AWM78

Reports of Proceedings, HMA Ships and Establishments

AWM78 Class 221 - HMAS MILDURA

File number: AWM78/221/1

Title: AWM78 221/1 - September 1941 - December 1951

RCDIG1073534

AUSTRALIAN WAR MEMORIAL
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 Smith Date: 1 Nov 90

Archives Branch
NAVAL HISTORICAL RECORDS

D211

MILDURA

L. of P.

1941-51

SECRET

CONFIDENTIAL

MILDURA

DEPARTMENT OF THE NAVY

Subject:

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21/1

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 4539

SECRET

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

DEPT OF NAVY
SECRET

2016	7	476

RECEIVED
6 NOV 1941
NAVY CONFIDENTIAL RECORDS

To.....Secretary, Naval Board, Melbourne. (Copies to Rear Admiral Commanding His Majesty's Australain Squadron and Senior Officer 20th M.S.F.)

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

Date.....1/11/41

Subject.....Letter of Proceddings - October, 1941.

ACK. BY A.S. 1330Y
-6 NOV P.M.
INIT.

Submitted for the information of the Naval Board.

During the month of October, 1941, H.M.A.S."Mildura" has been in company with, or acting under the orders of the Senior Officer 20th M.S.F.

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

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

Head of N.

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10/11

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AUSTRALIAN WAR MEMORIAL RCDIG1073534

SECRET

RECEIVED
7 NOV A.M.

To.....Secretary, Naval Board, Melbourne. (Copies to Rear Admiral Commanding His Majesty's Australaii Squadron and Senior Officer 20th M.S.F.)

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

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Subject.....Letter of Proceddings - October, 1941.

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During the month of October, 1941, H.M.A.S."Mildura" has been in company with, or acting under the orders of the Senior Officer 20th M.S.F.

The conduct and health of the ship's company has bee satisfactory.

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

2nd NM 14/11

2nd NM 25/11

DOD 25/11.

DOP 25/11

1D/DE(W)

DOI(M) 27/11

Hq P 29/11

NZ.

P. A. 29/11

AUSTRALIAN WAR MEMORIAL RCDIG1073534

476

AUSTRALIAN WAR MEMORIAL RCDIG1073534

ACK. BY A.S. NAVY
11 SEP P.M.
INIT.

DEPT OF NAVY
St 6339
[redacted]
2026 | 7 | 391

SECRET

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

...ding Officer, H.M.A.S."Mildura".

1941. *Reference No.*

DEPARTMENT OF N...

Copy to Rear Admiral Commanding
...rough Senior Off., 20th M.S.F.

Subject: ...is

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AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

ACK. BY A.S. 13 SEP
11 SEP P.M.
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DEPT OF NAVY
St 6339
[redacted]
2026 | 7 | 391

SECRET

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 8th September, 1941. *Reference No.*

To The Secretary, Naval Board. Copy to Rear Admiral Commanding Australian Station, through Senior Off., 20th M.S.F.

Subject Letter of Proceedings.

Submitted, for the information of the Naval Board, is Letter of Proceedings covering the period 23rd July, 1941, to 31st August, 1941.

Zone "K" time used throughout.

23rd July H.M.A.S."Mildura" commissioned at 0900 alongside Oil Wharf, Garden Island. Lieutenant G.E.V.G. Owen in command.

Checked for Indexing

24th July to 30th July Ship completing with stores, ammunition and fuel. Ship's company frequently exercised at harbour drills.

31st July Degaussing trials carried out off Shark Island. On completion ship secured to No.5 Buoy.

1st Aug. Minesweeping trials carried out off Sydney Heads, ship returning to Oil Wharf, Garden Island.

2nd & 3rd Aug. Alongside Garden Island.

4th Aug. Shifted ship to No.5 Buoy.

5th Aug. Compasses adjusted with degaussing on and off.

6th Aug. In accordance with orders received from Commodore-in-Charge, Sydney, proceeded to sea at 0830. Exercised ship's company at sundry drills. Anchored in Jervis Bay at 1830.

7th & 8th Aug. At Jervis Bay. Ship's company frequently exercised at action stations. Sailed for Westernport at 1945/8.

9th Aug. On passage Jervis Bay to Westernport. Owing to excessive motion and pounding of ship at a higher speed, revolutions for 9 knots maintained throughout. Wind SWly 6. Rough sea and swell.

10th Aug. Passed Wilson's Promontory at 1015 and anchored off Stony Point Jetty, Westernport at 1930.

11th Aug. At anchor off Stony Point Pier, Westernport, wind increased from force 5 at 0900 to force 8 at 1600 cutting off communication with the shore. Owing to excessive yawing, ship was steered at her anchor.

12th Aug. Wind decreased to force 4 at 1200. Communication with shore resumed.

13th Aug. 0900 Sailed from Westernport. 1730 Secured at Nelson Pier, Williamstown, for repair of defects to oil fuel tank and for fuelling.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

- 9 OCT 1941
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073534

14th & 15th Aug. Repairing defect. Repair completed 2200/15.

16th Aug. Completed with fuel.

18thAug. to 22nd Aug. Left Nelson Pier 0900/18 and carried out working up practices in Port Phillip, a-nchoring off Portarlington at night. Single and double oropesa sweeps, day and night action stations, laying and picking up of dan buoys practised. Secured at Princes Pier, Port Melbourne 1430/22.

23/24 Aug.At Princes Pier, Port Melbourne.

25th Aug. Left Princes Pier 0900. Exercised double oropesa sweep. Secured at Princes Pier at 1630.

26th Aug. Left Princes Pier 141 0 carried out day and night full calibre firing. Secured at Princes Pier 2200.

27th Aug. Left Princes Pier 0900. Exercised "A" sweep with H.M.A.S."Korowa". Secured at Nelson Pier, Williamstown, 1600.

28th Aug. Completed with fuel, provisions and sailed at 2100 to join 20th Mine Sweeping Flotilla.

29th Aug. Joined "Warrego" (Senior Officer, 20th M.S.F.), "Swan", "Doomba", and "Orara" in Waterloo Bay at 1045.

30th & 31st Aug. Sailed from Waterloo Bay in company with 20th Mine Sweeping Flotilla at 0415. Carried out searching sweep in Bass Strait.

During the period mentioned, one rating has been landed suffering from mumps, another with pneumonia, and a third for X-ray observation.

R Cowen

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

SECRET

Commanding Officer, H.M.A.S."Mildura".

8th September, 1941.

The Secretary, Naval Board. Copy to Rear Admiral Commanding Australian Station, through Senior Off., 20th M.S.F.

Letter of Proceedings.

Submitted, for the information of the Naval Board, is Letter of Proceedings covering the period 23rd July, 1941, to 31st August, 1941.

Zone "K" time used throughout.

23rd July H.M.A.S."Mildura" commissioned at 0930 alongside Oil Wharf, Garden Island. Lieutenant G.N.V.C. Owen in command.

24th July to 30th July Ship completing with stores, ammunition and fuel. Ship's company frequently exercised at harbour drills.

31st July Degaussing trials carried out off Shark Island. On completion ship secured to No.5 Buoy.

1st Aug. Minesweeping trials carried out off Sydney Heads, ship returning to Oil Wharf, Garden Island.

2nd & 3rd Aug. Alongside Garden Island.

4th Aug. Shifted ship to No.5 Buoy.

5th Aug. Compasses adjusted with degaussing on and off.

6th Aug. In accordance with orders received from Commodore-in-Charge, Sydney, proceeded to sea at 0830. Exercised ship's company at sundry drills. Anchored in Jervis Bay at 1830.

7th & 8th Aug. At Jervis Bay. Ship's company frequently exercised at action stations. Sailed for Westernport at 1945/8.

9th Aug. On passage Jervis Bay to Westernport. Owing to excessive motion and pounding of ship at a higher speed, revolutions for 9 knots maintained throughout. Wind SWly 6. Rough sea and swell.

10th Aug. Passed Gibson's Breakwater at 1015 and anchored off Stony Point Jetty, Westernport at 1930.

11th Aug. At anchor off Stony Point Pier, Westernport, wind increased from force 5 at 0900 to force 8 at 1600 cutting off communication with the shore. Owing to excessive yawing, ship was steered at her anchor.

12th Aug. Wind decreased to force 4 at 1200. Communication with shore resumed.

13th Aug. 0900 Sailed from Westernport. 1730 Secured at Nelson Pier, Williamstown, for repair of defects to oil fuel tank and for fuelling.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

14th & 15th Aug. Repairing defect. Repair completed 2200/15.

16th Aug. Completed with fuel.

18thAug. to 22nd Aug. Left Nelson Pier 0900/18 and carried out working up practices in Port Phillip, a-nchoring off Portarlington at night. Single and double oropesa sweeps, day and night action stations, laying and picking up of dan buoys practised. Secured at Princes Pier, Port Melbourne 1430/22.

23/24 Aug. At Princes Pier, Port Melbourne.

25th Aug. Left Princes Pier 0900. Exercised double oropesa sweep. Secured at Princes Pier at 1630.

26th Aug. Left Princes Pier 141 0 carried out day and night full calibre firing. Secured at Princes Pier 2200.

27th Aug. Left Princes Pier 0900. Exercised "A" sweep with H.M.A.S."Korowa". Secured at Nelson Pier, Williamstown, 1600.

28th Aug. Completed with fuel, provisions and sailed at 2100 to join 20th Mine Sweeping Flotilla.

29th Aug. Joined "Warrego" (Senior Officer, 20th M.S.F.), "Swan", "Doomba", and "Orama" in Waterloo Bay at 1045.

30th & 31st Aug. Sailed from Waterloo Bay in company with 20th Mine Sweeping Flotilla at 0415. Carried out searching sweep in Bass Strait.

During the period mentioned, one rating has been landed suffering from mumps, another with pneumonia, and a third for X-ray observation.

R. Owen

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

391

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Mr. Kelly 27.5.65

St 6339

SECRET RESTRICTED

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 8th September, 1941. *Reference No.*

To Rear Admiral Commanding Australian Station, through Senior Officer, 20th Mine Sweeping Flotilla. (copy.)

Subject War Diary

Submitted for your information is War Diary of H.M.A.S. "Mildura" under my command, for period 23/7/41 to 31/8/41.

H.M.A.S."MILDURA"

WAR DIARY

1. H.M.A.S."Mildura" commissioned at Sydney on July 23rd, 1941.

2. From July 23rd to 5th August, the ship was completing with stores, fuel and ammunition, and carrying out minesweeping and dega-ussing trials at Sydney.

3. Sailing from Sydney at 0900K/6th August, two days were spent at Jervis Bay during which working up exercises were carried out, and 2½ days at Westernport. Owing to strong winds, communication withthe shore at Westernport was interrupted and the intended programme there could not be carried out. "Mildura" arrived at Williamstown at 1730K/13th August.

4. After repairing defects and fuelling "Mildura" carried out working-up exercises, including full calibre firings, in Port Phillip Bay until the evening of 27th August.

5. The ship completed with fuel and provisions and sailed from Williamstown at 2100K/28th August to join the 20th Mine Sweeping Flotilla.

6. "Mildura" joined "Warrego" (Senior Officer), "Swan", "Doomba" and "Orara" in Waterloo Bay on August 29th.

7. Sailing from Waterloo Bay at 0415K/30th August, the rema-inder of the period under review was occupied in sweeping Bass Strait from East to West in company with the ships mentioned in para.6.

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON 16 SEP 1941

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 4539

SECRET

RESTRICTED

Royal Australian Navy.

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DEPT. OF NAVY SECRET

COMMANDING OFFICER -3 OCT 1941 H.M.A.S. "WARRICO"

1112 Rcvd.

IN REPLY PLEASE QUOTE

No.

ACK. BY A.S. 1330Y -6 OCT P.M. INIT. D.W.M.

To.....The Secretary, Naval Board. Copy to Rear Admiral Commanding Australian Station, through Senior Officer 20th Mine Sweeping Flotilla.

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

Date.....1st October, 1941.

Subject.....Letter of Proceedings, September, 1941.

Checked for Indexing

Submitted for the information of Naval Board.

During the month of September, 1941, His Majesty's Australian Ship under my command has been attached to 20th Mine Sweeping Flotilla.

The conduct of the ship's company has been satisfactory. An outbreak of Parotitis (Mumps) has occurred on board the ship, 8 ratings having suffered from it, otherwise health has also been satisfactory.

Head of Sec. 7/10

DCNS 8/10

1st N.M. 8/10

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SNB 9/10 10 DNMS 13

2nd NM

DOD 10/10

DofP 10/10

N4.

9/10

P.A. 14/10

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

D.N.M.S.
13 OC 1941
OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6339

Commonwealth of Australia

Department of The Navy.

SECRET RESTRICTED

Royal Australian Navy.

COMMANDING OFFICER
- 3 OCT 1941
H.M.A.S. "WARREGO"
SENIOR OFFICER
20th MINE SWEEPING FLOTILLA

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

Date 1st October, 1941. *Reference No.*

To Rear Admiral Commanding Australian Station, through Senior Officer 20th Mine Sweeping Flotilla.

Subject War Diary, September, 1941.

Submitted :-

During the month of September, 1941, His Majesty's Australian Ship under my command has been attached to 20th Mine Sweeping Flotilla, her movements having been as follows :-

1st, 2nd September Searching sweep in Western part of Bass Strait. Sweep completed 1300K/2. Flotilla proceeded to Port Phillip, securing at Nelson Pier, Williamstown 2100K/2.

3rd-10th September At Melbourne. Completed with fuel, carried out full calibre firing (5 rounds) on 5th, and cleaned boilers.

11th- 14th September Proceeded to sea with "Warrego" and "Swan" at 0630K/11. Swept Bass Strait from West to East, completing this 1620K/14.

15th SeptemberSearching sweep between Gabo Island and Green Cape. Anchored in Twofold Bay 1700K.

16th-18th September Searching sweeps off New South Wales coast, anchoring at night in Twofold Bay, Bateman's Bay and Jervis Bay.

19th September H.M.A.S."Lithgow" joined flotilla. Searching sweep off Jervis Bay, anchored Jervis Bay 1440K proceeded 2200K.

20th September. Secured to No.1 Buoy, Port Jackson, 0820K.

21st-23rd September At Sydney.

24th September Proceeded with "Warrego", "Swan" and "Lithgow" at 1400K. Anchored in Broken Bay 1700K.

25th September Sweeping off Broken Bay, anchored 1615K.

26th September Flotilla carried out A/A practice firing at sleeve target.

27th SeptemberSweeping between Broken Bay and Norah Head.

28th September Unable to sweep owing to heavy weather.

29th September "Warrego" and "Swan" carried out A/A practice. On return to Broken Bay at 1400K, "Mildura" detached to Sydney to land 6 ratings suffering with Parotitis (Mumps). Ratings landed 1630K, "Mildura" anchored Broken Bay 1845K.

30th September Searching Sweep off Norah Head.

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

REAR-ADMIRAL COMMANDING
4 OCT 1941
H.M. AUSTRALIAN SQUADRON

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6334

SECRET

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

To.....Rear Admiral Commanding His Majesty's Australian Squadron, through Senior Officer 20th M.S.F.

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

Date.....1st November, 1941.

Subject.....War Diary - October, 1941.

Submitted for your information is War Diary of H.M.A.S "Mildura", under my command, for October, 1941.

Zone time "K" used throughout.

"Mildura" in company with 20th M.S.F. (1st Division - "Warrego" (S.O.), "Swan"; 2nd Division - "Lithgow", "Mildura", and "Ballarat" (1st & 2nd Oct) or "Warrnambool" (from 26 Oct).).

1st Oct. 0415 Flotilla weighed and sailed from Broken Bay. Searching sweep off Norah Head. Owing to bad weather ceased sweeping @ 1248 and returned to Broken Bay anchoring at 1600.

2nd Oct. 1200 Weighed and proceeded, securing to No.6 Buoy, Port Jackson @ 1500. Completed with fuel.

3rd to 6th At No.6 Buoy, Port Jackson.

7th Oct. 0940 Slipped and proceeded. Searching sweep off coast between Barrenjoey Head and Norah Head. 1835 anchored in Broken Bay.

8th, 9th Flotilla anchored in Broken Bay at night, sweeping off Norah Head each day.

10th Oct. 0415 Weighed. Searching sweep between Barrenjoey Head and Port Jackson. 1650 secured to No.6 Buoy. Completed with fuel.

11 th Oct. 1300 Flotilla slipped. Searching sweep off Maroubra.

12th 13th Flotilla on passage to Hobart, anchoring in Port Arthur at 2014/13.

14th Oct 0615 Weighed. Hobart approach channel swept. 1535 Secured alongside Princes Wharf, Hobart.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

15th/17th At Hobart. Second Division boiler cleaning.

18th Oct. 0900. Second Division slipped and took over A/S patrol in approach to Hobart for protection of H.M.T. "Queen Mary" from 1st Division.

19th/22nd On A/S patrol.

23rd Oct. 0515. Second Division weighed and provided A/S escort for H.M.T. as far as Cape Raoul, anchoring in Port Arthur at 0915, and rejoining Senior Officer.

24th Oct. Flotilla weighed at 0700, swept Hobart approach channel and anchored in Snug Bay at 1542.

25th Oct. 0900. Weighed. 2nd Division provided A/S/protection for H.M.T."Queen Elizabeth" between Cape Raoul and Iron Pot, securing at Ocean Pier, Hobart, at 1345. Completed with fuel.

26th Oct. At Hobart

27th Oct. 1600 Proceeded, rejoining 1st Division off Iron Pot.

28th Oct. 0500 Remainder of flotilla weighed and proceeded, "Mildura" providing A/S protection for port of Hobart.

29th/31st A/S patrol off Hobart.

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON
7 NOV 1941

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPT OF NAVY
SECRET
2026 | 7 | 445
Recd under cover of Letter 1/11/41 - re Letter of Proceedings

To.....Rear Admiral Commanding His Majesty's Auctralian Squadron, through Senior Officer 20th M.S.F.

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

Date.....1st November, 1941.

Subject.....War Diary - October, 1941.

Submitted for your information is War Diary of H.M.A.S. "Mildura", under my command, for October, 1941.

Zone time "Z" used throughout.

"Mildura" in company with 20th M.S.F. (1st Division - "Warrego" (S.O.), "Swan"; 2nd Division - "Lithgow", "Mildura", and "Ballarat" (1st & 2nd Oct) or "Warrnambool" (from 26 Oct).

1st Oct. 0415 Flotilla weighed and sailed from Broken Bay. Searching sweep off Norah Head. Owing to bad weather ceased sweeping @ 1248 and returned to Broken Bay anchoring at 1600.

2nd Oct. 1200 Weighed and proceeded, securing to No.6 Buoy, Port Jackson @ 1500. Completed with fuel.

3rd to 6th At No.6 Buoy, Port Jackson.

7th Oct. 0940 Slipped and proceeded. Searching sweep off coast between Barrenjoey Head and Norah Head. 1835 anchored in Broken Bay.

8th, 9th Flotilla anchored in Broken Bay at night, sweeping off Norah Head each day.

10th Oct. 0415 Weighed. Searching sweep between Barrenjoey Head and Port Jackson. 1650 secured to No.6 Buoy. Completed with fuel.

11 th Oct. 1300 Flotilla slipped. Searching sweep off Moreubre.

12th 13th Flotilla en passage to Hobart, anchoring in Port Arthur at 2014/13.

14th Oct 0615 Weighed. Hobart approach channel swept. 1535 Secured alongside Prince's Wharf, Hobart.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

15th/17th At Hobart. Second Division boiler cleaning.

18th Oct. 0900. Second Division slipped and took over A/S patrol in approach to Hobart for protection of H.M.T. "Queen Mary" from 1st Division.

19th/22nd On A/S patrol.

23rd Oct. 0915. Second Division weighed and provided A/S escort for H.M.T. as far as Cape Raoul, anchoring in Port Arthur at 0915. and rejoining Senior Officer.

24th Oct. Flotilla weighed at 0700. swept Hobart approach channel and anchored in Snug Bay at 1342.

25th Oct. 0900. Weighed. 2nd Division provided A/S protection for H.M.T."Queen Elizabeth" between Cape Raoul and Iron Pot, anchoring at Ocean Pier, Hobart, at 1345. Completed with fuel.

26th Oct. At Hobart

27th Oct. 1670 Proceeded, rejoining 1st Division off Iron Pot.

28th Oct. 0500 Remainder of flotilla weighed and proceeded, "Kildare" providing A/S protection for part of Hobart.

29th/31st A/S patrol off Hobart.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

SECRET

To.....Secretary, Naval Board, Melbourne. (Copies to Rear Admiral Commanding His Majesty's Australain Squadron and Senior Officer 20th M.S.F.)

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

Date.....1/11/41

Subject.....Letter of Proceddings - October, 1941.

Submitted for the information of the Naval Board.

During the month of October, 1941, H.M.A.S."Mildura" has been in company with, or acting under the orders of the Senior Officer 20th M.S.F.

The conduct and health of the ship's company has bee satisfactory.

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON 7 NOV 1941

S.O.(O) 7/11

S.S.O. 8/11.

S.O.(I) 7/11

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

SECRET RESTRICTED

To.....Rear Admiral Commanding His Majesty's Australian Squadron. Copy to Senior Officer 20th Mine Sweeping Flotilla.

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

Date.....3rd December, 1941.

Subject.....War Diary - November, 1941.

Submitted for your information is War Diary of H.M.A.S."Mildura", under my command, for November, 1941.

1st Nov. At anchor off Iron Pot Lighthouse providing A/S. protection for the port of Hobart. Proceeded at 0400K and provided A/S protection for H.M.T. "Queen Elizabeth" as far as Cape Raoul.

2nd-4th Nov. On patrol in Eastern portion of Bass Strait. A floating mine reported in A.C.N.B's. signal W.F. 121 was sighted and destroyed on 3rd ~~inst~~ November.

5th Nov. Arrived Williamstown 2200K.

6th-7th. At Melbourne.

8th Nov. Sailed for Hobart with 20th Mine Sweeping Flotilla.

10th Nov. Arrived Hobart 1235 K.

11th-12th. At Hobart.

13th Nov. Sailed for Adventure Bay with 20th Mine Sweeping Flotilla at 1050K.

14th-19th. Clearing sweep in Storm Bay when weather permitted - anchoring in Adventure Bay at night&when weather bound.

20th-25th. Arrived Hobart 0945K/20. Cleaned boilers and completed with fuel. Sailed 1400K/25.

26th-30th. Searching sweeps in Storm Bay - anchoring in Adventure Bay at night.

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON 7 DEC 1941

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6334

Royal Australian Navy.

SECRET RESTRICTED

IN REPLY PLEASE QUOTE
No. 13/11.

To..... The Rear Admiral Commanding His Majesty's Australian Squadron. Copy to the Senior Officer, 20th M.S.Flotilla.

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

Date..... 1st January, 1942.

Subject... War Diary, December, 1941.

Submitted for your information is War Diary of His Majesty's Australian Ship under my command for the month of December, 1941. All times given are in Zone K Time.

1st. At anchor in Adventure Bay. Weighed 0615 and carried out Searching Sweep in Storm Bay. In sweeps 1100 and proceeded to Melbourne.
2nd. On passage to Melbourne.
3rd. Arrived Melbourne 0515 and completed with fuel.
4th. Left Melbourne 0900 in company with Warrego, Swan, Lithgow and Warrnambool on passage to Sydney.
6th. Arrived Sydney 1200 and secured at Woolloomooloo. Completed with fuel.
7/12th. At Woolloomooloo.
13th. Shifted to No. 4 Buoy. Duty ship at immediate notice for 24 hours from 1200.
15th. Slipped 0945 and proceeded to sea with training class from A/S School. Escorted H.M.T."Queen Elizabeth" inwards through Searched Channel. Secured at No. 4 Buoy 1750.
16th. At Sydney. Duty ship from 1200 for 24 hours.
17th. Slipped 2330. Provided A/S Escort in company with Le Triomphant and Lithgow for Ormiston.
18th. Detached at 0520 and returned to Sydney in company with Lithgow. Secured 1115.
19th. At Sydney. Duty ship for 24 hours from 1200.
20th. Slipped 0215 and proceeded to sea to investigate an unknown vessel reported 12 miles off Sydney. Vessel identified as Kina II at 0330. Secured 0520.
22nd. Duty ship for 24 hours from 1220. Slipped at 1900 and proceeded for A/S Patrol off Sydney Heads. Rammed by s/s Berwickshire at 2150. Returned to Sydney and secured alongside Garden Island 2255.
23/26th. Carrying out temporary repairs alongside Garden Island.
27th. Proceeded to Mort's Dock, Balmain, for permanent repairs.
28/31st. Under repair at Morts Dock.

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON
20 JAN 1942

C.S.O.

S.O. (Comps)

S.O.I.

Lieutenant, R.A.N.R.(S).
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

SECRET RESTRICTED

St 6334

1141/

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.

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

Date.....3rd February, 1942. Ref.No. 13/13/42

To.....Rear Admiral Commanding His Majesty's Australian Squadron.

Subject.....War Diary, H.M.A.S."Mildura", month of January, 1942.

Submitted for your information.

Times used throughout zone time K.

