenant Commander Shaw. A certain quantity of provisions was also embarked as supplies on board "MANOORA" were very short. The situation was reported in my 0719z/15 and a detailed report on this operation was forwarded in my letter No. C.104/14/40 of 26th June, 1940. At 1330 I left Kitava Is. at 15 knots, hoping to make Kegawan Is. light before dark but the hazy weather and weakness of the light prevented me from so doing.....

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I therefore hauled off and made the passage through China Strait the following morning.

16 June. At sea through China Strait to Cooks passage.

17 June. Entered Barrier Reef through Cooks passage.

18 June. Arrived Townsville. Disembarked prisoners, also crew of 'Admiral Wiley'. Embarked oil fuel and fresh water. Certain fresh provisions had been ordered for the ship but when they were inspected they were found to be generally unsatisfactory.
Dry provisions had also been ordered but in spite of universal enquiries, the name of the firm supplying these could not be found out until a telephone message from Brisbane was received. Naval Board's 1315z/18 ordering the ship to Sydney was received.

19 June. 0830 - Proceeded to Sydney at 15 knots.

20 June)
21 June) At sea.

22 June. Arrived Sydney. Secured to oil wharf. Embarked oil fuel, fresh water, naval stores and provisions.

23 June. 1530 - Proceeded to sea in accordance with Naval Board's 0137z/23 to patrol Bass Strait.

24 June.)
25 June.) Off Gabo Island - patrolling Eastern Bass Strait. Received Naval Board's 0152z/25 ordering ship to return to Sydney.

26 June. 1100 - Arrived Sydney, secured to No.1 buoy.

27 June.) At Sydney - embarking stores and provisions.
28 June.)

29 June. 1600 - Proceeded in company with Convoy O.Z 1 comprising 'Zealandia' and 'Orungal' to Brisbane.

30 June. At sea.

GENERAL REMARKS.

The health of the Ship's Company continues to be excellent. The conduct of the Ship's Company is very good, the majority of offences being drunkenness and leavebreaking. An unsavoury case of stealing occurred while the ship was at Madang, two valuable cameras being stolen from a Chinese store. Both cameras were recovered and one thief almost certainly identified although no proof could be produced. Several other ratings were involved in trafficking in these two cameras and were punished. The discharge, as 'Unsuitable', of two ratings most closely involved has been applied for. They are both ex-Merchant Service ratings.

NAVAL COMMANDING OFFICER
9 JUL 1940
H.M. AUSTRALIA

(Sgd.) A. H. SPURGEON

COMMANDER R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

REAR-ADMIRAL (DESTROYERS)
29 JUN. 1940
H. M. AUSTRALIAN

C.S.O.
S.N.O
S.S.O
S.O.O

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

5th JUNE, 1940. S.C. 106/16/40.

THE SECRETARY, NAVAL BOARD, MELBOURNE.(COPY R.A.C.A.S.).

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS.

FORMER: H.M.A.S. "MANOORA"S S.C. 106/13/40 DATED 25th APRIL,1940.

Submitted with reference to K.R.&.A.I. Article 1132 the following report of proceedings for the period 27th April to 31st May, 1940:

2. MOVEMENTS OF SHIP.

Apl.
27th to 29th — At Brisbane.

30 Apl. Left Brisbane. Proceeded in accordance with Naval Board signals 1133z/22 and 0941/28, vide my 0307z/30 for Port Moresby.

1 May. Arrived Hervey Bay but, as weather was unsuitable for sub-calibre firing, proceeded northward. On receipt of N.B. 0615/1, increased speed and set course for Mackay.

2 May. As the reason for the ships diversion to Mackay was not given, it was decided to exercise landing parties, in case trouble with the Italian element there had broken out. On receipt of N.B. 0835/1, the situation became clearer and aircraft was hoisted out and flown to Mackay, later rejoining the ship at Percy Island anchorage.
P.M. - Carried out sub-calibre firing at two Hong Kong targets. On receipt of N.B. 0615/2, proceeded towards Thursday Island. Owing to alteration to programme, it was considered advisable to visit Townsville to replenish.

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3 May. Arrived Townsville, embarked 62 tons of Oil Fuel and completed with aviation spirit, afterwards proceeding to Thursday Island at 13 knots, ahead of Italian ship 'Esquilino'.

5 May. Arrived Thursday Island - anchored in Goode Island Roads. N.O.C. Thursday Island came on board. Received N.B. 0307/5 ordering ship to proceed to Port Moresby.

6 May. 0700 - Proceeded to Port Moresby via North Eastern Channel. Passed 'Esquilino' off Channel Rock.

7 May. 1100 - Arrived Port Moresby.
P.M. - Conference with N.O.C. Port Moresby.

'ay. A.M. - Visited shore establishments.
P.M. - Conference on programme O.R.
I entertained Heads of Government and services on board to supper.

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MOVEMENTS OF SHIP (continued).

9 May. A.M. - Inspected Harbour and surrounding co
boat.
P.M. - Conference on Fortress Combined Operat.

10 May. Embarked Staff Officer (I) Port Moresby.
Disembarked Lieutenant Wilkinson, R.A.N.R.(S).
1800 - After arrival of Air Mail, proceeded towar
1900 - Received N.B. 0645/10 ordering ship to Thur
altered course and proceeded.

11 May. 1330 - In North Eastern Channel, received N.B. 0230/11 ordering ship to continue programme O.R. Altered cour. proceeded towards Samarai.