Jan 1st -12th.	Ship in Mort's Dock, Sydney, undergoing repairs.
Jan 12th.	Proceeded to Chowder Bay - fuelled, thence to No.5 buoy.
Jan 15th.	On D. G. range, returning to No.5 buoy.
Jan 16th-17th.	At Chowder Bay deperming.
Jan 18th.	On D. G. range. 1200 secured to No.2 buoy.
Jan 19th.	Lt. C. J. P. Guille, O.B.E. R.N.R., assumed command vice Lt. G. E. Owen, R.A.N.R.(S). Proceeded alongside G. I. oil wharf.
Jan 20th.	Adjusted compasses at Berry's Bay.
Jan 21st.	Ammunitioned ship.
Jan 22nd.	Duty ship; to sea with A/S class for training. Carried out A/S patrol at sea 1900/22 to 0600/23rd.
Jan 23rd-24th	At No.7 buoy.
Jan 25th.	Duty ship; A/S patrol 1900/25 to 0600/26.
Jan 26th.	At Watson's Bay waiting for weather to moderate to undertake minesweeping.
Jan 27th.	Sweeping in Sydney searched channel. 1225 "Australia""Perth""Leander""Adelaide" passed outward. Secured to No.7 buoy on completion.
Jan 28th.	Duty ship 0800 at Watsons Bay. 1900/28 to 0600/29 A/S patrol at sea.
Jan 29th.	Sweeping in Sydney searched channel. Secured to No.7 buoy on completion.
Jan 30th.	Sweeping in Sydney searched channel. Secured to No.7 buoy on completion.
Jan 31st.	Sweeping in Sydney searched channel. 0905 H.M.A.S."Australia", "Perth", and H.M.S. "Leander" passed inward. 1000 returned to harbour on account heavy weather.

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

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON 1 MAR 1942

C.J.P. Guille

Lieut. R.N.R.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

SECRET

RESTRICTED

St 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 4th March, 1942. *Reference No.* 13/14/42

To Flag Officer Commanding His Majesty's Australian Squadron,

Subject War Dia ry - H.M.A.S."Mildura" - February, 1942.

Submitted,

Zone time K used throughout.

Feb.1-19th incl. Duty ship every third day at Sydney; patrolling outside from 1900 to 0700.

Feb. 20th 0600 slipped, 0947 joined H.M.S."Warspite" and provided A/S protection into harbour. Duty A/S vessel.

Feb. 22nd 0800 Ready to proceed. 2000 proceeded; provided A/S cover to M.V."Merkur".

Feb. 23rd 1300 Parted from M.V."Merkur" 150 miles to east of Sydney searched channel. "Merkur" proceeded to Suva, Fiji; "Mildura" returned to harbour.

Feb. 24th 0600 entered harbour; secured to No.7 buoy.

Feb. 25th Duty A/S vessel.

Feb. 26th 0500 took station on H.M.S."Warspite" and proceeded to sea with her. Provided A/S protection during various firing practices. 1030 H.M.S."Warspite" proceeded. 1310 entered Port Jackson and secured to No.6 buoy.

Feb. 27th At No.6 buoy.

Feb. 28th Duty A/S vessel.

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

REAR-ADMIRAL COMMANDING H.M. AUSTRALIAN SQUADRON
16 MAR 1942

Lieut. R.N.R.
Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

(COPY)..//

No. A.F. 332/11 41/21 Date - 23rd April, 1942.

SECRET. RESTRICTED SUBJECT.

WAR DIARIES.

FORMER:

ENCLOSURES:

1. H.M.A.S. "DOOMBA" - Months of August, September, October, November and December, 1941.

2. H.M.A.S. "LITHGOW" - Months of July, August, September, October, November and December, 1941 and January and February, 1942.

3. H.M.A.S. "WARRNAMBOOL" - Months of October, November and December, 1941, and January and February, 1942.

4. H.M.A.S. "SWAN" - Month of January, 1942.

5. H.M.A.S. "MILDURA" - Months of July, August, September, October, November and December, 1941, and January and February, 1942.

6. H.M.A.S. "ORARA" - Month of December, 1941.

The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

2. It is observed that these ships are not under my administrative control.

Office of the Rear-Admiral
Commanding Anzac Squadron.
23rd April, 1942.

(sgd)..
REAR-ADMIRAL.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6339

Commonwealth of Australia

Department of The Navy.

SECRET RESTRICTED

Royal Australian Navy.

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

Date 1st April, 1942. *Reference No.* 13/15/42

To The Commodore-in-Charge, Garden Island, Sydney.

Subject War Diary - March - H.M.A.S."Mildura".

Submitted for your information :-

All times used are "L" time.

March 1st — 0001-0900 Patrolling (A/S) off Sydney. 0921 at Garden Island effecting engine room repairs.

2nd — Second duty ship - at Watsons Bay.

3rd — First duty A/S vessel at Sydney. In forenoon at sea with party experimenting on wake of ship. Patrolling at night outside Sydney.

4th — With "Yandra" in company proceeded down searched channel and screened Cruiser "Tromp" to Heads. 1012 joined "Bingera" and proceeded to sea.

5th — At sea. Met "Westralia" and convoy, took station. Gave A/S protection; "Bingera" fell astern unable to keep up.

6th — 0900 Parted company with "Westralia" and 1030 rendezvoused with "Bingera". 1800 Parted from "Bingera" and 2200 secured to No.6 Buoy Sydney Harbour.

7th — Duty A/S ship at Sydney - fuelled and stored. Secured to A/S buoy at Watsons Bay.

8th — Duty ship at Watsons Bay. 1725 Slipped and proceeded towards Noumea.

9th — On passage.

10th — On passage. 1725 Rendezvoused with H.M.A.S."Geelong". proceeded in company.

11 th — On passage.

12th — 0530 Observed convoy astern. 0703 Off Bulari awaiting instructions. 0800 Entered. 0900 Commenced sweeping channels. 0940 Convoy entered and anchored. 1140 In sweeps; convoy proceeded. "Mildura" anchored. 1300 "Geelong" rejoined after recovering M/S gear. Proceeded, fuelled and anchored.

13th — At Noumea. Proceeded with "Geelong" in company and reswept approaches to Noumea. Fouled an recovered starboard sweep, returned to Noumea.

14th — At Noumea repaired aboard "Leander".

14th-15th — Performing stationery A/S sweep for protection of Great Road and Little Entrance ("Geelong");

AUSTRALIAN WAR MEMORIAL RCDIG1073534

March 16th At Noumea. F.O.C.A.S. arrived, reported. "Mildura" and "Geelong" proceeded to sea; screened U.S. Transport "Mac Andrew" sweeping off Bulari Passage.

17th 0700 Entered piloting U.S.S. "Pensacola" and No.377. Anchored and performed A/S duties.

18th Performing A/S duties.

19th 0630 With "Geelong" incompany proceeded to sea. Patrolled off Bulari. 1630 "Achilles" arrived - entered harbour A/S sweep all night.

20th Fuelled and stored ship. 1345 proceeded to sea and screened U.S. Transport "John Ericson" till 1900 - cruised all night.

21st 0700 Entered Bulari 0800 Secured in Great Road and performed A/S duties for anchorage.

22nd 1650 Slipped and proceeded to Bulari. 1840 Anchored inside reef.

23rd 0530 Weighed and proceeded to sea. 1100 Met U.S.Transport "Jacob Luchenbach" and screened her to Bulari. 1558 Entered and anchored. 1735 "Geelong" joined company. 1800 Weighed and proceeded ("Mildura" only.).

24th Cruised all day in low visibility to intercept U.S. Transport "William Clark". 1857 Anchored inside Bulari Passage with "Geelong" who had met "William Clark" earlier in the day and screened her in.

25th 0630 With "Geelong" in company proceeded to Noumea, 0741 anchored. Performing A/S duties for harbour defence. 1 400 F.O.C.A.S. weighed and departed.

26th On instructions from F.O.C.A.S. "Geelong" proceeded alongside for boiler cleaning and repairs. "Mildura" performing continuous A/S harbour defence duties.

27th Harbour defence duties at Noumea.

28th A/S duties for protection of Great Road. 1400 Weighed and proceeded - screened U.S.Transport "Memphis City" until 1800. 1900 Sweeping at Bulari Passage.

29th Sweeping off Bulari Passage. 0700 proceeded and met U.S. Transport "Merriweather Lewis" screening her to Bulari Passa ge. 1100 Screened U.S. Transport "William Clark" to seaward. 1215 Parted company and returned towards Bulari. 1600 Carrying out A/S Patrol off Bulari.

30th Sweeping off Bulari Passage. 1500 Entered and proceeded to Noumea. 1700 Alongside tanker, filled with fuel oil. 2100 proceeded to inner anchorage.

31st 0530 Proceeded from Great Road Noumea. 0654 Took ground off Amedee Island Lighthouse. All day endeavouring to and preparing to refloat.

COMMODORE-IN-CHARGE
9 APR 1942
SYDNEY

Lieut. R.N.R.
In Command.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Secret.

DEPT. OF NAVY
St 6339
20 3/6. 7. 42 42
SECRET

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 4th May, 1942. *Reference No.*

To Rear Admiral-in-Charge, Sydney.

Subject War Diary - H.M.A.S."Mildura" - April, 1942.

SECRET RESTRICTED

ACK. BY A S 99
11 MAY A.M.

All time zone "K".

April 1st - 3rd	At Noumea performing harbour defence duties.
April 4th	Proceeded alongside wharf and landed 20 depth charges in care A.N.L.O. Proceeded to Bulari passage and commenced transferring stores to H.M.A.S."Geelong".
April 5th	Completed storing "Geelong" and proceeded towards Sydney.
April 5th - 9th	On passage - sighted 2 U.S. aircraft en route.
April 9th	0745 Secured No.7 buoy Port Jackson.
April 10th	De-ammunitioned - proceeded to Chapman's Drydock.
April 10th -14th	In dock.
April 14th	1600 Left dock, secured to wharf to complete engine room repairs.
April 15th-30th	Alongside wharf (CHapman's).

During April the health and conduct of ship's company has been satisfactory.

All members of ship's company were granted leave as opportunity occured. Average leave given - one week's long leave and some short leave.

REAR-ADMIRAL-IN-CHARGE 7 MAY 1942 SYDNEY

Lieut. R.N.R.
Commanding Officer.

B.S. 1148/251/102.
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

A/REAR-ADMIRAL.

Office of the
Rear-Admiral-in-Charge,
Sydney.
7th May, 1942.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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2086/7/445.

(H.M.A.S. "MILDURA" Letter No. 13/15/42 dated 1st April, 1942.)

SECRET

RESTRICTED

WAR DIARY - MARCH - H.M.A.S. "MILDURA".

II.

ACK. BY A.S. 38
14 APR P.M.
INT

B.S. 879/251/88.
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

G. Muirhead-Gould.

Office of the
Rear-Admiral-in-Charge,
Sydney.
10th April, 1942.

A/REAR-ADMIRAL.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6339

Commonwealth of Australia

Department of The Navy.

SECRET. RESTRICTED

Royal Australian Navy.

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

Date 4 June 1942 *Reference No.*

To Rear-Admiral-in-Charge,Sydney.

Subject WAR DIARY,H.M.A.S."MILDURA,MAY 1942.

All times Zone K.

May 1 - 5(Inclusive):Alongside wharf at Chapman's Dock, Sydney,completing refit.

6 Proceeded to sea for engine trials.Returned to adjust bearings.P.M.Ammunitioned,fuelled and stored ship alongside oil wharf,Garden Island.

7 Proceeded to D.G.Range thence to sea for engine trials.Returned and secured to oil wharf,G.I. completed storing ship.

8 Proceeded to Chowder Bay for Deperming,at noon this was cancelled.Returned to No 7 Buoy,embarked Oerlikon Gun.

9 Proceeded withmH.M.A.S.Manoora,Blowing Southerly gale - owing to weather,had to ease down - Manoora proceeded

10 At sea patrolling in vicinity of rendezvous.

11 0630 fell in with H.M.A.S."Manoora" and H.M.A.S. "Bungaree".Proceeded towards New Caledonia, providing A/S protection.2000 exercised night encounter with"Manoora"and"Bungaree","Mildura" using searchlight,other ships firing star-shell etc.

12 On passage.Passed convoy bound to South West at 0135.

13 On passage.Nothing to note except the continuous bad weather encountered.During one particularly violent spell,a depth charge broke adrift and fell overboard.Charge was set to safe,but detonated at a great depth

14 At sea.

15 At sea.Obtained and investigated a contact at 0105. This turned out to be a shoal of fish.At 1730 "Geelong" joined,but had lost her dome in bad weather.

16 Arrived at Noumea.Entered and fuelled.

17 Proceeded with "Manoora"towards Sandwich Island.

18 Arrived at Vila,entered and secured."Leander" and "Achilles" present.

19 Embarked one officer,2 other ranks U.S.Army for passage to Noumea.These were members of Gemeral Rose's staffAt the last moment he went by air,but sent his staff with "Mildura".1500 slipped and proceeded with "Manoora".

20 On passage towards Norfolk Island.2100 detached by "Manoora" to Noumea.

21 0900 entered Bulari Passage and 1047 commenced fuelling. Completed and proceeded to anchor off Bovis Point,carrying out A/S watch for Great Road.Disembarked passengers.

22 Proceeded to Bulari and anchored off Amedee, performing A/S sweep,proceeding to sea to escort arrivals and departures in and out (all the time at Amedee)

23 "Wilcannia" relieved,proceeded to anchorage at Bovis Point,A/S sweep.

24 At same place.

25 Proceeded to Amedee to releive U.S.Destroyer "Meredith".

26 At Bulari,sweeping continuously.

27 Proceeded to Great Road,sweeping continuously.

28 Proceeded to Bulgari,sweeping continuously.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

ACK. BY A.M. 33°
-8 JUL P.M.
IN

DEPT. OF NAVY
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May 29 - 31 (Inclusive) Off Bulari sweeping.

During the month almost continuaus bad weather was met. The conduct of the ship's company has been satisfactory, and health reasonably so. At Noumea there are no Service medical facilities, but fortunately the American ships are very good and help without demur whenever medical help is required.

There is a crop of dental cases, but I am hoping that an Australian warship with a dentist will arrive in the near future.

.....Lieutenant
R.N.R.
Commanding Officer.

REAR-ADMIRAL-IN-CHARGE
18 JUN 1942
SECRET
RESTRICTED

II

B.S.1633/250/71.
The Secretary,
NAVAL BOARD.

Forwarded for the information of the Naval Board.

Office of the
Rear-Admiral-in-Charge,
Sydney.
6th July, 1942.

A/Rear-Admiral.

250/71 St 6339

Commonwealth of Australia

Department of The Navy.

SECRET. RESTRICTED

Royal Australian Navy.

From The Commanding Officer H.M.A.S.Mildura.

Date July 1st.1942 *Reference No.*

To R.A.C.A.S. through R.A. in charge Sydney.

Subject War Diary June 1942.

Submitted.

All times Zone L.

June 1st. At Bulari Passage New Caledonia maintaining continuous A/sub. patrol
2nd. Same place and duty.
3rd. Proceeded to Noumea and fuelled
4th. Returned to Bulari Passage and maintained continuous patrdl.
5th. At Bulari Passage
6th. P.M. relieved by Willcannia returned to Noumea
7th. Proceeded alongside Grand Quay Noumea and commenced cleaning boilers
10th. Boiler cleaning completed proceeded to Bovis Point and there maintained A/S watch.
11th. Returned to Bulari Passage and maintained A/S patrol.
12th. Made a searching sweep (m.s.) of approaches to Noumea. thence to Bulari Passage to maintain A/S patrol.
13th. Relieved by Willcannia proceeeded to Noumea sweeping en route, after completing sweep anchored off Bovis Point and maintained A/S watch.
14th. On A/S patrol off entrance to Great Road Port Noumea.
15th. At inner anchorage. Went to 4 hours notice. Gave leave.
16th As for 15th.
17th. Proceeded to Bulari Passage and carried out A/S patrol. Swept (M/S) approahes to port on the way.
18th. At Bulari Passage patrolling.
19th. Relieved by Willcannia returned to Bovis Point and there maintained continuous A/S watch.
20th At Bovis Point performing A/S duties.
21st. Returned to Noumea andstored ship from Merkur.
22nd. Fuelled from R.F.A.Bishopdale.
23rd. At Bulari Passage on A/S duty.
24th. As for 23rd.Bungarree arrived escorted by Tromp.
25th. A/S duty at Bulari and Bovis Point.
26th. A/S duty off Bovis Point.
27th. To Inner anchorage. Willcannia departed escorting Merkur.
28th At inner anchorage at 4 hours notice. Task Force 44 arrived.
29th. Returned to Bulari Passage on A/S duties.Task Force 44 left.
30th. A/S duties at Bulari Passage.

Mildura now forms part of an A/S group comprising an American destroyer(a temporary member) a New Zealand trawler and Mildura. Since the departure of A.N.L.O. we are entirely in the "air" for stores.Mildura is now acting under the orders of the American Port Captain

Lt. R.N.R
Commanding Officer

REAR-ADMIRAL-IN-CHARGE
17 JUL 1942
SYDNEY

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6339

Commonwealth of Australia

Department of The Navy.

RESTRICTED

Royal Australian Navy.

From The Commanding Officer H.M.A.S.Mildura.

Date 1st August 1942. *Reference No.*

To Rear Admiral Commanding Sydney.

Subject War Diary .Month of July 1942.

Submitted. Alltimes Zone K.

July 1st. At Noumea performing A/S duties

2nd. As for 1st July.

3rd. Sailed from Noumea escorting R.F.A.Bishopdale towards Brisbane.

4th. On passage

5th. On passage.

6th. Arrived Brisbane, fuelled.

7th. Slipped and proceeded to sea.

8th. At daylight closed stranded S.S.Rufus King (U.S.). Vessel was aground fore and aft,her back was broken and she was being swept fore and aft by the sea breaking against her starboard side.Reported position by W.T.and proceeded towards Brisbane,entered,fuelled.

9th. At Brisbane at four hours notice.

10th. Slipped and proceeded to sea .

11th. Proceeded with S.S.Schwartenhondt towards Townsville.

12th. On passage.

13th. 0400 parted company in Capricorn Channel.

14th. On passage to Brisbane,1200 entered 1700 secured,fuelled.

15th. Shifted berth up river to Eagle Street.

16th. 0700 proceeded to sea.1700 at rendezvous awaiting Bungaree.2100 intercepted G.P.convoy and found Bungaree had been detached.Proceeded to intercept.

17th. 1100 joined Bungaree,Both and Cairns.Cairns detached and returned to Brisbane.

18th. 1030 parted company in Capricorn Channel proceeded towards Brisbane.

19th.1030 entered ,fuelled and 1707 secured at Eagle St.Waharf.

20th to 22nd inclusive at Brisbane at four hours notice.

23rd. 1000 slipped and proceeded in company with Deloraine, Cairns and P.G.8.

24th. On passage.

25th. 0900 parted company with convoy outside Newcastle and proceeded to Sydney. 1700 entered secured and fuelled.

27th 1136 slipped and proceeded alongside G.I.for boiler clean.

28th to 30th At G.I. cleaning boilers and effectng various

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Ack'd By Form
A. S. 1330
Init. [illegible]
Date 11.9.42

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various/ engine room repair and maintenence jobs.

31st.July. Completed boiler cleaning reverted to four hours notice for steam.

7/11/41

During boiler cleaning period in Sydney it was possible to give the ships company forty eight hours local leave which was much appreciated by them. The conduct of the ships company has been satisfactory but health has been of a different order. There have been four appendix and two yellow jaundice, one measles and the ship is at the time of writing well below complement on account of sickness and the scarcity of reliefs.

REAR-ADMIRAL-IN-CHARGE
SYDNEY
31 AUG 1942

Lieutenant R.N.R.
Commanding Officer.

II.

B.S. 2267/250/71.
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

D 4/9

DN S. 10

Office of the
Rear-Admiral-in-Charge,
Sydney.
8th September, 1942.

A/REAR-ADMIRAL.

DCNS

AUSTRALIAN WAR MEMORIAL RCDIG1073534

250/71 St 6339

Secret

RESTRICTED

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer H.M.A.S.MILDURA.

Date September 1st.1942 *Reference No.*

To Rear Admiral in Charge Sydney Naval Establishments.

Subject War Diary Month of August 1942

All times zone K.

Submitted.

August. 1st. Alongside Garden Island completing boiler clean.

2nd. 0858 slipped and proceeded to Newcastle.
1510 secured Kings Wharf Newcastle.Attended Masters' Conference at N.C.S.

3rd. 0944 Slipped and proceeded out of harbour.
Swept outside while convoy C.O.15 formed up.
1100 proceeded in company with Willcannia escorting convoy.1700 Sydney section joined.

4th & 5th. Escorting convoy towards Melbourne.

6th. 1200. Fell in with Northbound convoy.
1250. Handed over convoy C.O.to "Doomba" and returned escorting O.C.convoy towards Sydney.
Spent most of afternoon rounding up stragglers.
Made contact and carried out an immediate D.C.attack.Contact later classified non sub.

7th & 8th. Escorting convoy towards Sydney & Newcastle.

9th. 0320.In accordance with instructions from N.O.C.S.detached off Sydney with Sydney section of convoy.0930 secured to buoy,fuelled and watered.

10th. At four hours notice at No.9 buoy.Attended Masters Conference at N.C.S.Sydney.

11th. 0635 Slipped and proceeded out of harbour, swept outside awaiting M.V.Merkur.
0703 proceeded towards Noumea screening Merkur.

12th,13th,14th.,on passage towards Noumea .

15th. 1200. Off Bulari Passage sweeping whilst Merkur entered.1250 entered Bulari Passage.
1445 secured alongside Grand Quay and commenced taking water.1550 completed,slipped andat
1703 secured alongside U.S.S.Platte.Fuelled.
Comtask 44 present.

16th. 0703 Slipped and proceeded out of Great Road.
1055 Cleared Bulari passage escorting R.F.A. Bishopdale towards Sydney.

17th.,18th,19th,and 20th on passage towards Sydney.
on latter day passed and spoke U.S.S.Phoneix

xxxx.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

RESTRICTED
Ack'd By Form A.S. 1330
Init. 23.9.42
Secret.

DEPT. OF NAVY
2026. 7. 445
SECRET

August 21st. 1300 off Sydney awiting Bishopdale to enter.
1443 Secured to No.9 buoy,fuelled and watered.

22nd & 23rd. At four hours notice.

24th. Slipped and preceeded Sydney section of C.O.21 out of harbour.1640 joined Newcastle section proseeded with H.M.A.S.Wallaroo escorting towards Melbourne.

25th & 26th. Escorting towards Melbourne.

27th. 0715 Fell in with O.C.convoy, changed convoys and returned towards Sydney.

28th & 29th. Escorting duties towards Sydney.

30th. 0700 Off Sydney waiting for convoy to enter.
0745 Entered.0900 secured to No 9 buoy,fuelled.
1121 Slipped and proceeded alongside Garden Island to commence boiler clean.1144 secured.

1) D.N.M.S. for 2/x/42
2) D.N.M. Sydney 7/10
N.A.2.A.M. Taken up with D.C.N.S. 8/10
D.N.I. 9/10
3) Please return to D.A.I. Mr Glasson

During the month the conduct of the Ships Company generally has been good.There were two desertions. Both deserters were stokers and I think that their original idea was to wait until the ship had sailed then report to Balmoral and be dealt with there, forfeiting perhaps 2 days pay and leave and getting home the rest of the time the ship was away.However they are still missing and warrants have been taken out. The health of the Ships Company has been poor, there were a crop of colds,a number of cases of Yellow Jaundice and a number of cases of appendecitus.It did not help to be without an S.B.A. for nearly the whole month.The re were also a lot of cases of scabies,all but one of the A/S personnel catching it. The Ship has been well below complement for the whole month.At the time of writing the position is improving.

Distance steamed without Harbour steaming 4315 miles

Lieutenant R.N.R.
Commanding Officer.

REAR-ADMIRAL-IN-CHARGE
9 SEP 1942
SYDNEY

RESTRICTED

B.S. 2373/250/71.

The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

2. The question of shortage of complement has been dealt with in my letter B.S. 2265/656/42 of 10th September, 1942.

D.C.T. Moorhead Rear-Adm.

Office of the
Rear-Admiral-in-Charge,
Sydney.
21st September, 1942.

A/REAR-ADMIRAL.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

OFFICE
30 SEP 1944
NAVY

AUSTRALIAN WAR MEMORIAL RCDIG1073534

ACK. BY A.S. 13 OCT P.M. INIT.
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RESTRICTED

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2026. 7. 445
SECRET

(The Commanding Officer, H.M.A.S. "MILDURA's" letters dated 1st July, 1942, and 1st October, 1942.)

WAR DIARIES FOR THE MONTHS OF JUNE, AND SEPTEMBER, 1942.

II.

B.S. 2552/250/71.
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

Office of the
Rear-Admiral-in-Charge,
Sydney.
10th October, 1942.

A/REAR-ADMIRAL.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6339

250/71

Commonwealth of Australia

Department of The Navy.

SECRET. RESTRICTED

Royal Australian Navy.

From The Commanding Officer H.M.A.S.Mildura.

Date 1st.October 1942 *Reference No.*

To The Rear Admiral in Charge Sydney.

Subject War Diary month of September 1942.

All times zone K.

Submitted.

September 1st. Secured alomgside Kybra at Cruiser Wharf Garden Island cleaning boilers

2nd. As for 1st.

3rd. 1445 Slipped and proceeded escorting Convoy C.O.24 towards Melbourne,Dubboby in company. Bengal additional escort to Bass Strait.

4th and 5th On passage.

6th. 0001 Bengal proceeded towards Adelaide. 0640 Sighted O.C.25.0800 exchanged convoys with 'Doomba'.Proceeded towards Sydney.

7th and 8th. On passage

9th. 0015 Secured alongside 'Rocklea' fuelled.

10th. 1520 Slipped and proceeded escorting Sydney section of C.O.26.1730 joined main section of C.O.26 and proceeded in company with Moresby escorting towards Melbourne.

11th and 12th. On passage.

13th. 0600 Moresby detached to overtake O.C.26. Proceeded with C.O.26.0750 convoy enterdd Port Phillip,proceeded to join Moresby. 1800 joined O.C.26 proceeding towards Sydney.

14th and 15th On passage.

16th. 0700 entered Port Jackson.0800 secured,fuelled.

17th. 1518 Slipped and proceeded in company with Deloraine and Cessnock (Additional) escorting C.O.28 towards Melbourne.

18th and 19th.On passage.

20th. Exchanged convoys with 'Doomba'.Cessnock proceeded,returned towards Sydney escorting O.C.28 in company with Deloraine.

21st and 22nd On passage.

23rd. 0700 off Newcastle.Convoy entered.0800 entered and secured to No 2 Kings Wharf.

24th. 0715 Slipped and proceeded escorting C.O.30. 1725 Relieved by 'Whyalla' and 'Deloraine' proceeded into Sydney.1834 Secured to No 4 Buoy

AUSTRALIAN WAR MEMORIAL RCDIG1073534

September 24th.....Buoy.Commenced boiler cleaning.

25th to 28th.Boiler cleaning at No.4 buoy.

29th. 1600C Completed boiler cleaning.

30th. 0830 Slipped and proceeded to Newcastle.
1518 Entered and 1522 secured to No 2 Kings Wharf to await departure C.O.32.

During the month of September the conduct and health of the Ship's Company has been satisfactory. The Ship has been up to complement mainly by ratings on temporary loan from Penguin 2. This position is not entirely satisfactory as on arrival in harbour some of these ratings are almost invariably wanted for draft elsewhere and have to be returned and others drafted in their place.It is hoped that permanent appropriations will soon be made.Further ratings on temporary loan do not give as good results as permanent hands. With regard to the health of the Ships Company, most of the ratings who have been in the Ship for some time are quite free from complaint but most of the ratings on temporary loan seem to go sick quickly and quite a number only make one convoy escort passage and then are made category C on return to harbour.

Distance steamed in month 3633 miles
Distance steamed in quarter ended 30th.Sept.11436 Miles.

REAR-ADMIRAL-IN-CHARGE
9 OCT 1942
SYDNEY

Lieutenant R.N.R.
Commanding Officer.

ACK. BY A.S. 1330Y
11 NOV P.M.
INIT.

P1

(The Commanding Officer, H.M.A.S. "MILDURA's" letter dated 1st November, 1942.)

DEPT. OF NAVY
2026. 4. 445
SECRET

SECRET
RESTRICTED

H.M.A.S. "MILDURA" - WAR DIARY FOR OCTOBER, 1942.

II.

B.S. 2837/250/71.
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

D.C. Tuinnead-Gould

A/REAR-ADMIRAL.

Office of the
Rear-Admiral-in-Charge,
Sydney.
10th November, 1942.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6339

Commonwealth of Australia

Department of The Navy.

SECRET. RESTRICTED

Royal Australian Navy.

From The Commanding Officer H.M.A.S.Mildura.

Date November 1st.1942 *Reference No.*

To The Rear Admiral in Charge, Sydney.

Subject War Diary Month of Octoberer 1942

All times Zone L.

Submitted.

October 1st. At Newcastle awaiting departure Convoy C.O.32 0905 slipped and proceeded to sea, sweeping outside whilst convoy formed. 1045 proceeded screening convoy.1745 Sydney section, escorted by Whyalla joined, proceeded in company screening, towards Melbourne.

2nd and 3rd. On passage.

4th. 0902 Entered Port Phillip and anchored waiting for Convoy O.C.32 to form and weigh. 1105 weighed and proceeded out of Port Phillip escorting convoy towards Newcastle.

5th and 6th. On passage.

7th. 0440 Sydney section detached escorted by Whyalla. Proceeded towards Newcastle. 1005 sighted upturned boat in water. Recovered boat. 1320 relieved by Rockhampton 2 miles off Nobby's Head. Proceeded to Sydney. 1755 entered Port Jackson. 1830 secured alongside Rocklea and fuelled ship..

8th. 0721 Slipped and 0730 secured to No 6 Buoy.
0900 commenced deperming..
1535 De-ammunitioned ship.
1650 Deperming complete.
1800 De-ammunitioning complete.

9th. 0825 slipped and proceeded to Poole & Steele's yard Balmain. 0859 Secured alongside Birchgrove Park and commenced refit.

10th to 31st. inclusive undergoing 28 days refit.

Distance steamed in month 1127 miles

The health and conduct of the Ships Company have both been satisfactory. Long leave was given to the Interstate ratings on 9th and to Sydney natives on 25th. This leave has been very much appreciated by all. All hands are now back on board.

REAR ADMIRAL-IN-CHARGE 5 NOV 1942 SYDNEY

Lieutenant R.N.R.
Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

RESTRICTED

P1.

(The Commanding Officer H.M.A.S. "MILDURA"'s letter dated 1st December, 1942.)

DEPT OF NAVY SECRET

2026 | 7 | 196

ACK. BY A.S. 13 DEC 42

INIT. mB

MONTHLY REPORT - NOVEMBER, 1942.

II

B.S.3108/250/71.
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

2. Separate action is being taken on paragraphs 2 (a), (b), and (c), (page 2), and paragraph 3, (page 2).

G C Muirhead-Gould

A/REAR-ADMIRAL.

Naval Base Headquarters,
Potts Point,
Sydney.
9th December, 1942.

RECEIVED 12 JAN 1943 D.O.T.M.

D Ops 14/12

D Trg 15/12

Action taken re Kanda'

D T D 16/12

S.N.B. 18/1

2 N.M. 19/12

3 N.M.

D D O S/1

D A P 30/11

D Plans (a) 8/1

D S C 4-1-43

D I (N) With reference to remarks about siting of Searchlight: the Mildura Searchlight is sited similarly to that of other ports

D/Def (a) Searchlight which is

D O T M 12/1

D P/B 12/1

N A 2 N M

D N S

N4

H.N. 30/12

St 6339

S E C R E T.

RESTRICTED

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer H.M.A.S.Mildura

Date December 1st.1942 *Reference No.*

To The Rear Admiral in Charge,Sydney.

Subject Monthly report---November 1942.

All times Zone L.

Submitted.

1. At the commencement of the period under review the ship was in the hands of Poole & Steele at Sydney undergoing a routine 28 days refit.Ship was due to be ready for sea service on November 5th.but through one delay or another it was not until November 9th.that ship was taken to sea for a full power and other trials

The trial consisted of a run of four miles (measured) each way and the result was a mean speed of 16.01 knots,this was a much better trial than those carried out when the ship was new inasmuch as the ship on November 9th. was full of oil,water,stores and all other impedimenta except ammunition.

On 10th.November the ship was put over the D.G.range,swung for compasses and ammunitioned and on the following day cleared Sydney in company with "Deloraine" escorting convoy G.P.21."Deloraine" S.O.

The routine arrangements went without a hitch and the return trip escorting PTG 21 was commenced on 14th November at 0510.Off Newcastle "Mildura" detached with Newcastle section rejoining Sydney section later.Arrived at Sydney1145 16th.Nov.

The following day proceeded to sea for a shoot afterwards proceeding to Newcastle arriving at 1700.Secured and slipped again at 0730 18th escorting convoy C.O.46.At 1640 Sydney section and "Inverell" joined off Sydney,proceeeded,"Mildura" S.O.

Contact was made with and convoys changed at daylight (0515) 21st."Doomba" took C.O.46 on to Melbourne,"Mildura" and "Inverell" returning towrds Sydney escorting O.C.46.

At 2000 21st. wind freshened and visibility became poor,"Inverell" lost the convoy although I was not aware of this until a signal was received by W/T to this effect the following day. With great difficulty contact was maintained with the convoy until dusk on 22nd.By this time convoy was scattered all over the ocean,the wind was blowing gale force and a heavy sea nad swell was running from the Southeast. By the time the ship had got far enough to the Eastward to turn on a course Northward along the coast of N.S.W. the sea was so high and theswell so big that it would have been suicidal to attempt to put the ship before it.I there-decided to ride it out.The convoy was scattered "Inverell was making for Jervis Bay and "Mildura" was hove to.I informed N.O.I.C.S. of these facts and the ship settled down to pass fifty hours of very uncomfortable life to say the least. The gale was quite as severe as anything

AUSTRALIAN WAR MEMORIAL RCDIG1073534

....anything

I have ever experienced.Throughout the ship behaved very well indeed and the only damage sustained was a small amount of canvas gear blown away and some electrical gear in an exposed position sodden thus putting the searchlight out of action.However this gear is so badly sited that the same thing can happen in quite reasonable weather.

By 0315 25TH when in a position 100 S.E.of Gabo Island the weather eased sufficiently to enable the ship to be turned and to run before it.Arrival at Sydney was at 0700. 26TH.

Slipped at 1710 28th.and proceeded in company with "Inverell" escorting C.O.48.At 1830 Sydney and Newcastle sections joined."Deloraine" who had escorted Newcastle section to meet Sydney section proceeded into Sydney. Routine passage continued until time the period under review closes at Midnight 30th.November when ship is 20 miles east of Wilson's Promontory still escorting C.O.48.

2. Concerning current month the following incidents occurred and are recorded for information and any action deemed necessary.

D.T.D.

1. S.S."Koonda" demonstrated once again and more conclusively than ever that she cannot maintain a speed of eight knots.She falls out of nearly every convoy and my opinion is that she can be classed as a seven knot ship as long as weather conditions are perfect.In moderate weather she is good for six knots in poor weather she stops.

2. On Sunday November 29th.when off Jervis Bay,aircraft carrying out torpedo dropping exercises acted as follow.

a. The first two Beauforts appeared at about 0615 and without making any attempt to identify themselves or to carry out the proceedure laid down in N.B.'s signal commenced to dive in and out of the convoy.They finally left without establishing their identity.

b. The next two aircraft arrived on the scene at about 0830 and flew straight at the S.O.E.(Mildura) flashing the challenge whereas they should have used the identification letter the challenge being for use by the ship.

c.At dusk on 28th.the A/S air patrol having flown round the convoy in a wide circle appeared out of the gathering darkness and on being challenged replied with the letter S (•••) no doubt under the impression that he was giving the current identification letter which was H (....)

In connection with c. above it is observed that the standard of visual signalling in the average RAAF. aircraft is of an extremely low order,many aircraft do not appear to have a good knowledge of the morse code.On one occasion an aircraft appeared between Gabo and Wilson's Promontory and requested his position.At the end of half an hour he departed having only been able to get the first word of the reply "Latitude".

3. Since the ship came out of Dockyard hands trouble has been experienced with the starboard thrust block If this is rectified during the forthcoming boiler cleaning period the ship can be considered 100% .The forward and after trimming tanks were converted to hold oil fuel and tied into the ship's main oil line during the recent refit thus giving a much greater range.Range now being 2000 miles with 30% oil fuel remaining,or 3000 miles at ten knots extreme range.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

range

Conclusion.

The health and conduct of the Ship's Company have been, on the whole satisfactory. With the exception of the thrust block trouble mentioned before the ship is in very good trim.

Distance steamed in November 2868 miles
Hours under way 368
Distance per ton of fuel oil 15.01
Total distance since commissioning 35726 miles
Total time under way 5408 hours
Total average speed 6.51 knots.
Ship commissioned 23rd.July 1941.

REAR-ADMIRAL-IN-CHARGE
5 DEC 1942
SYDNEY

Lieutenant R.N.R.
Commanding Officer.

DEPT. OF NAVY
2026/7/833
SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: HMAS "Mildura" Monthly Report Dec 42

~~D O D~~ 16/2

RECEIVED
4 MAR 1943
D.O.T.M.

~~D E (N)~~ 23/2

~~D/X E (N)~~ 20/2/43

D N M S. 25/2/43

N. a 2 N M 26/2

~~SNTB.~~ 3/3

DOTM 4/3 ~~P/PMO~~ 6/3

~~H.N.~~

P.C. ~~do~~ 8/3

ENG. & CONST.
18 FEB 1943
BRANCH

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL

RCDIG1073534

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT : Naval "Middens" Monthly Report

4 MAR 1943

24 FEB 1943
D.N.M.S. BRANCH
NAVY OFFICE

ENG. & CONST.
18 FEB 1943
BRANCH

P.1.

(The Commanding Officer H.M.A.S. MILDURA's letter, dated 1st January, 1943.

DEPT OF NAVY
SECRET

2026	7	833

SECRET RESTRICTED

MONTHLY REPORT -DECEMBER 1942.

II

ACK. BY A.S. '33 0Y
18 JAN A.M.
INIT.

B.S.146/250/71
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

2. The fourth paragraph of page 1 has been referred to the Commander, Service Force, Southwest Pacific Force, for information, and the third paragraph of page 2, has been forwarded to "PENGUIN" for remarks.

Naval Base Headquarters,
Potts Point,
Sydney.
14th January, 1943.

A/REAR-ADMIRAL.

The appointment of a Local Drafting Officer at Balmoral should help this situation

AUSTRALIAN WAR MEMORIAL RCDIG1073534

D.N.M.S. BRANCH
24 FEB 1943
NAVY OFFICE

Naval Base Headquarters,
Potts Point,
Sydney.
14th January, 1943.

A/REAR-ADMIRAL.

Forwarded for the information of the Naval Board.

The Secretary,
Naval Board.

R.S.146/350/71

INIT.
18 JAN 43
ACK. BY A.S. 1330Y

II

MONTHLY REPORT - DECEMBER 1943.

SECRET
DEPT OF NAVY
833 | 7 | 2020

(The Commanding Officer H.M.A.S. MILDURA's letter,
dated 1st January, 1943.

RESTRICTED

Forwarded for the information of the Naval Board.

The fourth paragraph of page 1 has been referred to the Commander, Service Force, Southwest Pacific Force, for information, and the third paragraph of page 2, has been forwarded to "PENGUIN" for remarks.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6339

Commonwealth of Australia

Department of The Navy.

SECRET. RESTRICTED

Royal Australian Navy.

From The Commanding Officer H.M.A.S.Mildura

Date 1st.January 1943 *Reference No.*

To The Rear Admiral in charge Sydney

Subject Monthly report.

All times zone L throughout.

Submitted.

1/ The month of December opened with "Mildura" 28 miles east of Wilson's Promontory escorting convoy CO 48 in company with Deloraine (S.O.).Routine proceedure was carried out and Mildura duly detacheddas detailed with the Sydney section of the convoy entering and securing at 1900 on 3rd. Boilerx cleaning and general overhaul was commenced the following day ship being detailed for duty on 9th.

2/ Slipped at 0830 on 9th and proceeded with "Inverell" escorting G.P.25 towards Brisbane.Nothing of any moment occurred until 1230 10th when Inverell informed me that his A/S Officer had collapsed and was rapidly becoming delirious.I therefore detached Inverell to Coffs Harbour to land the Officer and rejoin.At the time Coffs Harbour was 42 miles distant-ahead-and I assumed that Inverell would rejoin by dusk but for some reason he did not rejoin until 1000. 11TH

3/ The southbound convoy was waiting anchored inside the roads and no time was lost in picking up the papers from the Commodore and getting under way.

4/ On the way south much mist and rain was experienced and on 13th at 1110 when off Smoky Cape weather suddenly cleared and a large merchant ship was sighted to seaward about six miles distant heading North. A few minutes later she altered towards the convoy and approached end on.At this Mildura assumed action stations and closed with her.In answer to my repeated efforts to get an answer to the merchant ship challenge "O E" all we could make out were a few flashes from an Aldis light. When we had closed to three miles I began to recognise the ship and at two miles he answered with a ten inch lamp.The ship was U.S.S.Mizar.
On arrival in Sydney I took it up with S.O.(I) and he promised to investigate.

5/ Remainder of voyage was without incident entered with P.G.25 at 1330 14th.

6/ Departed Sydney in company with Deloraine (S.O.) for escort duty with convoy C.O.54.Carried out practice full calibre shoot on way to rendezvous continuing to southward.Voyage was without incident and Mildura detached with and entered with Sydney section at 0400 22nd December.

7/ Ship was detailed for duty and sailed at 1000 on 23rd for escort duty with P.G. convoy but was recalled before clearing the heads.

8/ Duty ship at Watsons Bay until 0900 25th.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPT. OF NAVY
2026-7-894.
SECRET

p1

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: Hmas "Mildura". Monthly Report. February 1943

D. P. ~~A~~ Final stage of towing of Peter H. Burnett. Assistance to "Starr King". Torpedoing of "Iron Knight". Remarks on Fuel Consumption with new cone.

~~DCN~~ 10/3

1st N.M. 11/3

~~N.4.~~ ~~DE(N)~~ Remarks about fuel consumption noted. Propose await further experience in this & other ships atd, 7/3

~~N.4~~ ~~S.N.B.~~ 19

~~2NM~~ 19/3

3NM later pls

~~DOD~~ 6/4

~~DDP~~ 7/4

~~DE(N)~~ 7/4

~~DE(N)~~

~~DOTM~~ 9/4

~~HPB~~ 13/4

~~NA2NM~~ 13/4 ~~PCLO~~ 15/4

N4

ENG. & CONST.
18 MAR 1943
BRANCH

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY

MINUTE PAPER

SECRET

DEPT. OF NAVY

2020-1-29

BRANCH
ENG & CONST
1 JAN 1943

0900 25th.

9 Slipped at 0615 26th and proceeded to Newcastle. 1130 met convoy off breakwater and proceeded towards Sydney.At 1900 Kapunda (S.O.) joined and convoy continued.Except for the amount of fog and rain experienced passage was without incident.At the close of the month Mildura is in sight of Newcastle convoying O.C.57,Kapunda having been detached off Sydney.

10 During the month there have been no outstanding events as far as the ship is concerned.Mechanically all is well but for the trouble with the starboard thrust which has not yet been dealt with.

11 The ship has been below complement again for the whole month principally as far as I can gather because of the time lag between our arrival and the Balmoral depot sending on the draft awaiting the ship.In one case a rating was drafted by F.N.D. to Mildura.Mildura returned to Sydney,requested rating. Balmoral answered"rating has been lent is being recalled".Mildura did another voyage and on return again requested rating.Balmoral answers "Rating category C for draft".Mildura requests F.N.D. for further appropriation.Nett result Mildura one man under complement for one month and no relief in sight.That is one case I could quote more.It is suggested that the drafting authorities at Balmoral at least do not realise what a handicap it is to be even one man short,at the momemt we are two short(One month),one discharged sick today, one drafted to Fairmiles,who cannot be released until a relief shows up,and two volunteers for the Leading Hands course at Balmoral.In both of the latter cases I cannot possibly release them until I can be assured of reliefs.

12 The conduct of the Ships Company has on the whole been excellent a couple of old offenders have given trouble but I have high hopes for their reformation.

13 The health side of the picture has not been so bright, a number of cases of defective vision became apparent just prior to Christmas one case of appendicitus and I had an acute attack of gastro-enteritis which has left me a little bit wobbly.

14 As a point of interest I have calculated that Mildura during the current year (Four months in and around New Caledonia remainder on Australian coast) has escorted 1,009,078 gross register tons of shipping.

Distance steamed in December	4025 miles
Hours under way	458½.
Distance per ton of fuel oil	16.6 miles
Total distance since commissioning	39751 miles.
Total time under way	5946½ hours
Total average speed	6.51 knots.

REAR ADMIRAL-IN-CHARGE
5 JAN 1943
SYDNEY

Lieutenant R.N.R.
Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

250/71 St 6339

Commonwealth of Australia

Department of The Navy.

RESTRICTED

Royal Australian Navy.

From The Commanding Officer H.M.A.S.MILDURA.

Date February 1st.1943 *Reference No.*

To The Rear Admiral in Charge Sydney.

Subject Monthly Report....Month of January 1943.

All times Zone L throughout.

Submitted.

1st Mildura arrived off Newcastle at 0400 escorting Newcastle section of O.C.57 and entered after the convoy securing alongside Kings Wharf.

Slipped at 0530 2nd and proceeded escorting C.C58. After being relieved at rendezvous and being about to enter received orders to investigate a ten thousand ton ship which had failed to stop at the Heads when ordered and had carried on to the northward.

The ship was overhauled and interrogated and proved to be S.S."Koomilya" ordered him to return towards Sydney but after signals had been exchanged was instructed by NOICS. to allow him to proceed to his destination (Newcastle).This was done. Entered Sydney,secured to No 9 Buoy fuelled and reverted to four hours notice.

Proceeded at 1000 6th with Kapunda (S.O.) escorting convoy P.G.29.Passage passed without incident convoy being exchanged at Caloundra Head at 1330 9th.Jan.

The southward passge was also without incident,Mildura detached and escorted Newcastle section to Nobby's then rejoined convoy.Advantage was taken of favourable weather to fly A.A.kites and have A.A.practice with the two after Lewis guns during this period ie6th to 11th.

Entered Sydney 1400 11th,fuelled and stored ship.At 1530 13th.slipped (S.O.) with Abram Crynssen escorting C.O.60 The passage to Wilsons Promontory was made in the vilest weather and after rounding Gabo Island Abram Crynnsen could not come along with the convoy even though speed was not more than three knots.Accordingly she brought up the stragglers.Nothing was seen until Cliffy Island was sighted in a brief clearing of the weather at a distance of three miles.

Exchanged convoys with Doomba at 1730 16th and returned to northward.The weather continued to be very poor Gabo not being sighted at all on the run to the north.

The convey made excellent time and Mildura entered after Sydney section at 1700 18th.Secured alongside Garden Island to clean boilers.On arrival in habour it was discovered that the A/S dome had been damaged and though the set was working very well OCAS decided,after a divers inspection that it would be necessary to removed the dome and replace it.

REAR-ADMIRAL-IN-CHARGE 1 FEB 1943 SYDNEY

Accordingly ship was placed in Fitzroy Dockat 1530 22nd.

Damage to Dome was revealed as a number of rivets in the stainless steel window missing and a slightly concertina

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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concertina....

effect on the forward end but quite repairable. New dome was fitted and bottom scaled and painted. Ship undocked at 1400 23rd.securing to No 5 buoy.

On 25th Mildura was duty ship at one hours notice and acting on instructions from NOICS slipped and cleared Heads at 1427 to provide A/S protection to Peter H Burnett,American vessel torpedoed 530 miles east of Sydney.

A seperate report is tendered concerning the details of the next few days during which this operation was in progress.

LIVE
15 MAR 194
O.

Proceeded at 13 knots and at 0310 27th met the disabled ship in tow of U.S.S.Zane with H.M.A.S.Gympie astern. Screened ahead as ordered by Zane.

Tug St.Aristell joined at noon 27th and took over tow. Zane detached at 1700 and Gympie,being short of fuel proceeded to Sydney at 0800 28th.The tug was now making good about five knots the weather was perfect.

Deloraine joined at 1800 29th by which time the weather was moderate and the tug appeared to me to be in difficulties.

On 30th St Aristell was only making good 1.5 knots and accordingly Deloraine took tow at 1900 with Mildura carrying out an endless chain patrol round the tow.

At o930 31st Deloraine parted his towline but quickly secured again and continued.Mildura's towing gear which had been ready for some days was again gone over and when at 1700 the towline parted again Mildura secured to "Burnett" and Deloraine carried out screening duties.

The month of January ended with the tow 140 miles (approx) east of Sydney.

The health and conduct of the Ships Company have been satisfactory

Distance steamed in Janaury	3571 miles
Hours under way	410
Distance per ton of oil fuel	14.0 "
Total distance since commissioning	43,322 miles
Total hours under way	6356½
Total average speed	6.81 Knots
Ship commissioned 23rd.July 1941	

ACK. BY A.S. 83
17 FEB P.M.
INIT. ..... II.

Lieutenant R.N.R.
Commanding Officer.

B.S.458/250/71.
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

ENG. & CONST.
11 MAR 1943
BRANCH

Naval Base Headquarters,
Potts Point, Sydney.
13th February, 1943.

A/REAR-ADMIRAL.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

(The Commanding Officer, H.M.A.S."MILDURA"'s letter No. M.19, dated 1st March, 1943.)

DEPT OF NAVY
SECRET

2026	7	894

ACK. BY A.S. - 8 MAR 1943 INIT.

MONTHLY REPORT, MONTH OF FEBRUARY, 1943.