12 May. N.O.C. Port Moresby and O.C. No.11 Squadron visited ship o. Port Moresby.

13 May. 1030 - Arrived Samarai, called on local Admiralty Reporting Officer and District Magistrate. Entertained Admiralty Reporting Officer, District Magistrate and local Head of Burns Philp to lunch. Leave was granted to the Ship's Company in the afternoon.

14 May. 1300 - Left Samarai, proceeded through China Strait towards Salamoa.

15 May. At sea.

16 May. 0600 - Arrived Salamoa. The District Officer called. A few officers landed during the forenoon and were entertained by the District Officer. Embarked Lieutenant Colonel Field for passage to Madang.
1300 - Proceeded towards Madang. At the request of Staff Officer (I) Port Moresby, the ship was steamed close to the coast from Cape Creton to Finschhafen, which is the centre of the German influence, and, after dusk, searchlights were burnt on the shore, two starshells fired and the signalling projectors used to illuminate the largest White Ensign in the ship which was hoisted at the gaff.

17 May. 0700 - Arrived Madang. The District Officer called. A few officers landed during the forenoon and were entertained by the District Officer. I made tentative arrangements to entertain the local inhabitants during the evening, but this had to be cancelled on receipt of N.B. 0315/17 ordering me to Port Moresby.
1800 - Proceeded towards Port Moresby.

18 May. At sea.

19 May. Arrived Samarai. In view of the uncertainty of my movements, I landed Staff Officer(I) Port Moresby and Chief Yeoman of Signals Lamont, in order that they could make their onward passage in S.S.'Tulagi'. I instructed Staff Officer (I) Port Moresby also to obtain the Confidential Books I was expecting in 'Tulagi' and land them at Samarai so that I could send the Seagull for them from Port Moresby in case I missed intercepting 'Tulagi'. N.B. message 0950/19 ordering me to Townsville arrived before I had done either and the Confidential Books are still at Samarai awaiting passage in S.S.'Macdhui'.

20 May)
21 May) At sea. Entered Barrier Reef through Grafton passage.

22 May. Arrived Townsville. Embarked 213 tons of oil fuel.

23 May to 28 May. At Townsville.

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29 May. Proceeded to Magnetic Island after embarking mails.

30 May. At anchor off Magnetic Island.
2300 - Received N.B. 1146/30 ordering ship towards Cape Moreton. Proceeded at 14 knots.

31 May. At sea on passage to Cape Moreton.

3. GENERAL REMARKS.

The health of the Ship's Company continues to be excellent.

** The conduct of the men ashore, rather unexpectedly, evoked favourable comment from the Mayor of Townsville. It has, however, been uniformly good.

Instructional classes are continuing on board but progress is slow in view of continuous watchkeeping.

REAR-ADMIRAL COMMANDING
26 JUN 1940
R.A.N. AUSTRALIAN SQUADRON

(Sgd.) A. H. SPURGEON

COMMANDER, R.A.N.

D Naval reputation on shore at Townsville has not been good
of L 26/6

No reason why it should be when the number of an RB do regarded as something not Requiring Punishment. DBT3

** I would rather like to think the attitude of the civil population at Townsville has never been very friendly to the Navy.

RESTRICTED

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

25th APRIL, 1940. S.C.106/13/40.

THE SECRETARY, NAVAL BOARD, MELBOURNE. (COPY R.A.C.A.S.).

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS.

FORMER. H.M.A.S. "MANOORA"S S.C. 106/12/40 DATED 14th APRIL,1940.

Submitted with reference to K.R.&.A.I. Article 1132 the following report of proceedings for the period 14th April to 25th April,1940.

2. Movements of ship.

13 Apl. 2200. Arrived Darwin and proceeded alongside. The convoy was met by the Examination Steamer and an officer was placed on board 'Havbor' and 'Thordis' to take them to their berths as neither ship had any charts. 'Manoora' commenced watering. N.O.C. Darwin visited the ship.

14 Apl. A.M. - Embarked oil fuel. Naval Boards's 0715Z/13 received so armed guards were withdrawn from tankers. Master and officers of 'Havbor' visited 'Manoora' and remained until late at night, visiting the cinema show after dinner which they appeared to appreciate.
In conversation,it appeared that the manoeuvres of 'Havbor' on 12th April were due to her inability to identify the new aircraft markings which the Master stated he thought must be German. His actions since being seized have been quite orderly and he has been most friendly in his relations with 'Manoora'
Leave was granted to the Ship's Company who proceeded to the Army and R.A.A.F. canteens which were specially opened for them. They were generously entertained by the garrison. With the exception of a minor incident involving three cooks and three seamen, the men behaved well ashore.
I lunched with the Administrator, in company with N.O.C. Darwin, and subsequently entertained him and his family on board to supper. During lunch, at which Mr. Maffey, a senior official of the Works Department, was present, the question of the water supply to the end of the jetty was discussed at some length and it is hoped that the conversation may result in the replacement of the existing pipe line by one of a larger size at an early date.

15 Apl. 0900. Left Darwin. Owing to the two tankers in company having no charts, it was decided to proceed north about Melville Island. An officer was placed on board both ships while leaving harbour and they were re-embarked on clearing Charles Point.
During the day and Avro Anson aircraft repeatedly circled the ship, endeavouring to make contact by Aldis lamp. It was, however, impossible to read the message, due I think, to inexpert training of the lamp or to some defect. Eventually the aircraft attempted to drop messages on the ship but failed on each occasion. When a seaboat was lowered, they managed to drop the message in a water-bottle which was recovered

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AUSTRALIAN WAR MEMORIAL RCDIG1073354

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in a water-bottle which was recovered by the seaboat. The message referred to follows:-

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ToManoora - From N.O.C.Darwin.

It is believed that one of your tankers transmitted in Norwegian on 14505 K/c's approximately at 0012 tp 0200 hours today although call signs could not be read. Signals broad, audible over 30 K/c's variation in tuning. M.C.W. note: Signals interfered with R.A.A.F. Darwin communication on 14505 K/c's.

T.O.R. 0750Z/15 April. ""

Both 'Thordis' and 'Havbor' denied having made any message whatsoever and I am of the opinion that the transmission heard may have been that of message 0007/15 made by the local station.

16th Apl.) At sea, ship being darkened at night.
17th Apl.)
18th Apl.)

19th Apl. 0600. Arrived Thursday Island and anchored. Naval Officer in Charge arrived on board. As he had not received Naval Board signal 0935Z/18, I gave him a copy and signalled for pilots to proceed to 'Havbor', 'Thordis', Hoegh Giant and 'Anders Jahre'. There was some delay before they embarked. The armed guard already embarked in 'Norden' came on board and were given some money and issued with a few items of tropical kit which were available. They also made numerous purchases of tobacco and sweets at the Canteen having been without both these items and the means of obtaining them.
Sub-Lieutenant Smith and four ratings were transferred to 'Norden' and ordered to proceed vide Appendix 'One'. His departure was delayed, however by absence of customs clearance papers, and he had not left Thursday Island at 0200Z/19 when I left, although my cypher message 0103Z/19, which had been dispatched by hand of N.O.I.C. Thursday Island, stated that the ship had left at that time. It will be appreciated that this cypher message had to be made before I proceeded myself in order to preserve W/T. silence and I had directed N.O.I.C. Thursday Island to expedite 'Norden's departure and inform me of her time of sailing. I did not, however, receive this information and had to rely on N.O.I.C. Thursday Island to amend, by further signal, cypher message 0103Z/19 if there were any great delay.
Arms and ammunition were landed in accordance with Naval Board message 0342Z/18 and as N.O.I.C. Thursday Island was very short of safe accommodation for his C.B.'s and S.P.'s, I landed one steel chest Pattern No. 1477 in accordance with my 0143Z/19, at his request.

20th Apl. On passage. During the afternoon, I proceeded ahead of the convoy and anchored off Fife Island while the convoy overtook and passed me. I sent ashore a large fishing party to obtain fish for the general mess but they were, however, unsuccessful, the catch being very small.

21st Apl. I closed Archer Point to pass messages)237Z/21 and 0148Z/21. I had also wished to pass my message 0146Z/21 but it was so long that I relinquished the idea and proceeded. 'Koala' and 'Kookaburra' were passed during the afternoon and spoken.

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21st Apl. (continued)
Both ships appeared to be making good passages with astrong following South Easterly breeze.

22nd Apl. During the afternoon I again left the convoy and anchored in Challenger Bay, Palm Islands, for an hour, and landed my message 0146Z/21 by boat for onward transmission by L/T.

23rd Apl. At sea.

24th Apl. At about 1600, "Havbor" suddenly hoisted two black balls and hauled out of the line. The convoy stopped and when "Havbor" had made good her defects and got under way, "Hoegh Giant" found herself unable to start her engine and also hoisted two black balls. Her defects took four hours to make good and by the time she was ready to proceed, the convoy was very scattered . "Thordis" then informed me that he could proceed on one engine only at six knots. The other ships having gone ahead, I had to proceed at full speed to round them up, and this operation occupied the remainder of the night. Itherefore informed Naval Board of the state of affairs in my message 1902Z/24.

25th Apl. During the forenoon, as the weather had moderated, I placed an armed guard on board "Thordis", detached her and proceeded independently with the remaining ships to Cape Moreton vide my message 0246Z/25.

26th Apl. Arrived Brisbane.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

INSTRUCTION AND TRAINING.

No opportunities for aircraft exercises or boatwork have occurred during the period under review owing to prevalence of South Easterly winds which have approached gale force at times. Training classes are continuing on board.

Additional Seamen Torpedomen received from "Westralia".

The additional Torpedo ratings received have been most valuable.

Proposal to re-fuel from 'Havbor'.

Although I suggested refuelling from 'Havbor' in my 13262/16, I have since discovered that no discharging hoses are carried by any of the tankers in company. While fuelling arrangements could be improvised, it would be better if a few lengths could be carried in Armed Merchant Cruisers. "Manoora" carries no fuel hoses and it is understood that "Westralia" carries none either. Separate demands will be raised for these items in Brisbane.

Mails.

Mails have been received on board with great regularity and this has been very much appreciated by every person on board.

Health of Ship's Company.

The health of the Ship's Company continues to be excellent. A few cases of Enteritis have appeared recently which the Medical Officer ascribes to lack of fresh vegetables or to the Darwin water. This water, when heated, certainly displays a marked aroma, which would compare favourably with that of certain spas, and a hot shower when running is almost overpowering. Samples of the water are being tested in Brisbane and all fresh water tanks will be cleaned and refilled there.

General remarks.

The bearing and conduct of the Ship's Company has been extremely good. After leaving Sydney the incidence of theft disappeared, and I consider that when Ordinary Seaman Stewart was demobilized and two others deserted, the culprits had left the ship. One fresh case of theft has recently occurred but the comparative freedom from this type of crime is most marked. The R.A.N.R. ratings, while ignorant, are most keen and industrious. The ex-Merchant Service ratings, after their first brushes with the Naval Discipline Act, have adjusted themselves to Naval life and their offences, now rare, are almost invariably of drunkenness. They are all extremely good workers.