II

SECRETED
RESTRICTED

B.S.646/250/71
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

Naval Base Headquarters,
Potts Point, Sydney.
5th March, 1943.

Captain R.A.N.,
for Rear-Admiral.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPT. OF NAVY
SECRET
RESTRICTED

St 6389

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer H.M.A.S.Mildura.

Date 1st.March 1943 *Reference No.* M.19

To The Rear Admiral in Charge Sydney.

Subject Monthly Report,month of February 1943.

All times Zone L throughout.
Submitted.

At 0001 February 1st 1943 Mildura was approximately 140 miles east of Sydney towing disabled American steamer Peter Burnett to Sydney with FFS.Le Triomphant and H.M.A.S. Deloraine in company and screening tow.

Very good progress was made during the day although the weather commenced to deteriorate and both ships were pitching a good deal.

Arrived off Sydney Heads at 0913 and handed tow over to three tugs off Hornby Light House.

A seperate report has been rendered covering the towing operation in detail.Reference number T.1.of 4th February addressed to Rear Admiral in charge Sydney.

Following day (Feb.3rd.) proceeded at 1545 escorting convoy C.O.68.H.M.A.S.Townsville in company,Mildura S.O.E.

Passage to rendezvous with O.C.68 was without incident, change over being effected at 0825 February 6th,and passge towards Newcastle being commenced at that time.

At 0230 February 8th, S.S.Iron Knight leading starboard column was torpedoed and sank in two minutes.Townsville who was screening starboard side of convoy got no contact and nothing was seen of the submarine.A narrative account in detail of this incident has been tendered.Dated 8th.Feb. addressed to Naval Officer in chrge Sydney.

HN

The whole convoy closed Sydney Heads and Sydney section was detached close inshore,remainder of convoy and both escorts carrying on to Newcastle.After convoy had entered Newcastle both escorts returned to Sydney arriving at1300 9th February.

Mildura was detailed as duty A/S vessel the following day and was at immediate notice at Watsons Bay from 1800 10th. February. At 2400 slipped and proceeded towards S.S.Starr King torpedoed in 34 15 S. 154 20 E.

At daylight all preparations were made for towing but at 0915 Warramunga was sighted and he informed Mildura that "Starr King" had sunk.Returned to Sydney arriving at 1700.11th.

Slipped at 2330 12th.and proceeded to Newcastle to meet convoyC.O.71. This was accomplished at 0500 and convoy proceeded towards Melbourne.H.M.A.S.Moresby (S.O.) joined with Sydney section at 1430.

Passage was without incident until 2033 15TH. in searched channel in Bass Strait a counter attack was carried out on a contact obtained by A/S. S.1203 together with track chart and narrative as laid down in C.A.F.O. 4/40 have been forwarded

H.M.C.A.CE
2 MAR 1943
SYDNEY

AUSTRALIAN WAR MEMORIAL RCDIG1073534

forwarded.....

to Commanding Officer H.M.A.S.Rushcutter,copies to the Secretary Naval Board and Rear Admiral in charge Sydney, Form S 1203 dated 15th February 1943,narrative attached to form dated 21st February 1943.

Convoys were exchanged with H.M.A.S.Doomba at0630 16th Feb. and return towards Sydney commenced with O.C.71.

After rounding Gabo Island at 2132 17th the visibility became very poor indeed and remained so until at 2250 18th a contact was obtained and counter attacked in position 34 30 S. 151 13 E.

Two attacks were made and then course shaped to regain station.As visibility was down to one mile this was not an easy matter but stationed was regained at0110 19th.

Forms and reports as detailed for the contact of Feb.15th have been forwarded to the same Authorities.

At 0300 Moresby detached with Sydney section,Mildura continueing on with Newcastle ships.

Entered Newcastle at 1400 19th.after convoy had entered and secured to No.2 Kings Wharf.

Proceeded at 0915 escorting C.O.73 towrds Sydney.At 1800 Moresby took over convoy.Mildura proceeded into harbour and on arrival became duty A/S vessel.

Reverted to four hours notice at 0900 21st February.

Carried out Damage Control Exercises for Base Engineers Inspection at 1000 23rd.

1021 24th.Slipped and proceeded in company with Yandra escorting convoy G.P.36. Mildura S.O.

Good time was made and convoy arrived off Cape Moreton at 2318 26th. where two ships for Townsville were handed over to H.M.A.S.Goulburn for onward escort.

Entered Brisbane Roads at 0230 27th.and anchored awaiting arrival of convoy from Pile Light.

Weighed and proceeded at 0800 to meet a ship from North due to join convoy at 1000 at Cape Moreton.As there was still no sign of the vessel at 1130 convoy proceeded(D.N.O.Q. concurring)

Passage continued without incident until 2400 28th.when period for report closes.

* Fuel consumption per mile has risen this month.This seems to be due to a new type of cone fitted recently.Further tests are being made with a view to cutting down on fuel consumption but great hopes of success are not entertained. At the same time it is the opinion of the Engineer Officer that the new type of cone would be more economical at high speeds than the old type.

The health and conduct of the Ship's Company have been satisfactory.

Distance steamed in February	3886 miles
Hours under way	464½
Distance per ton oil fuel	13.7 miles
Distance steamed since commissioning	47,208 miles
Total time under way	6821 hours
Total average speed	6.90 knots

REAR-ADMIRAL-IN-CHARGE
2 MAR1943
SYDNEY

AUSTRALIAN WAR MEMORIAL RCDIG1073534

....Total average speed 6.90 knots

Ship commissioned 23rd.July 1941

Lieutenant R.N.R.
Commanding Officer.



AUSTRALIAN WAR MEMORIAL RCDIG1073534

11

SECRET

RESTRICTED

BACK BEAS 13 APR 1943

INIT.

DEPT OF NAVY
SECRET

2026	7	944

(The Commanding Officer, H.M.A.S. "MILDURA"'s letter No. M.20, dated 1st April, 1943.)

MONTHLY REPORT - MARCH 1943.

II

B.S.1009/250/71
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

G.C. Muirhead-Gould.

A/Rear-Admiral.

Naval Base Headquarters,
Potts Point, Sydney
10th April, 1943.

Checked for Indexing

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

RESTRICTED

From The Commanding Officer H.M.A.S.Mildura.

Date 1st April 1943 *Reference No.* M 20

To The Rear Admiral in charge Sydney.

Subject Monthly report....March 1943.

Submitted.

All times Zone L throughout.

March opened with Mildura returning to Sydney with Yandra and Convoy P.G.36.Arrival was at 1030.After fuelling at Kurraba Point installation removed to Garden Island and commenced to boiler clean,however this was cancelled for operational reasons and ship reverted to four hours notice.

3rd. Proceeded with Bundaberg (S.O.) at 0915 escorting Convoy G.P.37

Passage was without incident convoys being changed at Caloundra at 1200 6th.and return passage commenced.

Mildura detached with Newcastle section of convoy at 2100 8th and after seeing the ships enter returned to Sydney arriving at 0913.9th.

Secured alongside Garden Island at 1400 9th March and commenced boiler cleaning.

At 1600 March 15th proceeded to Kurraba Point and fuelled ship, thence to No 2 Buoy hence at 0130 16th to sea to carry out A/S sweep to seaward of searched channel.

0800 Ile de France passed outward bound,Mildura returned to Sydney as previously ordered.

Slipped at 1300 17th and carried out full calibre practice shoot, thence to join Bundaberg (S.O.) and Convoy C.O.80.Joined company at 1520.

Passage proceeded without incident,convoys being changed West of Bass Strait at 1000 20th and return passage cpmmenced.

In accordance with instructions Bundaberg detached with Sydney section at 1900 22nd, Mildura continuing with Newcastle ships.

Entered Newcastle after convoy at 0800 23rd.

24th

Sailed at 0900 escorting Convoy C.O.82.Relieved at rendezvous off Sydney by Moresby (S.O.) and Yandra.Entered at 1900,fuelled ship and proceeded to Watsons Bay as Duty A/S vessel.

Relieved by Kybra at o900 25th.Shifted to No 5 buoy reverted to four hours notice.

Slipped at 1530 27th with Deloraine (S.O.) escorting C.O.83

Changed convoys with Doomba west of Bass Strait at 0900 30th and commenced return passage.

Passage was without incident except for continuous adverse weather.The month closed with Mildura escorting O.C.83 in the Western end of Bass Strait.

- 6 MAY 1943
3 APR1943 SYDNEY
ENG. & CONST. 3 MAY 1943 BRANCH
ENG. & CONST. 22 APR 1943. BRANCH.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

RESTRICTED

.....Bass Strait...

The Health and Conduct of the Ship's Company have been satisfactory.

Distance steamed in March	3145 Miles
Hours under way	397½
Distance per ton oil fuel	15.5 miles
Distance since commissioning	50353 miles
Total time under way	7218½ hours
Total average speed	6.97 knots.

G.K. Gurden

Lieutenant R.N.R.
Commanding Officer.

RESTRICTED

2026/7/1005

SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT : H.M.A.S. "Mildura" - Monthly Report for April, 1943

S.N.B. 9/6

LNM 10/6

SNM 14/6

Jan 15/6

DOD 18/6

DofP 21/6

DNI PCLO per GAG 23/6

Opl(N) 24/6

DE(N) 17/6

DOTM 25/6 26/6

HPB 28/6

NA2NM 29/6

N4

→ PCLO ←

RECEIVED 25 JUN 1943 D.O.T.M.

ENG. & CONST. 14 JUN 1943 BRANCH

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT:

SECRET

CENSORED

2026/7/1005

DEPARTMENT OF THE NAVY

MINUTE PAPER

C.7338/42.

SUBJECT: Monthly report of "Mildura" - April 1943.

SECRET RESTRICTED

This form of reporting a Senior Officer to Higher Authority is to be discouraged.

2. Propose "MILDURA" be informed that such details should not be included in Reports of Proceedings, but should be discussed with C.O.s & other steps concerned as soon as opportunity offers.

D.C.N.S.

1st N.M.

Consider the action by H.M.A.S. "MILDURA" para. 4 dangerous.

2. If she had to rendezvous at night she should have identified herself to the escort without risking a night encounter with friendly forces.

3. Suggest these three paras. be extracted and forwarded to H.M.A.S. "STUART" for remarks.

May, 1943.

D.A./S.D.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

ACK. BY A.S. 13 OY
2 MAY 1943
INIT.

DEPT OF NAV
SECRET

2026	7	1005

SECRET
RESTRICTED

(The Commanding Officer, H.M.A.S. "MILDURA"'s submission No. M.21, dated 1st May, 1943.

MONTHLY REPORT - APRIL 1943.

II

B.S.1444/250/71
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

Naval Base Headquarters,
Potts Point, Sydney
20th May, 1943.

D.C.T. Muirhead-Gould
A/Rear-Admiral.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

RESTRICTED SECRET RESTRICTED

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer H.M.A.S.Mildura

Date 1st May *Reference No.* M 21

To The Naval Officer in Charge Sydney.

Subject Monthly Report- April 1943

All times Zone K throughout.

Submitted.

1 At 0001 April 1st Mildura was in Bass Strait in company with H.M.A.S.Deloraine (S.O.) and Convoy O.C.83 proceeding towards Newcastle. Convoy closed Sydney at 2400 2nd April and Sydney section detached both escorts proceeding to Newcastle.

2 Newcastle section entered that port at 1300 and escorts returned to Sydney.Mildura entered,fuelled and proceeded to Watsons Bay as duty ship until 1100 3rd April.

3 At 1800 3rd Ships Company was recalled from leave and at 2035 Mildura proceeded to overtake ConvoyC.O.85.This being necessitated by H.M.A.S.Bundaberg breaking down and returning to Sydney.

4 The convoy was sighted at 0300 4th off Cape Perpendicular and as a matter of interest I decided to put myself in the position of a Submarine Captain with the follwing result.

The convoy was closed at 13.5 knots,I crossed the stern from port to starboard and passed up the starboard side of the convoy at a distance of one mile. I then crossed xxxx halfway ahead of the convoy to make my pennants to H.M.A.S.Stuart who was zigzagging ahead of the convoy.

To the best of my knowledge I was not observed whilst the foregoing occurred,certainly I was not challenged.The convoy consisted of eleven ships,speed eight knots.

Passage continued without incident convoys being exchanged with Le Triomphant west of Bass Strait at 0800 6th April and return passage commenced.

Adverse weather was encountered with poor visibility,making contact very difficult to maintain at times.

Convoy entered Sydney 1830 Mildura following in. Secured 2140 8th to No 4 Buoy.

Sailed at 0930 10th escorting G.P.44 (One ship) towards Brisbane. Passage was without incident,in accordance with instructions from D.N.O.Q.both escort and convoy anchored at Pile Light at 1800 12th.

Sailed at 0600 with H.M.A.S.Kalgoorlie and P.G.44 which consisted of two ships,one sailing from the Pile Light and the other meeting convoy at Caloundra.

At 0230 15th when 12 miles off Sydney,Convoy was ordered to proceed to Newcastle,course being altered accordingly.On arrival off Nobby's convoy was ordered to return to Sydney. Arrived,entered,fuelled and secured alongside Garden Island to commence boiler cleaning at 2100 15th.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

....2100 15th.

Boiler cleaning was completed at 1700 2oth and at 0230 21st proceeded to Newcastle to meet convoy C.O.90.The convoy cleared Nobby's at 1100 and proceeded,H.M.A.S.Moresby in company as far a rendezvous off Sydney where H.M.A.S. Townsville joined with Sydney section,H.M.A.S.Moresby entering Sydney.

A number of counter attacks were carried out by Mildura against contacts on the passage to Wilson's Promontory.Reports of these have been rendered seperately(References 28/11 of 21st April, 28/12 of 23rd April,28/13 of 25th April,28/14 of 25th April, all to O.C.A.S. copy to Secretary Naval Board.)

Convoy rounded Gabo Island Light at 0230 23rd and very strong head winds and high sea were met and in consequence convoy was 18 hours late at rendezvous. At 2200 23rd SS"Iron Prince" carried away her steering gear and Mildura stood by whilst temporary repairs were effected.The weather was a W.S.W.gale at the time and "Iron Prince" deciding to heave to until weather moderated,Mildura overtook and regained station on the convoy.

Convoys were exchanged with H.M.A.S.Kalgoorlie at 0630 25th at the end of the Melbourne searched channel and return passage commenced.This passed without incident of note until at 0433 27th an unsuccessful torpedo attack was carried out against the convoy when some miles south of Montague Island Light.H.M.A.S.Townsville who gave the alarm turned back to search but discovered nothing.The torpedo broke surface,after passing ahead of Townsville,~~xxx~~ between the first and second ships in the port wing column of the convoy.

Thus it would appear that the torpedo was fired at extreme range of say 7000 yards and assuming the submarine to have retired at high speed after firing,he would have a start of about six mile before the torpedo was sighted.A seperate report has been rendered on this attack.(Reference 28/10 of 28th April addressed to R.A.I.C.Sydney).

At 1730 the escort was supplemented by M.L.'s 818 and 429 and at 1735 26th,H.M.A.S.Yandra joined as addittional escort. Convoy was ordered to enter Sydney in its entirety and did so at 0430 28th,the escorts following in behind.

Proceeded to fuel and then assumed duty as Duty ship.

At 1500 in accordance with instructions proceeded to sea to search for two lifeboats of survivors from a torpedoed ship reported sighted by aircraft approximately seventy miles E.S.E. of Sydney.At 1730 fell in with Warrnambool who informed me that all survivors were accounted for so some time later having received a signal from N.O.I.S.S to the same effect,returned to Sydney securing to A/S buoy at Watsons Bay at immediate notice.

At 1000 29th sailed (S.O.)in company with H.M.A.S.Townsville to locate a convoy of five L.S.T.'s which had sailed from Wellington New Zealand some days before.

At 0600 30th I detached Townsville to proceed to the estimated position of the convoy given in the sailing signal with instruction to proceed along the track about 15 miles south of Mildura and to the Eastward as it was my opinion that the convoy would be farther East than their given position(in the sailing signal)

At 1650 3oth,H.M.A.S.Townsville then being approximately,25 miles E.S.E.of Mildura reported convoy to be in sight bearing 230 degrees (Green 90) distance ten miles,and that he was steering to join.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

...to join.

On receipt of this signal course was altered in Mildura to intercept at daylight.

In many ways this was a very lucky interception, inasmach as the convoy was intercepted 110 miles E.S.E. of their estimated position and a extreme visibility range just as the light was failing.

April closed with H.M.A.S. Mildura steering to intercept at daylight on 1st May.

During the month the health of the Ship's Company has been quite satisfactory. The conduct has been satisfactory on the whole except for one general lapse in regard to the recall from leave on 3rd of the month.

Distance steamed in April 4481 miles
Hours under way 487½ hours (No harbour time in this)
Distance per ton of oil Fuel 14.87 miles
Distance since commi ssioning 54834 miles
Total time under way 7706 hours
Total average speed 7.11 knots



Lieutenant R.N.R.
Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPT. OF NAVY
2026/7/1054
SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: HMAS "Mildura" Monthly Report

DPS Escorting.
Remarks on Sub. hunt pg. 3. 26/6.

DCNS 28/6

1st NM 30/6

~~SNB~~ 30/6
2NM 1/7
3NM 8/7
~~DOD~~ 26/7.
~~DGP~~ 27/7
~~DPS.D.~~ 30/7
DTD 5/8
~~D.N.T.~~ 5/8.
~~DOS (N)~~
~~DB (N)~~ 16/7 - 19/7
DOTM 21/7
HPB 21/7
NA2NM 22/7

PCLO.

File

N.H. 7/8

SHH

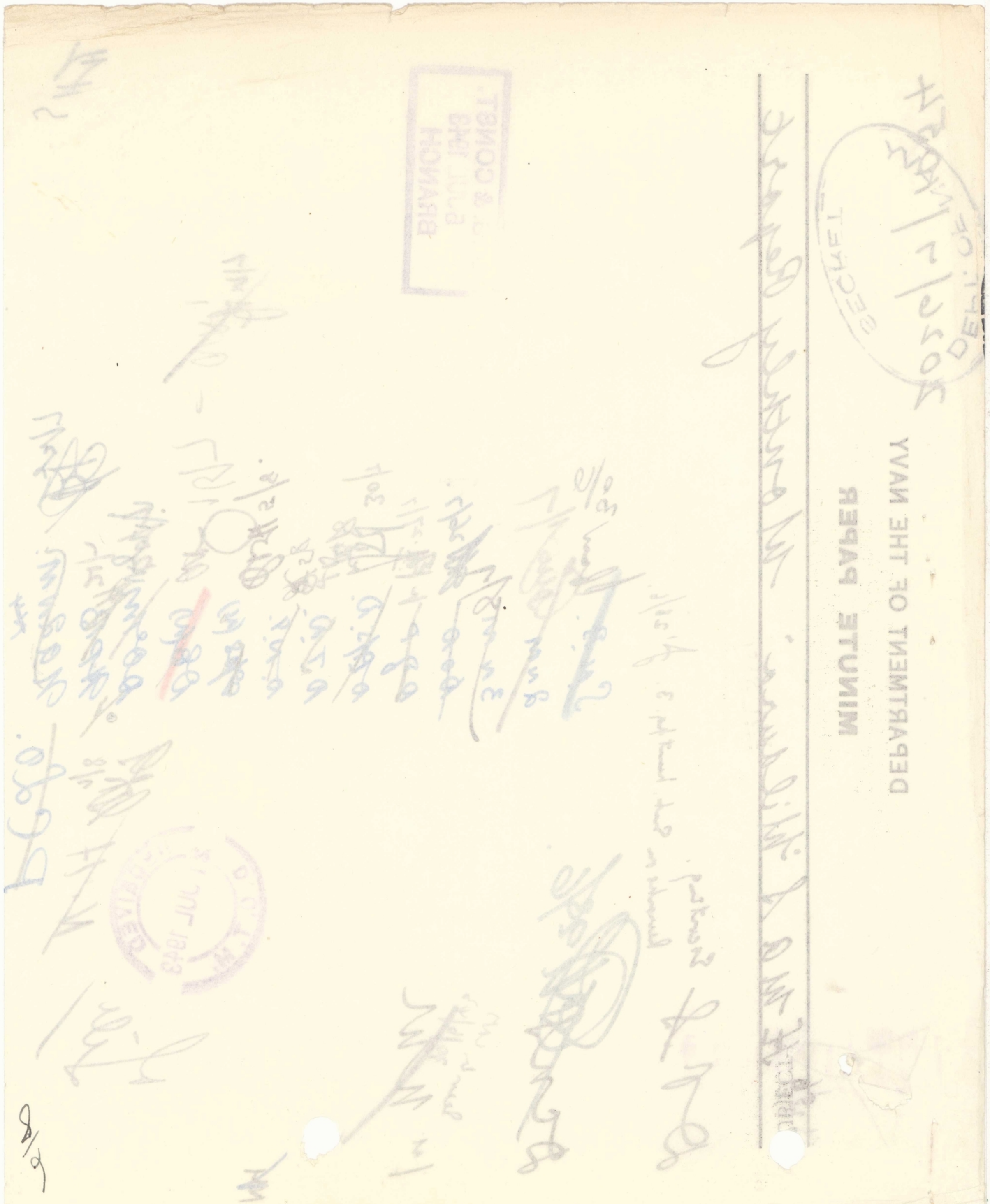
D.C.T.M. RECEIVED 21 JUL 1943

...G. & CONST.
5 JUL 1943
BRANCH

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY
MINUTE PAPER



(The Commanding Officer, H.M.A.S. "MILDURA"'s letter
No. M.22, dated 1st June, 1943.)

SECRET
STRICTLY CONFIDENTIAL
24 JUN 1943
INIT.
Checked
Indexing

DEPT OF NAVY
SECRET
2026 | 7 | 1054

MONTHLY REPORT - MAY 1943.

II

B.S.1767/250/71
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

D.e.Fairhead-Gould

Naval Base Headquarters,
Potts Point, Sydney.
22nd June, 1943.

A/Rear-Admiral.

HH

AUSTRALIAN WAR MEMORIAL
RCDIG1073534

250/11

St 6339

Commonwealth of Australia

Department of The Navy.

SECRET

Royal Australian Navy.

From The Commanding Officer H.M.A.S.Mildura.

Date June 1st.1943 *Reference No.* M 22

To Naval Officer in Charge,Sydney N.S.W.

Subject Monthly Report---May 1943

All times Zone K throughout.

Submitted.

When the month of May closed Mildura was,with Townsville engaged in trying to contact a convoy of 5 L.S.T.s bound from Wellington N.Z. to Sydney. This turned out to be no easy task as the convoy apparently had no idea we were looking for them and the rendezvous given,though no doubt as accurate as circumstances allowed was about 90 miles too far west.

During the day of the thirtieth of May,anticipating that difficulties would be experienced I detached Townsville to proceed to a point twenty miles south of the track given as the convoy's line of advance,there to steer parallel to it to the eastward and at dusk he reported that the convoy was in sight ten miles south of him.Both Mildura and Townsville at this stage were 90 miles to the east of the rendezvous which had been given for dawn that day.

On receipt of Townsville's signal course was altered to close and contact was duly made at 0700 1st June.

Passage was without incident and convoy arrived off Sydney Heads at 0900 K in a dense fog and after some little delay entered followed by escorts.

Carried out full calibre practice firing on 4th May.

Duty A/S vessel on 4th and 6th May.

Sailed at 0330 8th May in company with Yandra and Townsville to meet Convoy C.O.93. Convoy cleared Nobby's at 1030,proceeded. Warnnambool (S.O.) and Deloraine joined at 1730 with Sydney section.

0250 10th May passed H.M.A.S.Bombo off Gabo apparently towing some lighters.Operations 'Artichoke' and Raspberry ' were exercised this day.The results appeared to me to be quite satisfactory.

Convoys were exchanged at 1130 11th May in very adverse weather and return passage commenced.

Passage was without incident until 2334 12th May,some object ,nature unknown hit the ship sufficiently hard to make the ship shake,this was followed a few minutes later by the appearance of a torpedo track from port to starboard,that is across the stern of the convoy.

This was a very poor shot if aimed at the convoy,a hunt was carried out but nothing was discovered,a full report was given in my 28/16 of 13th May 1943 to N.O.I.C.S.

Mildura continued to Newcastle with main body of convoy in company with Warnnambool and returned to Sydney afterwards.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Sydney afterwards.

Entered and secured at 1300 14th May.

Slipped at 0830 the following day,and proceeded with G.P.51. Ships in company Colac (S.O.) Townsville and Bendigo.

This was a very slow convoy despite frequent attempts to chase them up.The worst offenders being "Mobilfuel" who could do 12 knots but did not like keeping closed up and S.S."Agnes" who had no possible claim to be able to do the declared speed of the convoy-eight knots.She dropped out when convoy was abeam of Cape Byron and as a submarine had been reported in the vicinity that day all hands were pleased when by reason of the short cut she had taken she arrived at Cape Moreton only two hours behind the convoy.

Arrived at Caloundra at 0900 18th and commenced return passage with P.G.51 at 1155 same day, arriving at Sydney at 2300 20th after a q uiet passage.

21st and 22nd at four hours notice at Sydney.