Photographs.

A few photographs of activities on board are being forwarded and may be useful as material for the Ministry of Information. If any publishing fees can be obtained it is requested they may be forwarded for the Ship's Canteen Fund.

(Sgd.) A. H. SPURGEON

COMMANDER R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

APPENDIX 'ONE'.

COPY.

RESTRICTED

S E C R E T.

Sub-Lieutenant T. H. Smith.

You are to proceed to Singapore in charge of S. S. 'NORDEN' via WETAR STRAIT but you are not to undertake any responsibility for the navigation of the vessel unless absolutely necessary.

2. Your primary duties are as follows:-

(a). To prevent sabotage of the ship or her cargo.
(b). To ensure the vessel is navigated to Singapore.

3. On arrival at Singapore you are to report to the Naval Officer in Charge for further instructions.

4. Care should be taken that the ship's officers, crew, and passengers are treated with courtesy and consideration. The ship should not be referred to as a prize, or the impression conveyed that she is one.

5. Property (including arms) belonging to the officers or crew is not to be taken from their owners unless special circumstances render it necessary. It is desirable, however, to ascertain where the ship's arms, if any, are stored, and keep the arms of the Armed Guard in the same place, when not in use, and put a sentry over them.

6. The transmission of messages by W/T. should be discouraged suggesting that the safety of the ship will be jeopardised thereby.

7. You are warned that on no account are you or the ratings in your charge to disclose any information regarding the working or composition of the Patrols and naval matters should not be discussed.

8. You are to be most careful, both as regards yourself and those under your orders, as to accepting any hospitality, either from the ship's officers or passengers, beyond what is requisite in the discharge of their duties.

9. A neutral ship with an armed guard on board should never be ordered to fly any national flag other than her own.

10. You are to fly the White Ensign at the fore when in sight of Allied Men of War or defended ports.

11. You are to keep a diary of proceedings and make a report of the same to me on your return to this ship. This should be in addition to any report made to any other authorities.

REAR-ADMIRAL COMMANDING
6 MAY 1940
H.M. AUSTRALIAN SQUADRON

Sgd. A.H.Spurgeon.

COMMANDER R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

APPENDIX 'TWO'.

Norwegian Ship 'ANDERS JAHRE'.

As so many signals passed on the subject of this ship I am including a short report on the incident as I appreciated it.

The signals received and sent by "Manoora" regarding the ship were as follows:-

FROM/ N.B.

TO/ 'MANOORA', (R) N.O.I.C. T.I., N.O.C.D., F.O.C.A.S. 292.

IMPORTANT.

Norwegian ships 'HAVBOR' and 'THORDIS' now being escorted by H.M.A.S. "MANOORA" from Darwin to Thursday Island, and Norwegian Ship ' ANDERS JAHRE' now at Thursday Island should proceed Brisbane with minimum delay. Vessels are to be escorted or sent in charge of Armed Guard. Understand only one Pilot available at Thursday Island. Take action accordingly.

= 0700Z/15.

.....

FROM/ N.B.

TO/ 'MANOORA' (R) D.N.O. BRISBANE, F.O.C.A.S. 305, N.O.I.C. T.I.

My 0700Z/15th April. Norwegian Ship 'HORGH GIANT' bound New Zealand now expected Thursday Island tomorrow Thursday and is to be added to those vessels enumerated. Understand Pilot is available.

= 0902Z/17.

(Amended by N.B. 1400Z/17)

.....

FROM/ 'MANOORA'.

TO/ N.B. (R) F.O.C.A.S.

'MANOORA' arrived Torres Strait 2000Z/17th April. Oil fuel (tons) expended 40 remaining 640 tons. Aviation spirit expended NIL, remaining 1300 gallons. Water remaining (not including double bottoms) 550 tons. Sub-Lieutenant T. H. Smith in charge Norwegian ship L.D.S.D. ordered to proceed Singapore via Wetar St. Norwegian ship L.D.S.D. left Thursday Island at 0200Z/19th April, speed 10 knots. 'MANOORA', Norwegian ships L.C.N.C., L.C.B.H., L.J.J.N., L.K.F.E., left Thursday Island for Brisbane' at 0200Z 19th April, speed 10 knots.

= 0103Z/19.

.....

FROM/ N.B.

TO/ N.O.I.C. T.I. (R) 'MANOORA'.

Your 0115Z April 18th, not to 'Manoora'. It is 'Manoora's responsibility to arrange for south bound ships now at Thursday Is. to proceed. Guards being despatched by air to Thursday Is. for embarkation in ships expected repetition expected to arrive after repetition after April 19th vide my 1435Z April 17th.

= 1535Z/19.

.....

FROM/ N.B.

TO/ N.O.I.C. T.I., R. D.N.O. (Q). MANOORA.

Your 0600Z/19 April, not to Manoora. Presume 'ANDERS JAHRE' at Thursday Island. If so she is to be sailed for Sydney under the charge of an armed guard.

= 0439Z/20.

.....

AUSTRALIAN WAR MEMORIAL RCDIG1073354

FROM/ N.B. TO/ MANOORA.

Report by W/T. position regarding Norwegian ship 'ANDERS JAHRE' when you left Thursday Island.

=0141Z/21.

.....

FROM/ MANOORA. TO/ D.N.O.(Q) R. N.B. F.O.C.A.S.

Expect to arrive Brisbane 0200Z 25th April with Norwegian ships L.C.N.C., L.C.B.H., L.J.J.N., L.K.F.E. (ANDERS JAHRE).

=0148Z/21.

.....

FROM/ N.B. TO/ MANOORA.

Request reply to my 0141Z 21st April.

=0346Z/22.

.....

FROM/ MANOORA. TO/ N.B.

Your 0141Z/21. 'ANDERS JAHRE' (Norwegian ship signal letters LKFE) left Thursday Island for Brisbane under my escort and without armed guard in accordance with your 0700Z/15 vide my 0103Z/19 and 0148Z/21.

=0637Z/22

.....

2. Shortly after proceeding, I received Naval Board message 0346Z/22, and had to break W/T. silence to answer it. My 0103Z/19 having stated that 'Anders Jahre' was in company, I was at a loss to understand why N.B. message 0439Z/20 was made, particularly as I knew Naval Board had received my 0103Z 19th April as this had been passed to D.N.O. Brisbane for information. I concluded, however, that there must have been some doubt about the signal letters of 'Andre Jahre' which were not in my Signal Letter Index and which I had obtained from the ship herself. In my preparative message made through Archer Point, therefore, (T.O.O. 0148Z/21), I spelt out 'Anders Jahre' in addition to cyphering her signal letters. I considered the information in this message would satisfy the query in Naval Board's 0141Z/21, which I received while I was in touch with Archer Point but, the following day, I received N.B. message 0346Z/22 and replied with my message 0637Z/22 which merely repeated the information previously forwarded. Unless some message was made which I did not receive, I am unable to understand what information was required. I asked 'Anders Jahre' whether he had any special instructions at Thursday Island or whether his movements were discussed there but he replied "No orders received". I added the statement that no armed guard was on board on the off chance that it was the information required. No communications whatever from N.O.I.C. Thursday Island, have been received or intercepted. I understood that he was having difficulty with his coding staff, to which I attributed the apparent difficulty of communication. It is requested that I may be informed if any messages on this subject have been missed.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

~~SECRET.~~ RESTRICTED

C.S.O. W
S.N.O.
S.S.O.
S.O.I.
S.O.W.
C.S.O.

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

14th APRIL, 1940. S.C. 106/12/40.

THE SECRETARY, NAVAL BOARD, MELBOURNE. (Copy R.A.C.A.S.)

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS, 1st TO 13th APRIL.

Former. H.M.A.S. "MANOORA"'s C.106/11/40 of 4th April, 1940.

Submitted with reference to K.R.&.A.I. Article 1132, the following report of proceedings for the period 1st to 13th April, 1940:

2. MOVEMENTS OF SHIP.

1st April. - Arrived off Macassar.
0900 - Aircraft hoisted out and sent to photograph German ship 'SHEER' alongside wharf.

2nd April. - Off Macassar.
A.M. - Hoisted out aircraft but machine was unable to take off. In the absence of aerial reconnaissance, I decided to proceed inshore although the only chart held was No. 941B. The ship was accordingly steamed in to a distance of about 5 miles and 'Sheer' was sighted alongside.

3rd April. - Off Macassar.
0700 - aircraft hoisted out - 'Sheer' alongside.
P.M. - Aircraft hoisted out and 'Sheer' reported alongside.
During the forenoon, a Dutch naval aircraft type Fokker T/4 made a close reconnaissance of the ship and the anti-aircraft armament was trained on the machine to discourage flying over the ship. During the afternoon flight of the aircraft, the Dutch machine again visited the ship and, observing that 'Manoora's aircraft was not on board, proceeded to search and locate it. The pilot reported, on returning, that, although he had not entered territorial waters the Dutchman had sat on his wing tip until he was about 30 miles clear of the coast. Both Pilot and T.A.G. were of the opinion that the Dutchman had fired a machine gun across his bow but this cannot be stated with certainty. On subsequent flights adequate precautions were taken to prevent both aircraft being airborne at the same time and no further incidents occurred.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

2. MOVEMENTS OF THE SHIP (CONTINUED).

4th April) - Off Macassar. A.M. - Aircraft hoisted out.
5th April) - 'Sheer' still in harbour.

6th April - No change. British ship 'VOLTESSA was intercepted south of Macassar and boarded. Mails for Australia were sent aboard and a copy of chart No. 1293 was borrowed. This very much simplified the work of the patrol.

7th April)
8th April) - No change.
9th April)

10th April - Relieved by H.M.A.S. "WESTRALIA", proceeded towards Darwin.

11th April - At sea.

12th April - 0600 - passed Wetar Strait. Hoisted out aircraft to search for Norwegian or Danish tankers. Aircraft located 'THORDIS'. After a short chase, 'THORDIS' was stopped in position 8^{0} 40's 128^{0} 32 E. at 0330z/12. Lieutenant Olsen and a prize crew were put on board and the ship sent off independently to Darwin. (Manoora's signal 0625Z/12).
Acting on information obtained from Master of 'Thordis', H.M.A.S. "MANOORA" then proceeded towards Thursday Island and Aircraft was hoisted out to search for 'HAVBOR' . 'HAVBOR' was located in position 8^{0} 25' S. 129^{0} 55' E. at 1445/12 and after some little difficulty, which necessitated training a machine gun on the ship, was persuaded by the aircraft to alter course to the Westward from his previous course of North East. 'HAVBOR' was stopped and boarded at 0855Z in position 8^{0} $40\frac{1}{2}$' S. 129^{0} 32' E. and subsequently proceeded in comp-any to Darwin, in charge of Lieutenant Suffren and a prize crew. No information of any value was obtained from the Master. (Manoora's signal 1006Z/12)

13th April - 0600 - hoisted out aircraft to locate 'Thordis'. This search was abortive so aircraft returned for refuelling and at 1000 left for Darwin. 'Thordis' was located on this flight.