Proceeded at 1300 23rd with Warrnambool and Sydney section of C.O.96 to go to the Northward and meet the main body which had left Newcastle at 1030 that day.

The weather was decidedly poor and after a few hours the various merchant ships stated their inability to proceed any further under the prevailing conditions and began to retrace their steps.Mildura being detailed to do so returned to Sydney and entered after the Convoy.Secured at 2000 and remained at immediate notice.

At 1030 attended a conference at N.C.S. and after some discussion and consultation with N.O.I.C.S.convoy was detailed to depart the following day.

May 25th,proceeded with Warrnambool (S.O.),Townsville and Yandra.At 1800 Townsville dropped out with engine trouble and convoy proceeded with three escorts until 0100 27th when Fremantle joined.

Exchanged convoys west of Bass Strait at 0600 K 28th. Mildura whose station was astern of the convoy spent most of the time until 1000 chasing up the rear section as when met,the convoy from Melbourne was in two quite seperate sections with a gap of five or six miles between.

May 29th at 2113 a torpedo crossed ahead of the ship heading for the convoy though it must have passed a long way astern of the rear ship.Hunted for two hours without result.A full report was rendered in my communication of 30th May,Torpedo attack on O.C.96 addressed to N.O.I.C.S. No reference number (an omission).

Proceeded to Newcastle in place of Fremantle whose A/S was out of action for some time before arrival at Sydney. Ship in company Bundaberg.Newcastle section entered at 0920 31st and returned to Sydney securing at 1430.

Attended a group conference at N.B.H.Potts Point preparatory to sailing the following day with G.P.53.

During the month under review we have been supplied with a Radiotelphone set which functions quite well and also with star shell.These are very useful aids and will go a fair way to even up the disparity in equipment that seems to exist between the modern U boat and the A.M.S..

The conduct of the Ship's Company has been good and the standard of health is satifactory

AUSTRALIAN WAR MEMORIAL RCDIG1073534

is satisfactory.

With reference to the torpedo attacks that occur on the coast of N.S.W.
Recently it seems that a very favourite spot is off Green Cape light and Montague Island and it is my opinion that the submarine has a hideout already selected close inshore and that after he fires at extreme range, or at least outside A/S range he makes for his spot and submerges close inshore.

It is suggested that a fortnight or so of prowling close inshore in the vicinity of these lights when convoys are passing might get some result. Under the present system of attacks the chances of a contact appear to be rather slight.

The ship is in good condition on deck and below, beyond needing a boiler clean (800 hours in) a good scaling below water and some painting on deck. All these things are at present unable to be attended to by operational exigencies.

Distance steamed in May 4079 miles
Hours under way 459½
Distance per ton oil fuel 14.4 miles
Distance since commissioning 58,913 miles
Total time under way 8165½ hours
Total average speed 7.21 knots.
Commissioned July 23rd 1941



? 21 Jan 42

Lieutenant R.N.R.
Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

2026/7/1084

DEPT. OF NAVY SECRET

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Mildura" - Monthly Report - June 1943

D.P.S. Escorting East coast.
A/s Aircraft crashed & survivors picked up. pg 2. 26/7.

S.N.B. 2nd
2nd N.M. 29/7
3rd N.M. 29/7
D.O.D. 10/8
D. of P. 13/8
D.A/S.D. 14/8
D.N.I. 16/8 27/8
O.P.S.(N) 16/8
D.E.(N) 9.8.43
D.O.T.M. 18/8
D.N.R.M. 18/8
H.P.B. 20/8
N.A.2 N.M. 20/8

26/7

27/7

P.C.L.O.

N.H.

ENG. & CONST. 2 AUG 1943 BRANCH

D.N.R.M. 19 AUG 1943 DEPT. OF NAVY

D.N.R.M. 18 AUG 1943 DEPT. OF NAVY

RECEIVED 17 AUG 1943 D.O.T.M.

Staff

AUSTRALIAN WAR MEMORIAL RCDIG1073534

(The Commanding Officer, H.M.A.S. "MILDURA" Letter No. M.23, dated 1st July, 1943.)

ACK. BY A.S. (330Y)
19 JUL 1943
INITIAL

DEPT. OF NAVY
SECRET
2026 | 7 | 1084

MONTHLY REPORT FOR JUNE, 1943.

II

SECRET
RESTRICTED
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Condensed

B.S.2114/250/71
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

H.M. Quintrad-Gould

Naval Base Headquarters,
Potts Point, Sydney.
16th July, 1943.

A/Rear-Admiral.

AUSTRALIAN WAR MEMORIAL
RCDIG1073534

St 4539

250/71

SECRETED

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ———

From The Commanding Officer H.M.A.S.Mildura.

To The Naval Officer in Charge Sydney N.S.W.

Subject Monthly Report.. June 1943 Ref.No.M 23.

Submitted. 1 JUL 1943

All times Zone K throughout.

At 0800 June 1st sailed in company with Warrnambool (S.O.E.), Pirie,and Bendigo and 12 ships of Convoy G.P.53.
Passage was without incident and convoy arrived at Caloundra at 0400 4th June,the southbound convoy being ready pa ssage towards Sydney was commenced at 0600.

This passage was also without incident except that a detour had to be made off Cape Moreton to keep clear of a submarine reported to the south by an independently routed American vessel.

Arrived at Sydney at 1900 June 6th and secured alongside Oil Wharf Garden Island to commence boiler cleaning,long overdue by reason of operational exigencies.

Completed boiler cleaning and sailed at 1220 12th June,in company with Glenelg,Ballarat and Colac.Mildura S.O.E.

Operation Raspberry was exercised at 0500 13th June and went off very well indeed,each ship fired four star shell and even this limited number gave a very good picture of the scene.

At 0900 the same day S.S.Lowana requested that he be detached to land a sick man at Twofold Bay.This was arranged and he was escobbed thence by Colac who then rejoined,and was brought out to regain the convoy by M.L.428 who was additional escort until daylight 14th June when he returned to Eden.

The northbound convoy being held up by fog off Gellebrand Light,the escorts entered Port Phillip and anchored off Portsea awaiting its departure.

Convoy O.C.100 cleared Port Phillip at 1245 15th June, very poor weather conditions were experienced,and M.L.428 who was to join as additional escort off Eden and return to Sydney was forced to proceed close inshore most of the way.

Entered Sydney at 1630 June 18th.

Sailed at 1330 June 19th in company with Glenelg and Townsville escorting C.O.102. Mildura S.O.E.

Exercised operation Raspberry at 0500 20th June,this exercise was as successful as the previous one and promises to be a great help if and when the occasion arises.

Detached M.L.430(additional escort from Sydney) at 2300 20th, he should have remained with us till daylight the following day but the weather deteriorated badly once we rounded Babo

7 JUL 1943

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ———

At 1035 21st June the A/S Air Patrol plane crashed into the sea and ~~xxx~~ the survivors were picked up by Mildura.

As they(the survivors) were in need of medical a ttention beyond Mildura's limited resources the Convoy was handed over to Townsville and Port Phillip closed at maximum speed.

Arrived off Queenscliffe at 0800 22nd June and landed survivors. A more full account of this incident is contained in my report to N.O.I.C.S. of 22nd.June Reference number 28/25

Immediately after ~~xxx~~ landing the injured aircrew Mildura sailed to overtake Convoy O.C.102.This was accomplished at 0015 23rd June and on Mildura joining Abram Cryjnssen(who ha d been attached until Mildura arrived) detached and returned to Melbourne.

Arrived at Newcastle at 0300 25th and sailed at 0400 26th escorting C.O.104 to rendezvous off Sydney with Townsville.

Entered Sydney at 1430 26th June having handed over to main group of escorts at 1345.

Sailed at 0500 27th to rendezvous with 2 L.S.T.s and escort them to Sydney.The rendezvous was for 1600 27th and Mildura passed this point at 1530 and continued to the East along the track until dark.A return was then made towards Sydney until moonrise which was at 0400.Course was then altered to eastward again and finally the L.S.T.s were picked up at 1300 2 8th June within a few miles of the rendezvous but 21 hours late.

Arrived Sydney at 2300 28th.Month of June closes with Mildura still in Sydney.

The Health and Conduct of the Ship's Company ha ve been very good.

Distance steamed in June 4303 miles(Through water)
Hours under way 458½
Distance per ton oil fuel 14·01 MILES
Distance since commissioning 63,216 miles
Total time under way 8624 hours
Total average speed 7.33 knots
Commissioned 23rd July 1941

REAR ADMIRAL-IN-CHARGE
9 - JUL 1943
SYDNEY

Lieutenant R.N.R.
Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

28/9

DEPT. OF NAVY
SECRET

2026/4/1084

Hw 20/8

RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Mildura" Monthly Report

~~DOD~~ 24/8

~~DCS~~ 28/8 29/9.

~~SNB~~ 26/8

~~2NM~~ 26/8

~~3NM~~ 28/9

~~D A/S D~~ 11/9.

~~D of P~~ 17/9

~~D.N.R.M.~~ 19/9 20/9

~~OPS (N)~~

~~DE(N)~~ 15/9

~~DOTM~~ 24/9

DNRM

~~HPR~~ 28/9

~~HA2NM~~ 28/9

P.C.L.O.

~~DCNS~~ per Cam

1st. 25/8.

29/9

ENG. & CONST.
28 AUG 1943
BRANCH

N.H. Records

D.N.R.M.
25 SEP 1943
DEPT. OF NAVY

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AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY

MINUTE PAPER

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SECRET

ENG. & CONST.
SAFE GUARD
BRANCH

DEPT. OF NAVY

(The Commanding Officer, H.M.A.S. "MILDURA"'s letter No. M.24, dated 3rd August, 1943).

ADKBY A.S. 13.8.01
23 AUG 1943
INIT.

SECRET
RESTRICTED

DEPT. OF NAVY
2026. 7. 1084
SECRET

MONTHLY REPORT - JULY 1943.

II

B.S.2498/250/71
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

DeMirmead-Gould

A/Rear-Admiral.

Naval Base Headquarters,
Potts Point, Sydney.
20th August, 1943.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

CONFIDENTIAL

350/71

St 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

From The Commanding Officer, H.M.A.S. Mildura.

Date 3rd. August. 1943 *Reference No.* M.24.

To The Naval Officer in Charge, Sydney.

Subject MONTHLY REPORT - JULY 1943.

Submitted, monthly report of H.M.A.S. Mildura, for month of July 1943. All times are Zone K.

Thursday 1st. July at 0715 sailed in company with Rockhampton, Glenelg, M.L.s 818 and 429, as escorts for Convoy G.P.57 of six ships. The voyage was without incident, and convoy arrived off Caloundra Hd. at 0300 Sunday 4th. The M.L.s were detached off Coff's Harbour. The escort sailed again at 1100 the same day with Convoy P.G.57 of six ships. At 1600 on Monday 5th. the Convoy scattered owing to very bad weather, but were reformed by 0930 the next morning. The Convoy entered Sydney at 1830 Tuesday 6th. July.

Lieutenant Commander S. Komoll, R.A.N.R.(s) assumed command on Thursday 8th. and vessel sailed in company with Moresby, Yandra, and Townsville, as escorts for Convoy G.P.58 of six ships. M.L.s 818 and 819 joined as additional escorts from 1300 on the 9th. until 0615 on the 10th. The voyage was without incident, and the Convoy entered the N.W. Channel Moreton Bay at 0730 Sunday 11th. Escorts sailed again at 1120 with Convoy P.G.58 of ten ships. M.L.s 818 and 819 joined as additional escorts from 1700 on the 12th. until 0630 on the 13th. The Convoy arrived at Sydney at 0355 Wednesday 11th. Mildura secured alongside H.M.A.S. Kanimbla at Garden Island and commenced boiler cleaning.

Monday 19th. Docked at Chapman's Floating Dock. Balmain.

Wednesday 21st. Undocked and proceeded to Kurraba for fuel. Lieutenant Commander J.M. Little R.A.N.R.(s) assumed command, and at 1400 proceeded to sea and carried out full calibre day and night firing exercises. Returned to harbour at 1948.

Thursday 22nd. sailed in company with Ballarat at 0200 to rendezvous with Newcastle section of Convoy C.O.112. Arrived off Newcastle at 0730. At 1000 Convoy cleared and proceeded, six ships. At 1700 Sydney section joined, one ship with Warnambool, S.O.E. Heavy weather was experienced in Bass Strait. Escorts changed over to O.C.111 of nine ships at 1300 Sunday 25th. Tuesday 24th. Sydney section detached with Warnambool., and Convoy entered Newcastle at 0800 on the 28th. Mildura and Ballarat returning to Sydney in company. Secured at 1315.

Friday 30th. sailed in company with Ballarat to rendezvous with Newcastle section of Convoy C.O.113 at 0330. Convoy cleared at 0900 Sydney section joined at 1600 two ships with Warnambool S.O.E. Total Convoy eight ships. Saturday 31st. July at sea without incident.

The health and general conduct of the Ships' Company have been quite satisfactory.

Dist steamed during July.	4076 miles
Hours under way.	452 hours.
Dist per ton of oil fuel.	14.25 miles
Dist. steamed since commissioning.	67292 miles
Total time under way.	9076 hours.

Commissioned 23rd. July 1941.

REAR-ADMIRAL-IN-CHARGE AUG1943 SYDNEY

REAR-ADMIRAL-IN-CHARGE 5 AUG1943 SYDNEY

Lieutenant Commander R.A.N.R.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

2026/7/1084

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S "Wildura" - Monthly Report - Aug 1943

RESTRICTED

D.P.S. 24/9. as marked.

D.C.N.S. 28/9

1st N.M. 8/10

RECEIVED 28 OCT 1943 D.O.T.M.

SNB 9/10

2nd 11/10

B.N.M. 18/10/43

DOD 23/10

DID 25/10

DOP 25/10

DNP 26/10

OPS(N) 27/10

DE(N) 22/10/43

DOTM 1/11

HPS 2/11

NAZNAT 3/11

P.C.L.O. 5/11

File

Jan 29/10

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AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT:

AUSTRALIAN WAR MEMORIAL RCDIG1073534

(The Commanding Officer, H.M.A.S. "MILDURA"'s letter
dated 4th September, 1943, No. C.131/43)

DEPT. OF NAVY
2026/7/1084
SECRET

SECRET
17 SEP 1943

MONTHLY REPORT - AUGUST 1943.

II

B.S.2767/250/71
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

D.C.M. Muirhead-Gould

A/Rear-Admiral.

Naval Base Headquarters,
Potts Point, Sydney.
14th September, 1943.

18/9B.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

SECRET
RESTRICTED

St 6339

260/71

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 4th. September, 1943. *Reference No.* C 131/43.

To The Naval Officer in Charge. Sydney.

Subject MONTHLY REPORT. - AUGUST 1943.

Submitted, monthly report of H.M.A.S. "Mildura" for the month of August 1943. All times are Zone K.

Sunday 1st. August, at sea escorting convoy C.O. 113, H.M.A. Ships Warnambool, S.O. and Ballarat in company. Operation "Zombie" was exercised just before dawn, four rounds of star shell being fired by each Escort. The exercise was carried out successfully, but the illumination was considered somewhat disappointing. Warnambool later fired one Snowflake Rocket for exercise, the illumination from this was very good, but the firing ship was silhouetted very clearly The weather deteriorated towards evening, and on monday 2nd. the wind was force 8 from W.S.W. with rough sea, and thick rain and hail squalls. At 1030 on the 2nd. rendezvous was made with O.C. 113 of 8 ships, and return voyage commenced. The voyage was without incident H.M.A.S. Mildura was detached with Sydney section, S.S. Adelong, and entered Sydney Heads at 0115 Thursday 5th. secured at Kurraba Oil Wharf.

At 0745 Friday 6th. slipped and proceeded with H.M.A.Ships Bundaberg, S.O. Moresby, and Ballarat, as escort for Convoy G.P.62 10 ships from Sydney. Cleared Heads at 0845. At 1600 rendezvous was made with Newcastle section six ships. M,L. 801 joined as additional escort from 1300 on the 7th. until 0630 on the 8th.
At 1130 Monday 9th. Convoy entered N.W. Channel, Moreton Bay. Convoy papers were delivered to the escorts by N.A.P. launch, and we cleared channel again with P.G. 62 at 1245 the same day. THe convoy comprised seven merchant ships. Strong head winds S.W. 6 were encountered and S.S. Agnes, and James Cook were straggling badly. The speed of the Convoy was at this time down to 3 knots. The stragglers were ordered to proceed by the inshore route.
At 0700 Thursday 12th. Mildura was detached with Newcastle section, two ships, and arrived off that port at 0930. Some delay in entering was caused by a ship of the O.C. Convoy grounding on the Northern Breakwater. The channel was clear at 1300 and convoy entered. Mildura secured alongside King's Wharf.

At 0615 Friday 13th. slipped and proceeded as local escort for Newcastle section of C.O. 117. H.M.A.S. Glenelg joined off Nobby's, and convoy of 8 ships cleared at 0830. Rockhampton and Yandra joined at 1645, and at 1730 Mildura detached and proceeded into Sydney. Secured at Kurraba Oil Wharf at 1906.

Tuesday 17th. at 1415 slipped and proceeded with Kalgoolie in company, as escort for C.O.118. There were no ships from Sydney and at 1630 rendezvous was made with Newcastle section of six ships with Bendigo, and M.L.431. M.L.803 joined at 1700 and 431 returned to Sydney. Wednesday 18th. M.L.802 joined as additional escort. Both M.L.S were detached at 0630 Thursday 19th. The voyage was without incident, and escort took over convoy O.C.118 at 0800 Friday 20th. 10 merchant ships. On the return voyage M.L.802 joined as additional escort from 1530 on the 21st. until 1630. 22nd.
One ship for Port Kembla was detached at 2230 on the 22nd. and Sydney section escorted by Bendigo at 0100 on the 23rd. Convoy arrived off Newcastle at 0930. Kalgoolie entered with convoy, Mildura returned to Sydney, and entered Heads at 1330, secured at Kurraba Oil Wharf.

Tuesday 24th. slipped at 1045 and proceeded with Bendigo in company as escort for C.O.120 three ships from Sydney. At 1600

AUSTRALIAN WAR MEMORIAL RCDIG1073534

rendezvous waws made with the Newcastle section six ships escorted by Rockhampton and Kalgoolie, the latter was detached and returned to Sydney. This convoy included two ships S.S. Kini and Munmorah both of whom, it is considered are quite incapable of keeping up the convoy speed of 7.5 knots in moderate head wind and sea. During the night of the 24th. these two straggled badly. The weather was thick and squally at times. Wind E.S.E. 5. The speed of the convoy was in the vicinity of five knots. At daylight the stragglers were from three to five miles astern of station. The weather improved, and by keeping the convoy speed down, they had regained station by I430 on the 25th.

Excellent progress was made from this stage, making a very early arrival at the rendezvous position, and a change over to O.C. I20 was made during dark hours. It is considered that this should be avoided as far as possible by delaying the departure of the O.C. convoy as an alternative to reducing the speed of the inward bound ships.

Escort changed over to O.C. I20 of six ships at 0500 Friday 27th. and return voyage commenced. Very good progress was made, and the station keeping of this convoy was good. At 0845 Sunday 29th. three ships for Port Kembla were detached, and at I245 one ship for Sydney escorted by Bendigo.

Convoy entered Newcastle at 2I30. Mildura entered at 2I55 and secured alongside King's Wharf. Rockhampton doubled off.

Tuesday 3Ist. slipped at 08I5 and proceeded with Rockhampton in company as escort for C.O. I22. three ships. Convoy cleared at 0930.

At I640 H.M.A.Ships Bundaberg,S.O. Bendigo, and Townsville took over escort duties with this convoy and Mildura, and Rockhampton returned to Sydney. Entered Heads at I7I5, and secured to Kurraba Oil wharf. On completion of fueling, shifted berth to No.4 buoy and commenced boiler cleaning.

The health and general conduct of the Ships' Company have been satisfactory.

Distance steamed during August.	43I5 miles
Hours under way.	540 hours
Distance per ton of oil fuel.	I4.07 miles
Distance steamed since commissioning	7I607 miles
Total time under way.	96I6 hours

Commissioned 23rd. July I94I.

REAR-ADMIRAL-IN-CHARGE
8 - SEP 1943
SYDNEY

Lieutenant Commander. R.A.N.R.(s)

2026/7/1084

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DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Wildura" - Monthly Report - Sept 43

D.P.S. 26/10

RECEIVED 18 NOV 1943 D.O.T.M.

D.C.N.S. 29/10

1st 30/10

SNB 1/11

2NM 1/11

3NM 11/11

DOD 12/11

DGP 15/11

D.T.D. 16/11

OPO(N) 16/11

D.N.I. 17/11

DE(N)

18/11/43 DOTM 22/11

DNRM 26/11

26/11/43 HPA

NAZNM 27/11

P.C.L.O.

29/11

A/NHRO 29/11

D.N.R.M. 22 NOV 1943 DEPT. OF NAVY

29/11

29/11

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY

MINUTE PAPER

BUREAU:

AUSTRALIAN WAR MEMORIAL RCDIG1073534

(The Commanding Officer H.M.A.S."MILDURA"'s letter
No. C.172/43, dated 2nd October, 1943)

SECRETED
ACKD BY A.S. 1830Y
22 OCT 1943
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DEPT. OF NAVY
3026/7/1084
SECRET

MONTHLY REPORT - H.M.A.S. "MILDURA".

II

B.S.4009/250/71
The Secretary,
Naval Board.

Forwarded for the information of the Naval Board.

D.C. Muirhead-Doull.

A/Rear-Admiral.

Naval Base Headquarters,
Potts Point, Sydney.
19th October, 1943.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

SECRET
RECLASSIFIED

250/71
St 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 2nd. October 1943. *Reference No.* C.172/43.

To The Rear Admiral in Charge. Sydney.

Subject MONTHLY REPORT - H.M.A.S. "MILDURA".

Submitted, monthly report of H.M.A.S. "Mildura" for the month of September 1943. All times are Zone K.

2. Wednesday 1st. September commenced boiler cleaning at No. 4 buoy. Completed PM Tuesday 7th.
General drills, and damage control exercises were carried out in harbour on the 8th. and 9th. At 1500 on the 9th. slipped and proceeded to sea with H.M.A.S. "Rockhampton" in company, and carried out full calibre day and night firing. Returned to harbour on completion, entered Heads at 1946 and secured to No. 3 buoy.

3. Friday 10th. slipped at 0001 and proceeded with M.L. 831 in company, cleared Heads at 0031. Arrived off Newcastle to rendezvous with Convoy C.O. 125 at 0600. Convoy cleared at 0745 seven merchant ships. At 1430 Sydney and Port Kembla section, three ships escorted by H.M.A.Ships "Broome" and "Kalgoolie" joined and M.L. was detached and returned to Sydney. The voyage was without incident. The customary several days of bad weather were experienced. Rendezvous was made with H.M.A.S. "Doomba" and O.C. 125 of nine merchant ships at 1130 Tuesday 14th. and the return voyage commenced. S.S. "Wear" of this convoy was unable to keep with the main body, and straggled some miles behind. The speed of the convoy was kept below 7.5 knots until 1230 on the 15th. As "Wear" could still make no impression even in the fine weather then prevailing, she was instructed to proceed independently by the inshore route. It was noted that after being detached this ship appeared to show a considerable improvement in speed.
M.L. 803 joined as additional escort from 1300 on the 15th. until 0645 on the 16th. when she was detached and proceeded to Jervis Bay. One ship for Port Kembla was detached at 1300. Thursday 16th. and Sydney section three ships escorted by H.M.A.S. "Broome" at 1800. Convoy arrived off Newcastleat 0600 on 17th. "Kalgoolie" entered with Newcastle section, and "Mildura" returned to Sydney. Entered Heads at 1015 and secured to Kurraba Oil Wharf at 1059. 17th.

4. Saturday 18th. slipped from No. 7 buoy at 1524 and proceeded with H.M.A.S. "Townsville" in company as escort for convoy C.O. 127 two ships from Sydney. S.S. "Mildura" and "Geo. S. Boutwell". Cleared Heads at 1556. At 1728 rendezvous was made with Newcastle section of seven ships "Barossa", Wm. McArthur, Carlysle, Echunga, Era, Koonda, and Aspasia Nomikos, escorted by H.M.A.Ships Broome and Kalgoolie, the latter was detached and returned to Sydney. The voyage was without incident . At 2100 on the 20th. "Era" was detached for Hobart. At 0200 on the 21st. passed an Eastbound convoy of three merchant ships escorted by H.M.A.S. Warramunga. Rendezvous was made with O.C. 127 at 1120 on the 21st. and change over made with H.M.A.S. "Doomba". O.C. 127 consisted of five ships. Coolana, (guide) Iron Prince, Helen Moller, Aldinga? and Ekaterine Coumentarou, At 1410 when in the vicinity of Wilsons Prom. convoy was overtaken by H.M.A.S. "Stuart" escorting U.S.S. "Altama". M.L. 802 joined as additional escort at 1500 on the 22nd. but was detached after dark owing to adverse weather. Very good progress was made from this stage. South bound convoy C.O. 128 three merchant ships and three escorts passed at 0745 on the 23rd. Port Kembla section was detached at 1145. two ships. and at 1510

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Sydney section two ships escorted by H.M.A.Ships "Mildura", and "Townsville". Arrived off Heads at I700. "Mildura" entered ahead of convoy in order to land one rating suffering from an acute appendicitis. Berthed at Kurraba Oil Wharf at I736 Thursday 23rd.