3. INSTRUCTION AND TRAINING.

During the period spent off Macassar, opportunities for exercising the aircraft were numerous and a certain proficiency in handling and operating were attained.

The boarding boat was also regularly exercised on the lines of the procedure given in Admiralty signal 1314Z/30 relating to the 'Hasty' method of preventing scuttling. This crew has invariably been used for boarding.

The seaboats have been regularly exercised and some slight improvement is now apparent amongst the R.A.N.R. ratings whose ignorance of boatwork has been observed to be complete.

A seamanship

/.. .....

AUSTRALIAN WAR MEMORIAL RCDIG1073354

3. INSTRUCTION AND TRAINING (continued)

.....

A seamanship training class has also been commenced but, as the Ship's Comapny has been working continuously in three watches since leaving Brisbane, the time available for training is very limited.

The Surveying party, under Lieutenant-Commander Dickinson, who is in charge of training, have proved invaluable as Instructors.

The instruction of officers is also proceeding but the progress under sea-going conditions is slow.

4. MAILS.

It was a matter of some disappointment that no mails were received in the ship on arrival at Darwin on Friday 29th March, in view of the fact that the ship had been ordered there on 24th. It has also been observed that letters from 'MANOORA', although stamped 'H.M.A.SHIP', are also franked at the office from which they were dispatched. It would appear that this practice is undesirable and to a certain extent nullifies the effectiveness of the censorship of mail.

5. The health of the Ship's Company continues to be excellent.

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON
19 APR 1940

(Sgd.) A. H. SPURGEON
COMMANDER R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

CONFIDENTIAL

THE COMMANDING OFFICER, HM.A.S. "MANOORA".:

4th APRIL, 1940. C.106/11/40

THE SECRETARY, NAVAL BOARD, MELBOURNE. (Copy R.A.C.A.S.)

H.M.A.S. "MANOORA" - REPORT OF PROCEEDINGS - MARCH; WITH REMARKS ON PREVIOUS PERIOD.

Submitted for information the following report of proceedings in accordance with K.R.&.A.I. Article 1132 covering the period 1st to 31st March,1940.

2. Movements previous to period under review.

Previous to 1st March,1940, H.M.A.S."MANOORA" had been in dockyard hands during conversion to Armed Merchant Cruiser. On 5th February the ship was placed under the orders of the Rear Admiral Commanding H.M.Australian Squadron and proceeded to Port Phillip for working up on that date.
On 21st February, the ship returned to Sydney, taking part in a trade protection exercise 'en route', and arrived on 23rd February,1940. A full calibre day firing was carried out on Monday 26th February, and on Tuesday 27th February, sub-calibre day and full calibre night firings were carried out.
On Thursday 29th February, the Rear Admiral Commanding Australian Squadron walked round the ship, a further full calibre day firing was carried out and the ship proceeded to Jervis Bay to weigh one seaplane mooring in accordance with F.O.C.A.S signal 0342Z/29. This was subsequently taken on charge on board, having been repaired in the Dockyard.

3. Movements during March,1940.

1st March	-	At Jervis Bay. 0230 - left for exercises with Squadron, 'MANOORA' representing German armoured cruiser. P.M. - Arrived Sydney. (Aircraft made its first operational flight in this exercise). Working up period considered completed, ship came under orders of Naval Board.
2nd March to 5th March.	-	At No.3 buoy, Sydney, completing with stores and making good defects.
6th March	-	Ship docked at Cockatoo Island. Aircraft proceeded to Rathmines and Richmond.
7th March	-	Ship undocked - returned to No.3. buoy. Aircraft re-embarked. Balance of ammunition embarked.
8th March to 9th March	-	Embarked fuel, petrol, fresh water and provisions.
11thMarch	-	Lieutenant Commander P. Carr joined as temporary Observer. P.M. - Proceeded in accordance with memorandum 'O.R.' after carrying out day full calibre firings at the articulated B. P. target.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

13th March. - A.M. - Arrived Moreton Bay. Weather was bad
14th March. - and precluded all boatwork and aircraft
15th March. exercises with the exception of one flight to Archerfield to swing compass.

16th March to 17th March. - Proceeded up Brisbane River to Mercantile Wharf to embark fuel and fresh water, stores and motor generator of cinema equipment.

18th March. - P.M. - Left Brisbane - proceeded to anchor off Cowan Cowan.

20th March. - Lieutenant Commander Carr left the ship.
Lieutenant Commander W. H. Dickinson joined for Surveying duties.
Lieutenant A. L. Wilkinson joined ship.
Left Moreton Bay for Saumarez Reef.

21st March. - Arrived Saumarez Reef which was empty. (See my letter S.C. 104/2/40 of 29th March.)
P.M. - proceeded.

22nd March. - A.M. - anchored Percy Island. South-easterly gale prevented boatwork and aircraft exercises.

23rd March. - P.M. - Left Percy Island.

24th March. - Arrived Cid Harbour. Ship's Company landed for recreation.
Aircraft flown to Townsville to order provisions. P.M. - Left for Townsville.
Received Naval Board signal 1049Z/24 instructing ship to proceed to Darwin.