5. Saturday 25th. slipped from No. 5 buoy at I330 and proceeded with H.M.A.S. "Townsville" in company as escort for convoy C?O. I29. There were no ships from Sydney. At I440 joined up with convoy H.M.A.S. "Bundaberg" (S.O.) six merchant ships from Newcastle. Barwon, Colac, Bundaleer, Coolana, Macedon, andMicheal. L. Embricos. Fine weather was experienced and good progress made. O.C. I28 of eight merchant ships and three escorts was passed at I700 on the 26th. in the vicinity of Green Cape. M.L. 802 joined as additional escort from 0545. 26th. until 0600. 27th.
At I940 on the 27th. passed an East bound convoy burning dimmed navigation lights, West of Wilsons Promotory.
Change over to convoy O.C. I29 was effected at 0545 on the 28th. Convoy comprised ten merchant ships, Age, Carlysle, Mataban, Duke of Sparta, Elizavet, Evi Livanos, Olga Topic, Koonda, Kooyong, and Iron Monarch. Return voyage commenced.
Passed C.O. I30 at 0950 on the 29th. At I9I0. 30th. Sydney section of five ships detached escorted by H.M.A.S. "Mildura" and "Townsville" Convoy entered Heads at 2200. "Mildura" secured to Kurraba Oil Wharf at 2233. 30th. September.

6. The health, and general conduct of the Ships' Company have been satisfactory.

7.

Distance steamed during September.	3352	miles
Hours under way.	408	hours
Distance per ton of oil fuel.	I6.I	Miles.
Distance steamed since commissioning.	74959	miles
Total time under way	I0024	hours.

Commissioned 23rd. July I94I.

REAR-ADMIRAL-IN-CHARGE
8 OCT 1943
SYDNEY 20/10

Lieutenant Commander. R.A.N.R.(s)

AUSTRALIAN WAR MEMORIAL RCDIG1073534

2026/4/1084

DEPARTMENT OF THE NAVY

MINUTE PAPER

SUBJECT: H.M.A.S. "Mildura" - Monthly Report - Oct 1943.

SECRET RESTRICTED

D.P.S. (Later)

D.C.N.S. per E.M. 17/11

16/11/43

1st. [illegible] 17/11

SNB

2NM 18/11

3NM 23/11

DOD 24/11

DOP 26/11

Ops(N) 24/11

DA/SD 25/11

DNI 26/11

DE(N) 30/11

29/11/43 DO TM 30/11

DNRM

2/12/43 3/12

NA2NM 3/12

PC-L.O.

D.N.R.M. 30 NOV 1943 DEPT OF NAVY

File

10/12A

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY
MINUTE PAPER



SECRETED

ACK. BY A.D.S.O. 11 NOV 1943 INIT.

St 6339

DEPT OF NAVY 2026/7/1084 SECRET

HP 20/8/43

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 3rd. November, 1943. *Reference No.* C.209/43.

To The Secretary Naval Board. (Copy to Rear Admiral in Charge, (Sydney. Commander (D). Sydney)

Subject MONTHLY REPORT.- H.M.A.S. "MILDURA"

[illegible] 11/11/43

Submitted, monthly report of H.M.A.S. "Mildura" for the month of October 1943. All times are Zone K. until 0200 October 3rd. thence Zone L.

2. Ist. October, at Sydney.

At 0300 on the 2nd. slipped from No. 5 buoy and proceeded in company with H.M.A.S. "Townsville" to rendezvous with Convoy C.O. I3I off Newcastle. 0900 arrived in rendezvous position, convoy cleared at 0945, seven merchant ships, "Aroona", "Age", "Goulburn", "Aeon", "Doris", "Corio", and "Munmorah". M.L. 430 joined as additional escort. Sydney section of three ships joined at I700. "Admiral Chase", "Cycle", and "Iron King" escorted by H.M.A.S. "Bundaberg" (S.O.) M.L. was detached and returned to Sydney.

The voyage was without incident, and rendezvous and change over to convoy O.C. I3I in Bass Strait was made at 0600 on the 5th. Convoy comprised six merchant ships. "Coolana", "William McArthur", "Iron Master", "Echunga", "Hermion", and "Wear". Good progress in fine weather was made, and Sydney section "Hermion" escorted by H.M.A. Ships "Bundaberg" and "Townsville" detached at I540 Thursday 7th. Convoy arrived off Newcastle at 0I30 on the 8th. and entered at 0230. H.M.A.S. "Mildura" returned to Sydney, passed through the boom at 0700, and secured to Kurraba Oil Wharf at 0744 Friday 8th.

3. At Sydney for the period 8th. to I2th. October, during this time Gunnery Instruction was carried out on board and at G.I.C. Also instruction for A/S ratings was carried out.

4. Wednesday I3th. slipped from No. 8 buoy at 0720 and proceeded in company with H.M.A.Ships "Deloraine" and "Glenelg" as escort for convoy G.P. 74 one merchant ship from Sydney "Caradale". Cleared Heads at 0800. At I400 L.S.T. 463 joined convoy from Newcastle. The convoy made good speed in fine weather, and was devoid of incident. Arrival was made at N.W. Channel, Moreton Bay at I245 Friday I5th. Escorts anchored at I3I5.

Saturday I6th. At I05I weighed and proceeded as escort for P.G. 74 four ships, "Green Gables Park", "Reijnst", "Caledon", and "Leo Livanos". Convoy cleared channel at II30. Voyage was without incident and convoy arrived off Sydney Heads at I400 Monday I8th. At I504 "Mildura" entered and secured to Kurraba Oil Wharf at I534.

5. Boiler cleaning was carried out from the I9th. to 24th. October. During this period one Officer and five ratings completed the two days Aircraft recognition course at G.I.C..

A/S personnel attended A/S School, "Rushcutter" for instruction.

Wednesday 25th. Control party and A.A. guns crews attended G.I.C. for instruction. Damage Control exercises were carried out on board also four inch gun drill.

Tuesday 26th. at 0920 slipped and proceeded in company with H.M.A. Ships "Deloraine" and "Cowra" to sea for minesweeping exercises and full calibre firings. Owing to adverse weather conditions gunnery exercises were cancelled and ships returned to harbour at I830.

6. Wednesday 27th. slipped at 0300 and proceeded with H.M.A.S. "Glenelg" in company to escort Newcastle section of convoy C.O. I38. Arrived off Newcastle at 0945. Convoy cleared at I000, five ships, "Period", "Iron Monach", "Ilissos", "Elisavet", and "Iron Duke". Strong southerly winds and rough seas were experienced, and speed

AUSTRALIAN WAR MEMORIAL RCDIG1073534

was reduced to three knots. H.M.A.S. "Deloraine" escorting Sydney section one ship "Madura" joined at 2000. Weather conditions improved a.m Thursday 28th. On Saturday 30th. at 0535 Operation "Zombie" was exercised by the escorts and ships of the convoy co-operating where possible. Escorts fired four rounds of star shell each, and some ships of convoy fired "Snowflake". The exercise was considered very successful, and communications throughout were satisfactory.
Rendezvous and change over to convoy C.O. I38 was made in Bass Strait at I445 Saturday 30th. There were eight ships in this convoy "Reynella" "Micheal Embricos", "Chios", "Adelong", "Ellaroo", "Wear", "Olga Topic", and "Coolana".
Saturday 3Ist. at sea, Escorts exercised Operation "Artichoke" at 0930

7. The health and conduct of the ships' Company has been satisfactory.

8. Distance steamed during October. 3465 miles
Hours under way. 379 hours
Distance per ton of oil fuel. I4.74 miles
Distance steamed since commissioning. 78424 miles
Total time under way. I0403 hours
Commissioned 23rd. July I94I.

?

Lieutenant Commander. R.A.N.R.(s)

AUSTRALIAN WAR MEMORIAL RCDIG1073534

17

2026/7/1084

DEPARTMENT OF THE NAVY

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SUBJECT: H.M.A.S. "Mildura" Monthly Report - Nov 43

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D.P.S. 16/12

SNB 21/12

2NM 21/12

23/12/43 3NM 28/12

DOD 29/12

DOP 30/12

DNS

DPS(N) 4/1

DB(N) 23/12

DNBM

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HA2NM 11/1

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File

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DEPT. OF NAVY 2026/7/1084 SECRET

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 5th. December 1943. *Reference No.* C. 255/43.

To Secretary, Naval Board. (Copies. Rear Admiral in Charge. Commander (D). Sydney.)

Subject H.M.A.S. "MILDURA" - MONTHLY REPORT.

Submitted, monthly report of H.M.A.S. "MILDURA" for the month of November 1943. All times Zone L.

2. Monday Ist. November, at sea with convoy O.C. I38. At I330 Port Kembla section, two ships detached. Sydney section two ships detached at I800 escorted by "Glenelg". Convoy arrived off Newcastle at 0300 tuesday 2nd. November and entered harbour at 0345. "Mildura" returned to Sydney in company with "Deloraine". Entered Heads at 0805 and secured to No. 6 buoy at 0835.

3. Wednesday 3rd, slipped from No. 7 buoy at 0740 and proceeded in company with Deloraine" (S.O.) "Glenelg" and M.L. 808 as escort for convoy G.P. 80. Convoy cleared heads at 0900, four merchant ships. "Corinda" (Guide) "Aroona" "Pahud" and "Burwah". Newcastle section "Cardross" "Ngukuta" and "Kotor" joined at I545.

The voyage was without incident, and convoy entered N.W. Channel Moreton Bay at 0500 on Saturday 6th. Escorts came to anchor in N.W. Channel.

At I048 saturday 6th. weighed and proceeded in company with "Deloraine" and "Glenelg" as escort for convoy G.P. 80 of seven ships. "Simon Bolivar" (Guide) "Suva" "MILDURA" "Dundula" "Canberra" "Montoro" and "Colora". Fresh headwinds and rough seas were encountered P.M. Sunday 7th. and "Dundula" straggled badly and eventually had to be left to proceed independently on inshore route. Convoy entered Sydney Heads at 2I00 on Monday 8th. "Mildura" entered at 2I05 and secured Kurraba Oil Wharf at 2I40.

4. Thursday IIth. slipped from destroyer trot Farm Cove and proceeded with M.L. 823 in company as escort with Sydney section of convoy C.O. I42 three merchant ships. "Dundula" "Lapsonia" and"Nuolja" "Dundula" was one hour late in clearing, and "Nuolja" was delayed with engine trouble. At I600 section was joined by two ships from Port Kembla, "Aeon" and "Ellaroo". Rendezvous was made with the main convoy at I735. "Age" (Guide) "Iron Master" "Colac" "Arkaba" "Olga Topic" "Mildura" "Dumosa" "Wm McArthur" and "Queda" escorted by "Deloraine" (S.O.) and "Glenelg".

The voyage was without incident. Rendezvous was made in Bass Strait with convoy O.C. I42 at 0500 Sunday I4th. November. "Deloraine" and "Glenelg" changed over to this convoy. "Mildura" proceeded towards Melbourne. Entered Port Phillip Heads at 0733 Sunday I4th. and berthed at Nelson Pier Williamstown at I0I5.

5. Monday I5th. commenced refit, by Williamstown Naval Dockyard. I4 days leave only to Ships' Company in two watches was approved. First leave party was despatched P.M. I5th.

It is considered that having half of the Ships' Company on board whilst the vessel is in Dockyard hands leaves much to be desired from the point of view of comfort and general hygiene.

6. The conduct and health of the Ships' Company have been most satisfactory.

Distance Steamed during November.	I960 miles.
Hours under way	224 hours.
Distance per ton of oil fuel	12.5 miles.
Distance steamed since commissioning	80384 miles.
Total time under way	I0672 hours.

Commissioned 23rd. July I94I

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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SUBJECT: Hmas "MILDURA" - MONTHLY REPORT - DECEMBER, 1943

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S.N.B. 19/1

2 N.M. 19/1

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D.O.P. 2/2

D.N.T. 14/2

D.O.S.(N) 4/2

D.E.(N) 4/1

5/2/44 DN

D.O.T.M. 7/2

8/2/44 N.P.B. 9/2

8 FEB 1944

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Royal Australian Navy.

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

Date 3rd. January 1944. *Reference No.* C.266/43.

To The Secretary, Naval Board. (copy to Commander (D) Cairns

Subject MONTHLY REPORT. - H.M.A.S. "MILDURA"

14/1

Submitted, monthly report of H.M.A.S. "Mildura" for the month of December, 1943. All times given are Zone L.

2. December 1st. to 17th. refitting at Williamstown Naval Dock-Yard.

18th. at 0800 slipped from Nelson Pier, and proceeded into Port Phillip Bay for Gun trials, Radar equipment trials, D.F. calibr ations, and machinery trials. All trials were completed at 1515 and ship returned to Nelson Pier, securing at 1618. A number of minor defects to machinery were made good by the Dockyard.

Monday 20th. slipped at 0945 and proceeded for compass adjust ment. On completion compass adjuster was landed off Station Pier, and vessel proceeded independently on voyage to Brisbane. Cleared Port Phillip Heads at 1929 Monday 20th.

The voyage was without incident, and arrival was made at N.W. Channel, Moreton Bay at 0080 Saturday 25th. Entered Brisbane River at 0600 and secured alongside H.M.A.S. "Stuart" at Newstead Wharf at 0735. On completion of fuelling at 1146 shifted berth to Eagle Street Wharf securing alongside S.S. "Noora" at 1125 on 25th.

3. Sunday 26th. slipped from wharf at 0800 and proceeded down River for D.G. ranging. On completion at 1215 proceeded as escort for Convoy Q.L.41 nine merchant ships. "Empire Silver" (guide) "Conrad Kohrs", "John J. Astor" "Stoney Creek" "F.C.Emmerson" "S.Brannon" "Admiral Halstead" "Ben.T.Osborne" and "Fiona". Other escorts H.M.A. Ships "Cowra" and "Kalgoolie".

Convoy cleared N.W. Channel at 1515 on 26th. The voyage was without incident. H.M.A.S. "Bunbury" was passed on opposite course at 1450 on 27th. Convoy dispersed off Bustard Head at 2000 on 27th. H.M.A.S. "Cowra" entered Gladstone. "Mildura" and "Kalgoolie" proceeded to Townsville.

Arrived Cleveland Bay at 1015 on 29th. Berthed alongside "Kalgoolie" at Concrete Pier, Townsville Harbour at 1143, and completed with fuel.

4. Friday 31st. slipped from berth at 1712 and proceeded with "Kalgoolie" in company as escort for convoy T.N.201 of nine ships. Convoy cleared Cleveland Bay anchorage at 1830. "Canberra" (guide) "Sibigo" "F.C.Ainsworth" "Wichita Falls" "Norlargo" "Sea Pike" "Point San Pedro" "L.S.T.181" and L.CI.429".

5. The health and conduct of the Ships' Company has been most satisfactory.

Distance steamed during December.	2097 miles.
Hours under way.	817 hours (?)(?)
Distance per ton of oil fuel.	13.55 miles.
Total distance since commissioning	82481 miles
Total time under way.	11489 hours.

Commissioned 23rd. July 1941.

Lieutenant Commander, R.A.N.R.(s)

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2NM 23/2

3NM 29/2

DOD 1/3

DOP 2/3

DNS 3/3

Ops(N) 1/3

N.I.

DB(N) 24/2

DNRM

DOTM 16/3

24/3 NPB

NA2NM 24/3

N4 27/3.

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DCNS 21/2.

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Royal Australian Navy.

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

Date 5th. February 1944 *Reference No.* C.18/44.

To Secretary, Naval Board. (Copy to Commander (D) Cairns)

Subject MONTHLY REPORT. - H.M.A.S. "MILDURA".

AN17/2/44

Submitted, monthly report of H.M.A.S. "Mildura" for the month of January 1944. All times given are Zone L.

2. ~~Tuesday~~ Saturday 1st. at sea with Convoy T.N.201. Cleared Grafton passage at 1500L. H.M.A.S. "Pirie" joined from Cairns as additional escort.

Monday 3rd. "Canberra" and "Norlargo" escorted by "Kalgoolie" detached for Port Moresby. At 2315 convoy anchored off Rogeria Island and waited for daylight to pass through China Straits. A/S patrol was maintained by "Mildura" and "Pirie". Convoy weighed and proceeded at 0700 on the 4th. and arrival was made at the North Foreland at 0830 where convoy was despersed. Escorts proceeded into Milne Bay and "Mildura" secured alongside tanker "Victoria" at 1030 to complete with oilfuel.

3. At 1415 Tuesday 4th. proceeded with "Pirie" as escorts for convoy M.V.54 comprising "Both" "Corinth" "Stagen" "West Cactus" Y.P.236 and A.P.C.2. Cleared China Straits at 0730. The voyage was without incident and convoy arrived at Grafton Passage at 1236 Friday 7th. "Mildura" entered Cairns Harbour at 1530 and anchored at 1615.

4. Weighed at 0900 Tuesday 11th. and proceeded in company with H.M.A.Ships "Broome" and "Lithgow" for exercises. Commander (D) in "Lithgow". On completion of exercises "Mildura" anchored off Fairway Buoy. Wednesday 12th. weighed and proceeded at 0230 as escort for U.S.S. "Susquehanna" to Milne Bay. Passed through China Straits at 1900 Thursday 13th. and proceeded into Milne Bay. "Mildura" secured alongside tanker "Victoria" at 2215 and completed with oil fuel.

5. Friday 14th. slipped at 0610 and proceeded in company with H.M.A.Ships "Castlemaine" and "Ballarat" as escorts for convoy M.V. 57. "Ozark" and "Norab". Cleared China Straits at 1030. Arrived in Grafton Passage at 2330 Sunday 16th. "Mildura," proceeded into Cairns and secured at 0346 Monday 17th. Commenced boiler cleaning.

6. At 2200 Tuesday 18th. orders were received to raise steam, and ship's company were recalled from short leave. At 0600 on 19th. ship was ready to proceed and awaiting orders.

At 1325 slipped and proceeded as escort for H.M.A.S. "Kanimbla to Milne Bay. Cleared Grafton Passage at 1800.

Passed through China Straits at 0900 Friday 21st. and proceeded into Milne Bay. "Mildura" secured alongside tanker "Bishopdale" at 1115.

7. Slipped at 1600 on the 21st. and proceeded in company with H.M.A.Ships "Rockhampton" and "Castlemaine" as escort for convoy M.V.58. of five merchant ships "Swartenhondt" "City of Philadelphia" "Springdale" "Schikelamy" and "Y13". Cleared China Straits at 1905. Convoy dispersed in Grafton Passage at 0250 Monday 24th. "Rockhampton" proceeded into Cairns. "Mildura" and "Castlemaine" to Townsville. At 1836 Tuesday 25th. secured alongside "Castlemaine" at Harbour Board Wharf, Ross Creek and commenced boiler cleaning.

8. Sunday 30th. slipped at 1900 and proceeded to Cairns. At 1450 on the 31st. rendezvous was made with H.M.A.Ships "Broome" "Lithgow" and"Ballarat" and exercises carried out under the orders of Commander

AUSTRALIAN WAR MEMORIAL RCDIG1073534

4D) Cairns. At 2315 on completion of exercises "Mildura" anchored c=f Fairway Buoy.

9. The health and conduct of the ship's Company has been satisfactory.

Distance steamed during January.	3790 miles
Hours under way.	403 hours.
Distance per ton of oil fuel.	14.6 miles
Total distance since commissioning	86271 miles
Total time under way.	11292 hours.

Commissioned 23rd. July 1941.

Lieutenant Commander. R.A.N.R.(s).

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DEPARTMENT OF THE NAVY.

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SUBJECT: Amas "MILDURA" - REPORT OF PROCEEDINGS - FEBRUARY, 1944.

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D. C.N.S. 28/3

18 N.M. 28/3

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3NM 31/3/44

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Commonwealth of Australia.

Department of the Navy.

Royal Australian Navy.

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

Date 1 March, 1944 *Reference No.* C.45/44

To SECRETARY, NAVAL BOARD, MELBOURNE (Copies to: Naval Officer-in-Charge, Townsville; Commander (D), Cairns)

Subject MONTHLY REPORT OF PROCEEDINGS - FEBRUARY 1944. (All times Zone - 11)

Submitted for the information of the Naval Board, the following report of proceedings of H.M.A. Ship under my command for the period 1st to 29th February, 1944.

EXERCISES AND PRACTICES.

2. At 1000 on 1st, weighed and proceeded from Outer Anchorage Cairns with "BROOME" and "LITHGOW" for exercises conducted by Commander (D) Cairns, embarked in "LITHGOW".

T.N.213.

3. On completion of exercises at 1615 the same day, rendezvous was made with Convoy T.N.213 in Grafton Passage, "CASTLEMAINE" (S.O.E.) "BROOME" and "BALLARAT" in company as escorts.

4. At 1800 on 3rd, at position "X", one ship, S.S. "OZARK", escorted by "CASTLEMAINE" detached for Port Moresby.

5. Convoy entered China Straits at 0915 on 4th, and dispersed off North Foreland at 1015. Escorts proceeded into Milne Bay and refuelled from "BISHOPDALE".

M.V.62.

6. At 1600 on 4th February, I proceeded with "BROOME" and "BALLARAT" under my orders, as escort for Convoy M.V.62 to the mainland. Cleared China Straits at 1850.

7. Convoy arrived at Grafton Passage at 1237 on 6th February. Escort proceeded into Cairns.

TO PORT MORESBY INDEPENDENTLY.

8. At 1155 on 8th, slipped and proceeded independently to Port Moresby. Cleared Grafton Passage at 1500. Arrived Basilisk Passage at 0808 on 10th, and secured alongside A.M.S. Berth at 0849, and refuelled.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

ESCORT FOR ROBERT WALKER.

9. Slipped and proceeded at 1645 on 11th, as escort for "ROBERT WALKER" to the mainland. Cleared Basilisk Passage at 1720.

10. Arrived at Grafton Passage at 0730 on the 13th. I then proceeded into Cairns, securing alongside Oil Lighter at 1046 and refuelled.

A.S. PATROL.

11. I proceeded at 0600 on 14th and relieved "BALLARAT" on patrol outside Grafton Passage. Rendezvous was made and patrol taken over at 1010 same day. Heavy rain and low visibility were experienced throughout the patrol.

T.N.218.

12. Acting on orders received, I proceeded towards Fitzroy Island and at 1700 on 15th, rendezvous was made with Convoy T.N.218, escorted by "PIRIE" from Townsville. I assumed duties of S.O.E. and at 1900 took "BROOME" and "BALLARAT" under my orders. Convoy cleared Grafton Passage at 2215 same day, and "PIRIE" was detached to carry out the A/S Patrol.

13. The voyage was without incident and Convoy entered China Straits at 1055 on the 18th, and dispersed off North Foreland at 1140.

14. Escorts proceeded into Milne Bay, and after refuelling from "BISHOPDALE" anchored in "Gili Gili" Anchorage.

M.V.66.

15. At 0600 proceeded with "BROOME" and "BALLARAT" under my orders as escort for Convoy M.V.66. Convoy cleared China Straits at 0900 same day.

16. Voyage was without incident and Convoy arrived at Grafton Passage at 0730 on 21st. Escorts detached at 0900 and proceeded to Cairns, where I arrived at 1135 and refuelled.

T.N.220.

17. I proceeded at 0945 on 22nd with "WAGGA" under my orders, as escorts for Convoy T.N.220, for Port Moresby.

18. Rendezvous was made with the convoy in Grafton Passage at 1130, and passage cleared at 1255 same day.

19. At 1415 on 23rd a signal was made by S.S. "WEST TEXAS" that due to boiler trouble her speed was reduced to five knots. I instructed "WAGGA" to act as escort to this vessel, and I proceeded with the main body at convoy speed of 10.5 knots.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

20. Arrival was made at Basilisk Passage at 0900 on 24th. I entered after convoy and secured to A.M.S. Wharf and refuelled.

N.T.73

21. At 1745 on 25th, I slipped and proceeded with "WAGGA" under my orders as escort for Convoy N.T.73 to the mainland.

22. Thick rain and poor visibility were experienced on passage. A strong westerly set was experienced, and some difficulty was experienced in making Grafton Passage. At 0900 on 24th, I put the convoy on a safe course at speed of five knots and proceeded ahead, until the Passage was located with the aid of the Radar Beacon at Cairns. It was found that the convoy had been set 15 miles to the westward during the night. On sighting Euston Reef Beacon, I returned to convoy and directed the Commodore to the entrance, which was made at 1130.

23. At 1230, I detached and proceeded to Cairns, arriving at 1436 and refuelling.

24. Monday 28th, commenced boiler cleaning.

25. The health and conduct of the Ship's Company has been good. There have been cases of heat rash, but these have been treated successfully on board. There have been no cases of venereal disease.

26. During the boiler clean period, 48 hours' leave is being given to each watch. A party of 30 ratings visited Army Units on the Tableland, where a good time was had by all, from reports received.

CONDITION OF SHIP.