25th March. - A.M. - Arrived Townsville. Embarked fuel, water and fresh provisions. Re-embarked aircraft.
P.M. - Left for Darwin at maximum available speed; (this proved to be over 17 knots over the ground with a following wind). The weather was squally and heavy rain periodically reduced visibility to about a quarter of a mile.

27th March. - Received instructions to proceed towards Macassar.

29th March. - A.M. - Arrived Darwin - proceeded alongside for fuel and water.
N.O.C. Darwin called and subsequently I called on the Administrator in his company. I subsequently met the Senior Military and R.A.A.F. officers at N.O.C.Darwin's residence.
The Administrator visited the ship in the afternoon in company with his family. The Senior Military and R.A.A.F. officers, together with numerous others, also visited the ship.
1700 - Proceeded towards Macassar via Wetar Strait.

30th March.
31st March. - En route to Macassar.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

TOWNSVILLE. - The visit to Townsville was distinguished principally by great difficulty in getting alongside in a high wind and the incredible delay in obtaining fuel and water. As the visit was made on Easter Monday I dispatched the aircraft the previous day from Cid Harbour with detailed requirements, to make sure that I should not be delayed, even though District.Naval Officer, Queensland had informed the Admiralty Reporting Officer of my intended time of arrival. This proved to have been a fortunate precaution as, although the personnel of the aircraft were forced to spend an uncomfortable night in the town due to their return being delayed, the provisions, fuel and water were ready for the ship on arrival which would certainly not have been the case otherwise.
The fuel-pipes took almost two hours to connect up and the rate of supply promised was only 15 tons per hour; when, however, I stated that I should leave at 1200, fuel or no fuel, the rate miraculously rose to just over 80 tons per hour.
The rate of supply of water also was very slow being only 15 tons per hour and no measures in the ship could improve it.
The civilian tradesmen in the town, probably scenting a profitable market for their wares, promptly waived their holiday rights and supplied what they could when they heard it was a man-o-war that required supplies.
The Commonwealth Bank of Australia, however, with fortitude worthy of a better cause, refused to open its doors and the Accountant Officer was forced to rely on the good offices of the Adelaide Steamship Company to take delivery of the Savings Bank Funds.
The Admiralty Reporting Officer called on me during the forenoon and undertook to investigate the delay in the supply of the fuel. His demeanour, however, did not give much promise of future improvement through his efforts.
The obviously incorrect rate of supply of Oil Fuel given to me by the Company's representative, which is the same as that given in in the Director of Naval Intelligence's pamphlet is difficult to understand unless it is designed to benefit the employees of the company who, presumably, are paid by the hour.
The local Sergeant of Police was most helpful to the Advance Party and produced his own car to locate the Admiralty Reporting Officer.
The local Post Office did not co-operate, a delay of one hour being involved in the despatch of the aircraft's arrival signal.

SUPPLY OF FRESH WATER. - Fresh difficulties connected withethe supply of fresh water have demonstrated already that the state of the ship is almost entirely dependent on fresh water rather than fuel. In addition to the limit imposed by the quantities carried, the rate of embarkation imposes considerable restriction in a ship of this type.
Contrary to the normal man-o-war, whose time of replenishment depends on the time of fuelling, H.M.A.S 'MANOORA' depends on the rate of watering. At both Townsville and Darwin the rate of supply is limited to about 15 tons per hour, irrespective of the number of filling hoses. Consequently, at Townsville, the ship was obliged to leave Harbour, 200 tons short. The same situation would have arisen at Darwin, but for the foresight of the N.O.C.Darwin and the co-operation of the Master of the 'MONTORO' who kindly pumped over 150 tons of water, all that he had on board, during less time than it took to embark 80 tons from the shore supply.
This enabled me to proceed 10 hours earlier than I should have been able to do if I had completed to full stowage from shore supplies only.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

SPEED AND PERFORMANCE OF SHIP.

It is not possible, even yet, to indicate accurately the maximum speed of the ship. During the working up period, the poor performance of the ship gave cause for certain apprehension, the ship being able to do only 14 knots with paravanes streamed. It is almost certain, however, that this was due to fouling of the propellors. After docking, the maximum revolutions increased from 95 to over 100 and during certain periods on passage from Townsville to Darwin made 17.5 knots over the ground without paravanes streamed. The paravanes appear to reduce the speed about half a knot when streamed.
It appears that the ship's maximum speed without paravanes is now about 16½ knots under the best conditions.
It has also been found necessary to keep the After Peak tank flooded in order to keep the ship trimmed a little by the stern. This tank is used for carrying fresh water. By keeping it filled, the steering is improved and the ship is not so wet in a head sea.

MEDICAL. - A total of 44 days sickness is recorded for the month; for the most part these complaints have been mild and convalesence rapid. One case of infectious disease - Rubella - is noted, and one case of Venereal disease - a Gonococcus Infection appears.
Inoculation (T.A.B.) and Vaccination of the ship's company were carried out during the month, and the weights of all officers and ratings have been recorded.
An examination of samples from all water tanks and double bottoms was made in Sydney prior to sailing, the results being quite satisfactory.

GUNNERY: 'Short Range Barrage' practice of 5 rounds per 3" gun was carried out on 20th March. 'Eyeshooting sights' were used and the target was an H. E. burst set at twice the fuze length of the barrage.
Lewis Guns have been fired weekly but owing to the absence of a suitable target, these practices have been confined to firing of bursts at the water at various distances from the ship and to stoppage remedying. It is considered that hydrogen filled balloons would provide a reasonable target for these practices.
'Follow the Pointer' drills have been carried out daily except when hands were required for special storing parties.
Gunlayers and trainers have been exercised frequently at the laying teacher.
The 'boarding'boat's crew have been given pistol drill and have carried out pistol firing practice.
The asbestos covered cable fitted for gun circuits has given considerable trouble due to breakages occurring where any flexibility is required, especially where the cables are bunched together to lead up from the base plate to the mountings.
After further experience with the ammunition supply arrangements it is considered that two more shot hoist motors fitted at the forward 6" and 3" H. A. magazines would be infinitely better than the present ship's winches. Present winch drums are only suitable for flexible steel wire rope and their speed is not as great as a shot hoist motor.

ENGINEERING. The ship was docked at Sydney on 6th March. The hull did not show much fouling, but the sea inlet grids and apertures were 25% closed with marine growth.
The bronze propellor blades were covered with a hard marine deposit. This was removed, the blades polished, and resulted in an increase in engine revolutions of 5 per minute at maximum power and was therefore satisfactory.
During the month fuel was taken on board at Sydney, Brisbane, Townsville and Darwin. Darwin stocks do not include deisel grade, but 114 tons of Iranian fuel were taken on board in tanks separate from remaining stocks. The specific gravity of this fuel was .89 and flashpoint 190 degrees F, but no other specification figures were available. This stock is being used mixed with the remaining stocks of deisel fuel in proportion of about 1 to 4 and appears satisfactory at present.

AUSTRALIAN WAR MEMORIAL RCDIG1073354

VICTUALLING. - The General Mess is at present in credit to the extent of about £100.

Every opportunity of obtaining fresh provisions has been availed of but the dry weather conditions have affected the quality of fruit and vegetables to such a degree that it has not been considered advisable to carry large quantities owing to the risk of detrioration.

SAVINGS BANK AGENCY. The agency of the Commonwealth Savings Bank has proved most useful and 93 new accounts have been opened since 31st January.

RECREATION. Owing to the ship's movements little opportunity has been available for landing recreational parties. At Whitsunday Island, however, a party was landed for swimming and general recreation.

Cinema equipment. Through the kindness of the Lord Mayor's Comfort Fund, a Western Electric Sound Equipment was installed on board before leaving Brisbane. This outfit is now in regular operation and has given extremely good results since the operators have gained experience. Lieutenant Stuart Codde of the Naval Control Staff, Sydney, was able to arrange a large supply of programmes which should be sufficient to last the whole of the present cruise.

Owing to the need for darkening ship at night, it has been necessary to give the entertainments during the Dog watches and the existing shutters round the Quarter Deck give sufficient darkening to render the screen visible even in broad daylight.

(Sgd.) A. H. SPURGEON

COMMANDER R.A.N.

~~RESTRICTED~~ SECRET

STAFF MINUTE SHEET.

(For attaching to papers requiring Staff Officers' remarks for Admiral's consideration). PAGE

FOR REMARKS BY	INITIALS & DATE	SUBJECT
		"Manoora" Letter of Proceedings March 1940
C.S.O.	W	
S.I.V.O.		
S.S.O		
S.E.O.		
S.O.1.		
S.O.O		

FLAG OFFICER COMMANDING
6 MAY 1940
H.M.A.S. AUSTRALIA

FOR OFFICE USE.

? a lot of things which should not be in a letter of proceedings

Suggest that a good deal is information about the ship which having been reported once is not likely to be repeated.
Also that most of it will be interesting to Naval Board.

S.O.(1)
9/5

(Any further remarks should be continued on ruled foolscap.)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

STAFF MINUTE SHEET.

(For attaching to papers requiring Staff Officers' remarks for Admiral's consideration). PAGE

FOR REMARKS BY	INITIALS & DATE	SUBJECT
CSO	27	Manoora - Letter of proceedings
SSO	27	
SNO	28/4/40	

R.A.N. HEADQUARTERS 1 MAY 1940 AUSTRALIAN SQUADRON

FOR OFFICE USE.

1st April It is possible that aircraft remained outside territorial waters, identified Scheer with binoculars and took a long distance photograph.

2nd April. Aircraft unable to take off. Both Manoora and Westralia have aircraft with ~~2 Pegasus 6s~~ Pegasus 2 M 2 engines. These engines are 600 HP, whereas Pegasus VI engines (as fitted in later production Seagulls) are 750 HP. Aircraft have more difficulty taking off in the tropics than in higher latitudes.

12th + 13th Aircraft proved useful in locating ships, and apparently recovery at sea was successful.

27/4

ADMIRAL COMMANDING 1 MAY 1940 AUSTRALIAN SQUADRON

Para 4. * Surely this should not happen if the sealed bag method is used.

* Suitable arrangements have since been made by N.B. 29/4

Ans 1/5. ←

(Any further remarks should be continued on ruled foolscap.)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

RESTRICTED

Mr. Kelly
26.5.65

STAFF MINUTE SHEET.

(For attaching to papers requiring Staff Officers' remarks for Admiral's consideration). PAGE

FOR REMARKS BY	INITIALS & DATE	SUBJECT
C.S.O.		Manoora - Letter of Proceedings April 1940
S.N.O.		
S.S.O.		
S.O.1.		
S.O.O.		

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON
6 MAY 1940

FOR OFFICE USE.

(Any further remarks should be continued on ruled foolscap.)

AUSTRALIAN WAR MEMORIAL RCDIG1073354

AWM 78

AUSTRALIAN WAR MEMORIAL RCDIG1073354