27. State of the machinery and boiler is very satisfactory, though very little time has been available during the period for maintenance and adjustments. This also applies to general maintenance of the ship.

28. FIGURES.

MONTHLY.

Distance steamed	4478 miles
Hours under way	457 hours
Average speed	9.8 knots
Average distance per ton fuel	14.8 miles

AUSTRALIAN WAR MEMORIAL RCDIG1073534

TOTAL

Distance steamed since commissioning 23rd July 1941 — 86,959 miles
Total hours under way — 11, 346 hours

APPENDIX "A"

COMPOSITION OF CONVOYS

T.N.213

Ozark
Van Swoll (Commodore)
Fremont Older
Triangulum
Sea Star
John Doty
Matthew Flinders
L.C.L 448

From MORESBY

Robert Walker

T.N.218

James Cook (Commodore)
Alcipiades
William S. Ladd
Thomas Corbin
Cape Perpetua
3 P.T.s in tow

T.N.220

Canberra (Commodore)
Empire Silver
West Texas

M.V.62

John Nolan
Andrew D. White
Peter T. Rowe
Octans
Albert Hill

M.V.66

Swartenhondt (Commodore)
Patras

N.T.73

Canberra (Commodore)
Lewis L. Dych

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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SUBJECT: H.M.A.S. "Wildura" - Monthly Report

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NM HN 20-8-43

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

Date 2 April, 1944 *Reference No.* C. 73/44.

To SECRETARY, NAVAL BOARD, MELBOURNE. (Copies to Naval Officer in Charge, Townsville ; Naval Officer in Charge Cairns)

Subject MONTHLY REPORT OF PROCEEDINGS - MARCH 1944.
(All times Zone -11)

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

BOILER CLEANING.

2. 1st to 5th Boiler cleaning at Cairns.

A/S SEARCH.

3. At 0600 on the 6th a signal was received from N.O.I.C. Cairns instructing me to proceed with despatch, and carry out a search for a possible submarine in the vicinity of Cape Grafton. At 0643 proceeded under the orders of Commander (D) Cairns embarked in Castlemaine. Broome and Bowen joined in Grafton Passage at 0930. Search was continued in the outer approaches of the Passage until at 1805 I was ordered to detach and return to harbour.

4. Entered Channel at 1956 and secured to No. 2 Berth at 2030

T.N.226.

5. At 0700 on the 7th. March I proceeded with Broome and Wagga under my orders as escort for T.N.226 to Milne Bay.

6. Rendezvous wasmade with Convoy in the vicinity of Fitzroy Island at 0900, and we cleared Grafton Passage at 1005 the same day.

7. The voyage was without incident, and convoy arrived China Straits at 0915 on the 9th, and despersed off North Foreland at 1030. Escorts proceeded into Milne Bay and refuelled from U.S. Tanker Vila Lobos.

ESCORTING "WEST TEXAS"

8. At 1545 on the 9th, I proceeded with Broome, Wagga, and Y.M.S. 72 under my orders as escort for the "West Texas" to the Main land. Cleared China Straits at 1900. Arrived in Grafton Passage at 1330 on the 11th. Escorts proceeded into Cairns.

T.N. 229.

9. At 0615 on the 14th. I proceeded with Castlemaine and S.C. 982 under my orders as escort for convoy T.N. 229. Rendezvous was made at 0900 in the vicinity of Fitzroy Island. Gympie and Bunbury as additional escorts. Convoy cleared Grafton Passage at 1030 same day.

10. At 1900 on the 15th. Gympie was detached with the Port Moresby section of the convoy.

11. Entered China Straits at 0730 on the 16th, and convoy despersed of North Foreland at 0845. Escorts proceeded into Milne Bay, and refuelled from tanker "Vila Lobos".

18/4/44

AUSTRALIAN WAR MEMORIAL RCDIG1073534

M.V. 73.

12. At 1600 on the 16th, I proceeded with Castlemaine under my orders as escorts for convoy M.V.73 to the mainland. The convoy cleared China Straits at 1830.

13. The voyage was without incident, and the convoy arrived in Grafton Passage at 1400 on the 18th, and despersed. The escorts proceeded into Cairns, where I secured alongside tanker "Farina" and refuelled.

A/S PATROL.

14. I proceeded at 0830 on the 20th. and releived Wagga on patrol outside Grafton Passage. Rendezvous was made at 1200 the same day, and patrol taken over.

T.N. 231.

15. At 1300 on the 21st, rendezvous was made with convoy T.N. 231 off Euston Reef. I assumed duties of S.O.E. and took Wagga, Castlemaine, and Kapunda under my orders as escorts.

16. At 1900 on the 22nd. I detached with Port Moresby portion of convoy.

17. Convoy entered Basilisk Passage at 1045 on the 23rd. and I secured alongside A.M.S. berth at 1205.

SEARCH FOR LIFEBOATS REPORTED BY AIRCRAFT.

18. At 1325 on the 23rd. I proceeded in accordance with orders of N.O.I.C. Port Moresby to carry out a search for three lifeboats, reported by Aircraft sighted in the vicinity of Hood Point..

19. A rough sea and heavy S.E. swell, and frequent thick rain squalls were experienced, visibility being reduced to one mile. I arrived at the position indicated at 1830 making good a speed of 16 knots (considerable South Easterly set.). A number af floating objects were sighted and investigated, but were found to be tree roots and logs.

20. At 1400 on the 24th. Castlemaine and Wagga joined in the search, and reported having sighted three large oil drums with oil slicks during that forenoon.

21. Search was continued without success until 1200 on the 25th. when in accordance with instructions from N.O.I.C. New Guinea, Castelmaine and Wagga were detached and ordered to proceed towards Milne Bay carrying out a search close inshore. I proceeded towards Port Moresby.

23. Arriving off Basilisk Passage at 2200 on the 25th. I was instructed to pick up Liberty Ship "Laurence Darrow" and lead her into harbour. Passed through the reef entrance at 0030 on the 26th. and secured to wharf at 0130.

ESCORT FOR MARY WALKER.

(All times Zone -10)

24. At 1400 on the 28th. I proceeded as escort with the Mary Walker" from Port Moresby to Milne Bay. Cleared Basilisk Passage at 1435.

25. Entered China Straits at 1200 on the 29th, and anchored off Ladava at 1510 the same day.

ESCORT FOR ESSO BAYWAY.

26. At 1500 on the 30th. I proceeded as escort for tanker "Esso Bayway" to position 12 degrees South 151 degrees 22 minutes East. Cleared China Straits at 1750.

27. I detached at 0230 pn the 31st. and proceeded independently towards Cairns.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

SHIPS COMPANY.

28. The health and conduct of the Ship's Company has been most satisfactory. Long periods at sea during the month with considerable spells of bad weather made conditions in the mess decks far from pleasant at times.

CONDITION OF THE SHIP.

29. The state of the machinery and boilers remains very satisfactory

FIGURES.

30. Monthly.

Distance steamed.	4325 miles.
Hours under way.	410.3 hours.
Average speed.	10.5 knots.
Distance per ton of oil fuel.	13.4 miles.

Total.

Distance steamed since commissioning, 23rd. July 1941.	95,073 miles
Total hours under way.	11,749 hours

APPENDIX "A"

COMPOSITION OF CONVOYS.

T.N.226. FROM MILNE BAY.

Albert Hill. (Commodore) — West Texas.
E.N. Mestacott.
A.P.C. 2
L.C.I. 74.
L.C.I. 342.

T.N. 229. M.V. 73.

Janssens. (Commodore) — M.C. Kerr. (Commodore)
Charles E. Smith. — Katoomba.
Cape Perpetua. — F.A. Wardell.
Sea Marlin. — Bontekoe.
Leonidas Merritt.
Shikellamy.
A.P.C. 1

T.N. 231. MORESBY - MILNE BAY.

Cape Clear. (Commodore) — Mary Walker.
Canberra.
Karsick. MILNE BAY - SEAWARDS.
William E. Channing.
Three L.C.Is. — Esso Bayway.

LIEUTENANT COMMANDER. R.A.N.R.(s)
COMMANDING OFFICER.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

31/5

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30 MAI 1944
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DEPARTMENT OF THE NAVY. 2026/7/1084

MINUTE PAPER.

SUBJECT: H.M.A.S. "MILDURA" - REPORT OF PROCEEDINGS, April, 1944

RESTRICTED

S.N.B. Gen 15/5

2.N.M. Gen 15/5

3.N.M. 28/5

D.O.D. 24/5

D. of P. 25/5/44

O.S.C. GSS 26/5

D.N.I. Gen 26/5

Ops(N).

D.E.(N). for 19/5

D.O.T.M. 31/5

H.P.S. 31/5/44

N.A.2.N.M. 31/5

M.S. 1/6.

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

17/NHRO 3/6

File

N.1

1/6 C.

23/5

24/5

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

10/5

17A.

DEPARTMENT OF THE NAVY. 2026/4/1084

MINUTE PAPER.

3644. 9/5

SUBJECT: H.M.A.S "Mildura" - Monthly Report

D. P. S. 10/5.

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AUSTRALIAN WAR MEMORIAL RCDIG1073534

RESTRICTED
ACK. BY. A.S. 1330Y
8 MAY 1944
INIT.

St 6339
DEPT. OF NAVY
2026/7/1084
SECRET

File HP 50/5/43

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 1st. May, 1944. *Reference No.* C.92/44

To SECRETARY, NAVAL BOARD, MELBOURNE. (Copy to Naval Officer in Charge, Brisbane.)

Subject MONTHLY REPORT OF PROCEEDINGS - APRIL 1944

(All times Zone -10)

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

ON PASSAGE FROM MILNE BAY.

2. I arrived at Grafton Passage at 1530 on the 1st. proceeding independently from Milne Bay, and secured alongside Oil Lighter at Cairns at 1815 the same day and refuelled.

TOWING A.P.C.15.

3. At 1100 on the 4th. I proceeded, and at 1230 when off Fairway Buoy, took A.P.C.15 in tow for passage to Brisbane.

4. Good progress was made in fine weather until at 0700 on the 6th, the wind freshened from the South East, causing a steep sea, in which the tow commenced to pound heavily. The Commanding Officer of the A.P.C. indicated that the under water hull was in a very weak state, due to previous damage by enemy action, and he doubted if the vessel would stand any period of heavy pounding. I decided to shelter until weather improved, and at 1140 on the 6th anchored in Maryport Bay. Position, Latitude 20.46½. South. Long. 149.15. East.

5. At 2100 on the 8th. weather improved, and I picked up tow and proceeded.

6. The voyage was without further incident, and arrival was made at Caloundra at 1115 on the 11th. The tow was passed over to a tug in the vicinity of the Pile Light House at 1620 the same day.

7. I proceeded up the Brisbane River and secured at the Milling Wharf at 1845 on the 11th.

OPERATIONAL AND ADMINISTRATIVE CONTROL OF H.M.A.S. "MILDURA" TRANSFERRED TO BRISBANE.

BOILER CLEANING.

8. Period 12th. to 16th. Boiler cleaning at Brisbane.

EXERCISES WITH AIRCRAFT.

9. I proceeded at 0700 on the 17th. and after refuelling at Cruiser Wharf, cleared River at 1345.

10. At 1430 exercised with two Anson Aircraft. "Shad" "Help" and "Fortu" messages were made for exercise.

A/S. PATROL.

11. On completion of exercises, I proceeded out of Moreton Bay passing Caloundra at 1845 on the 17th.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

12. At 0640 releived S.C.745 on A/S Patrol in Sandy Cape area

13. On patrol in area until 0750 on the 22nd. when I was releived by S.C. 749. Arrived at N.W. Channel at 1645, and anchored off the Pile Light at 1930. Weighed and proceeded up Brisbane River at 0600 on the 23rd. Secured at Newstead Wharf at 0950 and refuelled.

AT BRISBANE.

14. Period 24th.to 27th. at Brisbane.

EXERCISES WITH AIRCRAFT.

15. At 1145 on the 28th. I proceeded, cleared River at 1315. At 1400 communication exercises were carried out with two Anson Aircraft. "Shad" and "Help" messages were made.

A/S PATROL.

16. On completion of exercises, proceeded out of Moreton Bay passing Caloundra at 1800 on the 28th.

17. Relieved H.M.A.S. "WHYALLA" on Sandy Cape A/S Patrol at 0600 on the 29th.

SHIP'S COMPANY.

18. The health and conduct of the Ship's Company has been satisfactory. Much disappointment was expressed by the majority at the change of Operational from activity to the South instead of further North.

CONDITION OF SHIP.

19. The state of the machinery and boilers remain very satisfactory. Opportunity has been taken whilst in Brisbane to have all outstanding defects made good.

FIGURES.

20. MONTHLY.

Distance steamed.	2720 miles
Hours under way.	328 hours.
Average speed.	8.3 knots.
Dist. per ton of oil fuel.	12.5 miles.

TOTAL.

Distance steamed since commissioning, 23rd. July 1941.	97,790 miles.
Total hours under way.	12,487 hours.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

6/7.

112B

DEPARTMENT OF THE NAVY. 2026/7/1084

MINUTE PAPER.

RESTRICTED

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

MAY, 1944.

S.N.B. 11W 20/6

2.N.M. 20/6

3.N.M. 24/6

D.O.D. 27/6.

D. of P.

DNI/SD 30/6

D.N.I. 29/6

Ops(N). 30/6

D.E.(N). 22/6

D.O.T.M.

H.P.B.

N.A.2.N.M.

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

A/NHRO 7/7

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AUSTRALIAN WAR MEMORIAL RCDIG1073534

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M. as "Mildura" - Monthly Report.

D.P.S. 14/6

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AUSTRALIAN WAR MEMORIAL RCDIG1073534

SECRETED

ACK. BY. A.S. 1330Y
12 JUN 1944
INIT. MBJ

St 6339

DEPT. OF NAVY
2026/7/1084
SECRET

HP 20/8/43.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 3rd. June 1944. *Reference No.* C144/44

To SECRETARY, NAVAL BOARD, MELBOURNE. (Copy to Naval Officer in Charge, Brisbane.)

Subject MONTHLY REPORT OF PROCEEDINGS - MAY 1944.

HN.

(All times Zone -10)

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

SANDY CAPE A/S PATROL.

2. Monday 1st. May carrying out A/S patrol in the Sandy Cape area. At 0800 on the 2nd on being releived by S.C.749, I proceeded to Brisbane. Entered N.W. channel at 1600, and secured alongside Newstead Wharf at 2000 the same day, and refuelled.

GUNNERY EXERCISES.

3. At 1345 on the 4th. I proceeded with H.M.A.S. "WHYALLA" in company. Day and night full calibre firing exercises were carried out in Moreton Bay.

4. On completion of night shoot, "Whyalla" proceeded for Patrol duties, and I anchored off Pile Light at 1930.

MINESWEEPING EXERCISE.

5. At 0900 on the 5th. I weighed and carried out single "O" sweep in Moreton Bay, for exercise. On completion I proceeded up Brisbane River and secured at Lighthouse Wharf at 1600 same day.

SANDY CAPE A/S PATROL.

6. At 1155 I slipped and proceeded from Brisbane (10th. May) to Sandy Cape patrol area. Exercise with aircraft was carried out whilst on passage across Moreton Bay. Arrived in patrol area at 0800 on the 11th.

7. At 1100 on the 12th. orders were received to return to Brisbane I entered N.W. Channel at 0220 on the 13th. and secured to Cruiser berth "C" at 0730 same day and refuelled.

8. At 1200 on the 15th. I proceeded to Sandy Cape patrol area. Arrived in area at 0600 on the 16th.

9. Departed patrol area at 0500 on the 19th. and arrived Brisbane at 1815 same day.

10. Proceeded to Sandy Cape patrol area at 1300 pn the 24th. arrived in area at 0600 pn 25th.

11. Departed patrol area 0400 pm the 28th. and arrived Brisbane 1645 the same day.

BOILER CLEANING.

12. Commenced boiler cleaning at Brisbane Monday 29th. May.

15/6 C.

13/6

AUSTRALIAN WAR MEMORIAL RCDIG1073534

SHIPS COMPANY.

13. The health and conduct of the Ship's Company has been satisfactory.

CONDITION OF SHIP.

14. The state of the machinery and boilers remain most satisfactory.

FIGURES.

15. MONTHLY.

Distance steamed.	2,952 miles
Hours under way.	328 hours.
Average speed.	9.0 knots.
Dist. per ton of oil fuel	14.89 miles

TOTALS.

Distance steamed since commissioning, 23rd. July 1941.	100,742 miles.
Total hours under way.	12,815 hours.

Lieutenant Commander, R.A.N.R.(s)
COMMANDING OFFICER.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

M6B.

DEPARTMENT OF THE NAVY.

RECEIVED 22 AUG 1944 D.O.T.M.

2026/7/1054

MINUTE PAPER.

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

JUNE, 1944

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S.N.B.

2.N.M.

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Ops(N).

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AUSTRALIAN WAR MEMORIAL RCDIG1073534

18/7.

2026/7/1084

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644. 18/7

SUBJECT: H.M.A.S. "Mildura" - Monthly Report

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D.C.N.S. 26/7.

N5 (for further circulation)

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17 JUL 1944
INIT.
St 6339
DEPT. OF NAVY
2026/7/1084
SECRET
AD 20/8/43

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 4th. July, 1944. *Reference No.* C 182/44

To SECRETARY, NAVAL BOARD, MELBOURNE. (Copy to Naval Offieer in Charge, Brisbane.)

Subject MONTHLY REPORT OF PROCEEDINGS - JUNE 1944.
(All times Zone -10)

AN 17/7

Submitted for the information of the Naval Board, the following report of proceedings of H.M.A.Ship under my command for the period 1st. to 30th. June 1944.

BOILER CLEANING AND DRY DOCKING.

2. The period 1st. to 12th. June at Brisbane for Boiler Cleaning The vessel was docked in South Brisbane Dry Dock on the 9th. for routine cleaning and painting, and undocked on the 12th.

SANDY CAPE PATROL.

3. At 0715 on the 13th. slipped from alongside H.M.A.S. "Echuca" at Milling Wharf, and after completing with oil fuel at Newstead Wharf, proceeded towards Sandy Cape for patrol duties.

4. Period 14th. to 17th. Patrolling in Sandy Cape area.

5. At 1200 on the 17th. I proceeded to Gladstone, securing alongside the Town Wharf at 1515 the same day

6. At 1445 on the 19th. I departed from Gladstone with damaged Pattern 6 target in tow for Brisbane.

7. At 0100 on the 20th. the wind freshened from the South East, and with the sea rising, it was apparent that the damaged target would soon break up in tow. I decided to return to Gladstone. Secured at Town Wharf at 1400 on the 20th.

8. The target was hoisted on to the wharf, dismantled, and loaded on deck. I departed Gladstone at 1200 on the 21st. Arrived off Caloundra at 1125 on the 22nd. and berthed at Newstead Wharf at 1520 the same day, and completed with oil fuel.

18/7/43

RADAR TRIALS WITH H.M.A.S. "BURDEKIN"

9. I proceeded at 0750 on the 25th., and cleared from Caloundra at 1230 the same day towards Hervey Bay. Rendezvous was made with H.M.A.S. "BURDEKIN" off Ship Channel Buoy, Hervey Bay at 0900 on the 26th. and Radar Trials carried out.

10. On completion of trials at 1300, I proceeded towards Brisbane Arrived off Caloundra at 1530 on the 27th. and berthed at Newstead Wharf at 1940 the same day, and completed with fuel.

ESCORTING U.S. SUBMARINE "BLUEGILL".

11. At 1330 on the 28th. I proceeded as Escort for U.S. Submarine "BLUEGILL" to New Guinea Area. Cleared from Caloundra at 1800 same day

12. Whilst on passage , day and night exercises were carried out with the Submarine. Exercises were organised by Commander Burlingame. U.S.N. Submarine Training Commander, borne in "BLUEGILL"

13. The exercises were of the utmost value in training of all personnel. Very satisfactory results were obtained with A/S exercise attacks.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

SHIP'S COMPANY.

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

CONDITION OF SHIP.

15. The state of the machinery and boilers is satisfactory. Outstanding Alterations and additions, and defects are being progressed by Base Engineer's Staff as opportunity permits.

FIGURES.

MONTHLY.

Distance steamed.	2,299 miles
Hours under way.	249 hours.
Average speed.	9.2 knots
Dist. per ton of oil fuel.	13.26 miles.

TOTALS.

Distance steamedcsince commissioning on 23rd. July 1941.	103,041 miles
Total hours under way.	13,064 hours.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY.

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

2026/7/1084

MINUTE PAPER.

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

July 1944

SECRETARY

S.N.B.

2.N.M.

3.N.M.

D.O.D.

D. of P.

D.N.I.

Ops (N).

D.E. (N).

D.O.T.M.

H.Q.B.

N.A.2. (N.A.I.).

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

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AUSTRALIAN WAR MEMORIAL RCDIG1073534

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

3644.

SUBJECT: H.M.A.S "Mildura" – Monthly Report.

July

15/8/44. D.P.S. 15/8

D.C.N.S. RR. DSO 16/8. per Cm 18/8

for 1st. N.M. 18/8

15/8

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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ACK. BY. A.S. 13
10 AUG 1944
INIT.

DEPT. OF NAVY
2026-7-1084.
SECRET

File 77/20/8/43

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 4th. August 1944. *Reference No.* C212/44

To SECRETARY NAVAL BOARD, MELBOURNE. (Copy to Naval Officer in Charge, Brisbane.)

Subject MONTHLY REPORT OF PROCEEDINGS - JULY 1944.
(All times Zone -10)

Submitted for the information of the Naval Board, the following report of proceedings of H.M.A.Ship under my command for the period 1st. to 31st. July 1944.

ESCORTING U.S. SUBMARINE "BLUEGILL"

2. 1st. July at sea escorting U.S. Submarine "BLUEGILL" to New Guinea Area.

3. Day and night exercises were carried out with the Submarine whilst on passage.

4. At 1030 on the 2nd. a boat was lowered, and Commander Burlinghame U.S.N. was transferred to H.M.A.S. "MILDURA" for passage to Milne Bay. The Submarine detached at 1245 the same day.

5. I passed through China Straits at 1330 on the 3rd. and secured alongside U.S. Tanker "CLYDE" in Milne Bay at 1620 the same day, and completed with oil fuel.

MILNE BAY TO MAINLAND INDEPENDENTLY.

6. At 0700 on the 5th. I weighed and proceeded towards Brisbane, routed by Grafton Passage and inshore route. The voyage was without incident.

7. At 2155 on the 7th. a signal was received from Naval Officer in Charge Brisbane, directing me to proceed to Gladstone.

8. Arrived Port Curtis at 0600 on the 9th, and secured at Town wharf Gladstone at 0740 on the same day.

TOWING N.A.P. LAUNCH "MISS GLADYS".

9. At 0645 on the 10th. I departed Gladstone, with N.A.P. launch "Miss Gladys" in tow for Brisbane. The voyage was without incident, but at 0030 on the 11th. I was directed by signal to proceed into Hervey Bay, and leave tow in the vicinity of URANGAN Adverse weather reports had been received, and this action was considered advisable.

10. Tow was slipped at 1215 on the 11th. and I then proceeded towards Brisbane. Arrived off Caloundra at 0515 on the 12th. and passing the boom at 0930 secured at Newstead Wharf at 1100 the same day and completed with oil fuel.

BOILER CLEANING.

11. The period 13th. to 20th. at Brisbane, Boiler cleaning. During this period, the distiller was transferred to H.M.A.S. "ECHUCA" to replace defective one in that ship

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPERMING AND COMPASS ADJUSTMENT.

12. At 0700 on the 21st. I proceeded down Brisbane River with deperming barge lashed alongside. Secured in position at 1200 at deperming buoy.

13. On completion of deperming AM on the 22nd. I proceeded over the D.G. range in Brisbane River, and then to the vicinity of the Pile Light for compass adjustment. On completion returned to harbour. Secured at Eagle Street wharf at 1615 on 22nd.

EXERCISES IN MORETON BAY.

14. At 0700 on the 24th I proceeded into Moreton Bay, and carried out evolutions, and exercises as arranged by Staff Officers of Naval Officer in Charge Brisbane. Full calibre day and night shoot, also sleeve target shoot were carried out. On completion of exercises, returned to Brisbane and secured to Eagle Street wharf at 2045 on the 24th.

EXERCISES WITH ARMY AMPHIBIANS.

15. At 1500 on the 26th. I proceeded, and anchored off Caloundra at 1900 the same day.

16. Weighed at 0530 on the 27th. and proceeded to Laguna Bay, where I anchored at 0915. Army amphibians from establishment at Noosa exercised comimg alongside, and general landing tactics and organisation. Fine weather prevailed, with a moderate swell and sufficient surf on the beach to make the exercises interesting.

17. The exercises were continued after dark, and until 1530 on the 28th. when anchor was weighed and I proceeded towards Gladstone.

18. General satisfaction with the exercises, and appreciation of our co-operation was expressed by Army Officers in Charge.

CARRYING ARMAMENT STORES FROM GLADSTONE.

19. I arrived at Gladstone at 1200 on the 29th. and after embarking a quantity of depth charge stores and equipment, slipped at 1430 the same day, and proceeded to Brisbane.

20. Arrived off Caloundra at 1100 on the 30th. and secured at Newstead Wharf Brisbane, at 1515 same day, and completed with oil fuel.

21. July 31st. at Brisbane.

SHIPS' COMPANY.

22 The health and conduct of the Ships' Company has been most satisfactory.

CONDITION OF SHIP.

23. The state of the machinery and boilers is satisfactory, It is anticipated that the repaired distiller from H.M.A.S. "ECHUCA" will be fitted during the present period in harbour.

FIGURES.

MONTHLY.

Distance steamed.	3,099	miles
Hours under way.	278	hours.
Average speed.	11.14	knots.
Dist. per ton oil fuel.	12.43	tons.

TOTAL.

Distance steamed since commissioning on 23rd. July 1941.	106,140	miles
Hours under way.	13,342	hours

Lieutenant Commander R.A.N.R.(s)

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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RECEIVED 5 OCT 1944

DEPARTMENT OF THE NAVY.

2026/7/1084

MINUTE PAPER.

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

for August 1944

S.N.B. 2/9

2.N.M. 2/9

3.N.M. 26/9

D.O.D. 27/9

D. of P. 29/9.

D.N.T. 30/9

Ops(N) 7/10.

D.F.(N) 3/10

D.O.T.M. 4 5/10

DDMS 10

H.P.B. 11/10

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

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D.N.I. (N.H.R.O.). 12/10

A/Captain

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6 Frames

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11/10 Q.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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DEPARTMENT OF THE NAVY.

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3644. 12/9

SUBJECT: Hmas "MILDURA" – Report of Proceedings – August 1944

D.P.S. 17/9

D.T.S.R 19/9

D.C.N.S 15/9

per 14/9 15/9

D R (N) 20/9

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16/9A.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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ACK. BY. A.S. 1330Y
11 SEP 1944
INIT. KJ2

DEPT. OF NAVY
2026-7-1084
SECRET

File NP 70/8/43

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 2nd. September 1944 *Reference No.* C 340/44

To SECRETARY, NAVAL BOARD, MELBOURNE. (Copies Naval Officer in Charge, Brisbane. Naval Officer in Charge, Fremantle)

Subject MONTHLY REPORT OF PROCEEDINGS - AUGUST 1944.

11 HN 11/9.

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

SEARCH FOR DRIFTING BARGES.

2. At 1400K. on the 3rd. I proceeded from Brisbane, to carry out a search for three 90ft. steel barges, reported drifting off Point Lookout. Cleared Caloundra at 1830K the same day.

3. Rendezvous was made with H.M.A.S. "BROOME" at 0700K on the 4th. "BROOME" reported search negative, and was instructed to return to Brisbane.

4. Search was carried out South to latitude 29° 00'S and fifty miles to seaward. Aircraft co. operated daily in search which was continued until darkness on the 5th. without result. I was then instructed to return to Brisbane, and arrived off Caloundra at 0645K on the 6th. and berthed at Newstead Wharf at 1045K the same day, and completed with fuel.

A/S EXERCISES OFF CALOUNDRA.

5. At 1415 on the 9th. I proceeded to Caloundra, and at 1830 anchored in company with H.M.A.Ships "WARNAMBOOL" and "KYBRA", and U.S. Submarine S.47.

6. All ships weighed at 0630 on the 10th. and proceeded to exercise area where A/S exercises were carried out. "WARNAMBOOL" Senior Officer.

7. At 1245 I was instructed by signal to detach and proceed with despatch to a pasition 9 miles S.E. of Cape Moreton, and take in tow a 90ft steel barge that was adrift in the vicinity.

8. Barge was located at 1430. Considerable difficulty was experienced in passing the tow, owing to a fresh southerly wind and choppy sea. The first attempt was unsuccessful, the towline fouled the seabed whilst seaboat was being hoisted. It was found necessary to cut the towline, and 100fathoms of 3½ inch wire were lost.

9. A second line was passed at 1850, and I proceeded towards Brisbane, making good a speed of three knots. N.W. Channel was entered at 1230 on the 11th. and I anchored at 1330 the same day, and secured the barge alongside. Barge was taken over by L.T.225 at 1900.

10. At 0630 on the 12th. I weighed and proceeded in company with HM.A.Ships "WARNAMBOOL" and "KYBRA" and resumed A/S exercises with U.S. Submarine S.47.

12/9

11. Exercises were completed at 1300 and I proceeded into Brisbane, secured to Cruiser "C" berth at 1735 and completed with fuel.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

ON PASSAGE BRISBANE TO FREMANTLE.

12. H.M.A.S. "MILDURA" transferred to the operational and administrative authority of Naval Officer in Charge, Fremantle.

13. At 1000 on the 13th. I proceeded towards Sydney routed on inshore route. Fine weather was experienced, and I arrived at Sydney Heads at 0030 on the 15th. and secured at Kurraba Wharf at 0100.

14. Slipped at 1200 on the 17th. and proceeded towards Melbourne. The voyage was without incident, and I entered Port Phillip Heads at 0930 on the 19th. and secured at Nelson Pier Williamstown at 1230 the same day, and completed with fuel. 22nd.

15. At 0830 I proceeded towards Adelaide. Fine weather was experienced, and arrival was made off Wonga Shoal at 0600 on the 24th. secured at Shell Oil wharf at 0725 the same day and completed with fuel.

16. I proceeded at 0800 on the 25th. on passage to Fremantle The voyage was without incident, variable weather conditions were experienced. Arrived off Rottnest Island at 0630H. on the 30th. and berthed on H.M.A.S. "TAMWORTH" at 0845H the same day. Commenced boiler cleaning.

SHIPS' COMPANY.

17. The health and conduct of the Ships' Company has been satisfactory. Fortyeight hours leave was granted to all natives where possible at ports during passage to Fremantle.

CONDITION OF SHIP.

18. The state of the machinery and boilers is satisfactory.

FIGURES.

MONTHLY.

Distance steamed.	4,078 miles
Hours under way.	360.5 hours
Average speed.	11.3 Knots
Dist. per ton oil fuel.	13.0 miles

TOTAL.

Distance steamed since commissioning on 23rd. July 1941.	110,218 miles
Hours under way.	13,702.5 hours.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

28/11

~~SECRET~~ RESTRICTED

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1218

268A.

SUBJECT: HMAS "MILDURA" - REPORT OF PROCEEDINGS - SEPTEMBER, 1944.

SNB. 11/11

2NM. 11/11

3NM. 11/11

DOD 13/11

DR(M) 13/11

D of P. 14/11

DNI. 15/11

Ops (N) 16/11

DE(N) 18/11

DOTM 22/11

DNMS. 25/11

H 28/11

NA 2NM. 28/11

NS 29/11

DNI(NHRO) 29/11

A/NHRO

File

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22 NOV 1944
D.O.T.N.

NAVAL OFFICE
H.M.A.S. VONC
BRISBANE

15/11/5

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY

MINUTE PAPER

RECEIVED
22 NOV 1944
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BRANCH OFFICE
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NAVY
22 NOV 1944

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301A

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DEPARTMENT OF THE NAVY. 2026/7/1218

MINUTE PAPER.

3648.... H 20/10

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

D.P.S H 20/10

D.T.S.R 21/10

D.D.D H 23/10

D.C.N.S
H 23/10.

N.S

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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2026-7-1218
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ACK. BY. A.S. 1330Y
18 OCT 1944
INIT.

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 4th. October 1944 *Reference No.* C266/44

To SECRETARY, NAVAL BOARD, MELBOURNE. (Copy Naval Officer in Charge, Fremantle.)

Subject MONTHLY REPORT OF PROCEEDINGS - SEPTEMBER 1944
(ALL TIMES HOW)

Checked for Indexing

HN.

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

BOILER CLEANING.

2. The period 1st. to 3rd. September, at Fremantle boiler cleaning.

SUBMARINE AND A/S EXERCISES.

3. I proceeded at 1300 on the 4th. to Exercise area (A) and carried out exercises with U.S.Submarine "Lapon" until 2300 the same day, when ships proceeded independently.

4. At 1000 on the 5th. rendezvous was made with U.S.Submarine "Hammerhead" in Exercise area (A) and exercises carried out until 1400 . I then joined company with H.M.A.S. "Adelaide" and exercises were continued with U.S.Submarines "HAMMERHEAD," and "BONEFISH" until 2230 the same day. At 2330 I anchored off Roe Reef.

5. Weighed and proceeded at 0900 on the 6th. At 1000 in company with Y.M.S.72 and Y.M.S.11 carried out exercises with U.S.Submarines "Hammerhead" and "Aspro" until 2200. At 2359 I anchored off Roe Reef.

6. Weighed and proceeded at 0800 on the 7th. Exercised with "Aspro" from 1000 to 1500. Then in company with U.S.Ships "Isabel" Y.M.S.72 and Y.M.S.11 carried out Convoy and Submarine exercise until 2300 with Submarines "Aspro" and "Cabrilla". On completion of exercise I anchored off Roe Reef at 0030 on the 8th. Weighed at 0600 and proceeded into Harbour. Secured alongside "Tamworth" at 0735. and completed with fuel.

A/S PATROL AND SUBMARINE AND A/S EXERCISES.

7. At 0815 on the 9th. I proceeded and commenced A/S Patrol within the loop area.

8. M.L.824 releived patrol at 1400 on the 9th. and I proceeded to exercise area, and carried out Convoy exercises with U.S.Ships "Chanticleer" Y.M.S.72 and Y.M.S.11 with Submarines "Hammerhead" and "Hoe" until 2300 the same day. On completion I returned to Gage Rds and resumed patrol at 0700 on the 10th.

9. I was releived again at 0830 the same day and proceeded to exercise area, and carried out exercises with U.S.Submarines "Cabrilla" and "Aspro" from 1100 to 2300. On completion returned to Gage Roads and resumed patrol at 0730 on the 11th.

10. Y.M.S.11 took over patrol at 0830 on the 12th. and I proceeded to carry out Radar Trials with H.M.A.S. "Tamworth". Trials were completed at 1300. At 1500 rendezvous was made with U.S.S. "Isabel" and exercises carried out with Submarines "Hoe" and "Angler" until 2245 the same day.

11. Exercises were resumed at 1100 on the 13th. with "Isabel"

AUSTRALIAN WAR MEMORIAL RCDIG1073534

and Submarine "Angler" until 1300.

12. At 1500 on the 13th. rendezvous was made with H.M.Submarine "Tantivy" and escort provided to Gage Roads, arriving at 1730 the same day. I then returned to exercise area and resumed exercises with "Isabel" and "Angler" until 2300.

13. Resumed A/S patrol at 0100 on the 14th. At 1100 the same day I proceeded to exercise area (B) and exercises with H.M. Submarine "Spiteful" until 0230 on the 15th. I then returned to harbour and secured alongside at 0745 on the 15th. completed with fuel and provisions..

14. At 0800 on the 18th I proceeded and carried out D.F. calibrations with H.M.A.S. "Tamworth" in Gage Roads. On completion proceeded to exercise area (A) and in company with "Isabel" carried out exercises with U.S.Submarines "Cod" "Bluegill" and "Angler" from 1500 until 2300 the same day.

15. At 1000 on the 19th rendezvous was made with U.S.Sub. "Ray" and exercises carried out in exercise area (A) until 2200. On completion I returned to Gage Roads, and assumed patrol from Y.M.S.72 at 0030 on the 20th.

16. M.L. 824 releived patrol at 0930 on the 20th. and I proceeded to exercise area, and carried out Full Calibre firing at Pattern VI Target. On completion proceeded to rendezvous with H.M.Submarines "Sturdy" and "Sea Rover" at 1400 and carried out exercises until 0030 on the 21st. I then escorted the Submarines to Gage Roads. Arrived at 0330 and assumed A/S patrol until 1200 the same day, when I proceeded into Harbour and secured on H.M.A.S. "Bathurst" at 1300.

17. At 0600 on the 22nd. I proceeded to rendezvous with H.M. Submarine "Storm" and provide escort to harbour. Rendezvous was made at 0745, and arrival in Gage Roads at 0930 the same day. I then anchored until 1430 when I proceeded into Harbour and secured at 1500.

18. I proceeded at 0400 on the 23rd to rendezvous with U.S. Submarine "Muskalange" and provide escort to Harbour. Rendezvous was made at 0600 and arrival in Gage Roads at 0745. I anchored until 1330 the same day and then proceeded with U.S.Submarine "Ray" to area (A) for exercises. Exercise was completed at 2100. Submarine proceeded independently, and I anchored off Kingston Spit at 2330 the same day. Weighed at 0700 on the 24th. and proceeded into Harbour. Secured at 0900 alongside H.M.A.S. "Adelaide".

19. At 0645 on the 25th. I proceeded as escort for U.S.Sub. "Raton" to and from area (B). Returned to Gage Roads at 1245 and entered Harbour at 1340 securing alongside H.M.A.S. "Dubbo" at 1355 the same day.

20. I proceeded at 0445 on the 26th. to rendezvous with H.M. Submarine "Sturdy" and provide escort to Harbour.Rendezvous was made at 0640 and arrived in Gage Roads at 0800 the same day. I entered Harbour at 1000 and secured alongside H.M.S. "Nigeria" at 1040.

21. Slipped and proceeded at 1745 on the 26th and escorted Submarines "Swaardfish" and "Sturdy" to exercise area (B) and carried out exercises until 2359. Submarines proceeded independently I returned to Gage Roads, arriving at 0700 on the 27th.

22. Proceeded at 0730 on the 27th. as escort for U.S.Sub. "Batfish" to and from area (B). Returned to Gage Roads at 1245 and anchored until 1545 when I entered Harbour and secured on H.M.A.S. "Adelaide" at 1615 the same day.

23. At 1930 on the 29th. a recall of the Ships' Company was promulgated, and I was ordered to proceed when ready and join H.M.A.S. "Tamworth, and carry out a search for possible

AUSTRALIAN WAR MEMORIAL RCDIG1073534

enemy Submarine. I slipped and proceeded at 2100. At 2315 I joined search Group consisting of "Tamworth" "Ipswich" and U.S.Ships "Chanticleer" and "Isabel". Search was continued throughout the night. At 0600 on the 30th. I detached and proceeded into Gage Roads and embarked absentees, and then assumed A/S patrol duties to the N.W. of Rottnest Island.

25. A single depth charge was dropped on a contact at 2030 on the 30th. But contact proved to be non-sub.

GENERAL.

25. The month just completed was quite a busy one. The Submarine and A/S exercises are of excellent value. With the extensive A/S training and exercises with Submarines carried out by H.M.A.Ship under my command during recent months, I have every reason for confidence in the equipment and the general efficiency of the Ship as an A/S unit. It is indeed unfortunate the A.M.S. Vessels based in this area will not have the opportunity to carry out the new "ASATS" tests and be graded accordingly. The extensive exercises and practical training with both H.M. and U.S. Submarines carried out in this area place the ships concerned at an advantage over vessels in other areas where opportunities of practical work with Submarines are not so frequent.

SHIPS' COMPANY.

26. The health and conduct of the Ships' Company has been satisfactory.

CONDITION OF SHIP.

27. The state of the machinery and boilers remains most satisfactory. The general maintenance of the ship compares most favourably with that of other vessels met with.

FIGURES.

MONTHLY.

Distance Steamed.	3,046 miles
Hours under way.	361 hours
Average speed.	8.4 knots
Dist. per ton of oil fuel	13.7 miles

TOTALS.

Distance steamed since commissioning on 23rd. July 1941.	113,264 miles
Total hours under way.	14,063 hours.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

29/1/2.

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13 FEB 1945
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MINUTE PAPER

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

S.N.B. 19/1

2.N.M. 20/1

3 N.M. 24/1

D. of P. 27

D.R.M. 29/1

D.N.I. 30/1

Ops (N) 31/1

D.E.(N) 2/1.

D.O.T.M. 19/2

D.N.M.S. 16/2

H.P.B. 17/2

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

N.5. 29/2

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

Lt Paton PHET 20/2

H.S. 3/3.

Lt Rankin 20/2

19/2/44

27/6

AUSTRALIAN WAR MEMORIAL RCDIG1073534

17/2

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY.

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2026/7/1218

3644. SECRET RESTRICTED

SUBJECT: HMAS "MILDURA" – Report of Proceedings – October 1944

DPS. 8/12

DTSR Para 20. Most ships appear to dislike the new Canteen arrangements. 12/12

Approved at X. 6/1

2nd N.M.
Concur with D. of V's remarks
It would be interesting, however, to obtain from "Mildura" details of the increased prices and other alleged disabilities to which he refers. Suggest D. of V. request that such information may be forwarded.

X

DOD. 16/12

DCNS

2nd N.M. — C.A2N.M — re para 20. 19/12

CA2NM 5/1/45

D. of V.
Please remark re para. 20
CA2NM 21/12

INN.

Remarks attached X X see file. 427/201/927

N5

D. of V. for action, See 427/201/927

Director of Victualling 4/1/45

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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DEPT. OF NAVY
2026-7-1218.
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NS 79
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44

MONTHLY REPORT OF PROCEEDINGS.

ACK. BY. A.S. 1330Y
4 DEC 1944
INIT.

FO13/16. II.

The Secretary,
NAVAL BOARD.

Submitted for the information of the Naval Board. Consideration is being given to the possibility of more frequent minesweeping exercises similar to that detailed in para. 17 above.

HN

C. V. Hyde

COMMODORE, R.A.N.,
NAVAL OFFICER-IN-CHARGE.

FREMANTLE.
23/11/44.

5/12

AUSTRALIAN WAR MEMORIAL RCDIG1073534

RESTRICTED

St 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 4th. November 1944. *Reference No.* C 786/44

To Secretary Naval Board, Melbourne. (Copy to Naval Officer in Charge, Fremantle.)

Subject MONTHLY REPORT OF PROCEEDINGS - OCTOBER 1944.

(All times How.)

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

A/S PATROL.

2. Period 1st. to 3rd. carrying out A/S patrol to seaward of Rottnest Island. At 0645 on the 3rd. rendezvous was made with U.S. Submarine "Haddo" and escort provided to Gage Roads, where arrival was made at 1000. I entered Harbour at 1030 and secured alongside H.M.A.S. "Inverell" at 1100 the same day.

ESCORT DUTY.

3. I proceeded at 0545 on the 4th. as Escort for S.S. "Af ghanstan" outward bound from Fremantle, cleared harbour at 0600. At 1200 "Afghasstan" was instructed to proceed independently, and I returned to harbour, entering at 1645, and secured on H.M.A.S. "Adelaide" at 1705 the same day.

SUBMARINE EXERCISES.

4. I proceeded at 0745 on the 5th. and escorted U.S. Subs. "Guitarro" and "Gurnard" to exercise area, where exercises were carried out from 1030 until 2230 the same day. I then escorted the Submarines to Gage Roads, and anchored at 0145 on the 6th.

ESCORT DUTIES.

5. Weighed at 0600 on the 6th. and proceeded as Escort for S.S. "Jeremiah Daly" and "Canara" outward bound from Fremantle. At 1200 merchant ships proceeded independently, and Ireturned to harbour, entering at 1650 the same day.

6. At 0745 on the 7th. I proceeded with U.S.S. "Isabel" under my orders as escort for outward bound merchant ships "Greenhill Park" "Hermion" "Troja" and "Marsula". At 1400 convoy was instructed to proceed independently, and escorts returned to harbour, entering at 1745, and secured at 1800 the same day.

7. I proceeded at 0700 on the 8th. and provided escort for U.S.Submarine "Muskellange" to and from area "B". Returned to Gage Roads at 1215, and entered harbour at 1230 the same day.

8. Proceeded at 0800 on the 12th. as escort for S.S. "Bardistan" outward bound from Fremantle, until 1400 the same day when I returned to harbour, and entered at 1738.

SUBMARINE EXERCISES.

9. Proceeded at 1040 on the 13th, and rendezvous was made at 1500 with H.M. Submarine "Tantalus" and exercises carried out

NAVAL OFFICER IN CHARGE
13 NOV 1944
13/16
FREMANTLE, W.A.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

in area "B" until 0200 on the 14th. when I returned to harbour with Submarine in company. Entered at 0445 and secured at 0515 on the 14th.

10. Proceeded at 0745 on the 15th. and escorted U.S.SUb. "Muskallunge" to area "C". Exercises were carried out until 2230 the same day. On completion I escorted Submarine to Gage Roads, arriving at 0115 on the 16th. and anchoring

11. Weighed and proceeded at 0945 on the 16th. escorting U.S.Sub. "Gunnel" to area "B" for trim dive tests. Returned to Gage Roads at 1430 the same day, and entered harbour at 1530.

ESCORT DUTY.

12. At 1542 on the 17th. I proceeded as escort for S.S. "Havfru" and "Lowana" outward bound from Fremantle. At 0200 on the 18th. merchant ships proceeded independently, and I returned to harbour. Entered at 0910 the same day.

SUBMARINE EXERCISES.

13. I proceeded at 1300 on the 20th. and rendezvous was made with H.M.A.S. "Dubbo" and U.S.Subs. "Growler" and "Hake" at 1545 in area "A". Exercises were carried out until 2315 on that day. On completion H.M.A.Ships returned to harbour, and entered at 0739 on the 21st.

BOILER CLEANING.

14. The period 21st to 26th. at Fremantle boiler cleaning.

SUBMARINE EXERCISES.

15. At 1100 on the 27th. I proceeded and rendezvous was made with U.S.Sub. "Jack" at 1545 in area "A" and exercises carried out until 2330. I then returned to harbour entering at 0730 on the 28th

GENERAL EXERCISES AND MINESWEEPING.

16. At 0645 on the 30th. I proceeded with H.M.A.Ships "Dubbo" and "Inverell" under my orders to Cockburn Sound. Ships anchored in Mangles Bay at 0835 and carried out general drills and exercises throughout the day.

17. Weighed at 0530 on the 31st and ships proceeded out of Cockburn Sound. Y.M.S. 11 and 72 joined company at 0700 in Gage Roads. H.M.A.Ships "Mildura" and "Dubbo" and Y.M.S. 11 and 72 streamed double orepesa sweeps, and carried out sweep of the swept channel, in "K" formation. H.M.A.S. "Inverell" streamed L.L. sweep. Sweeps were recovered at 1630.

18. From 1700 to 1900 H.M.A.Ships carried out O.O.W. exercises. A radar tracking exercise was then carried out until 2100, and ships returned to Gage Roads and anchored at 2300 the same day.

GENERAL.

19. As during the previous month, considerable time was spent exercising with Submarines. Excellent value, and good results were obtained.

SHIP'S COMPANY.

20. The health and conduct of the Ship's Company has been satisfactory. Routine innoculations and vaccination of the entire Ship's Company was completed during the month.

Much dissatisfaction has been expressed at the new Canteen arrangements, which result in greatly increased prices and the curtailment of some popular lines of goods.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

CONDITION OF SHIP.

21. The state of the machinery and boilers is satisfactory.

FIGURES.

MONTHLY.

Distance steamed.	2,333 miles
Hours under way.	236 hours.
Average speed.	9.88 knots.
Dist. per ton of oil fuel	12.0 miles

TOTALS.

Distance steamed since commissioning on the 23rd. July 1941.	115,597 miles.
Total hours under way.	14,299 hours.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

1/2.

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2026/7/ 1218

DEPARTMENT OF THE NAVY

MINUTE PAPER

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

S.N.B.

2.N.M.

3 N.M.

D. of P.

D.R.M.

D.N.I.

Ops (N)

D.E.(N)

D.O.T.M.

D.N.M.S.

H.P.B.

N.A.2.N.M.

N.5.

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

Lt Barton DACP

~~Mr Hewson~~ 3/3 H.S.

~~Lt Rankin~~

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

29/12

43 B.

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DEPARTMENT OF THE NAVY

MINUTE PAPER 2026/7/1218

28/12

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

D.P.S 29/12

3/1

D.T.S.R 6/1

D.O.D. 18/1

D.C.N.S.

8/1

1ST N.M. 11/1

N.5. 2/1

AUSTRALIAN WAR MEMORIAL RCDIG1073534

H.M.A.S. "MILDURA" - MONTHLY REPORT OF PROCEEDINGS
NOVEMBER, 1944.

DEPT. OF NAVY
SECRET

2026/7/1218

ACK. BY. A.S. 1330Y
22 DEC 1944
UNIT.

II.

RESTRICTED

F013/16.

The Secretary,
NAVAL BOARD.

Submitted for the consideration of the Naval Board.

2. The inspection carried out on 1st November, formed the subject of my memo F09/4 dated

C. V. [illegible]

COMMODORE; R.A.N.,
NAVAL OFFICER-IN-CHARGE.

FREMANTLE.
18/12/44.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

2026/7/1218

St 6039

RESTRICTED

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 4th. December 1944 *Reference No.* C 314/44

To SECRETARY NAVAL BOARD. MELBOURNE. (Copy to Naval Officer in Charge, Fremantle.)

Subject MONTHLY REPORT OF PROCEEDINGS - NOVEMBER 1944

(All times How.)

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

INSPECTION BY THE COMMODORE IN CHARGE FREMANTLE.

2. At 0630 on the 1st. I weighed and proceeded into harbour and secured at 0700. The Commodore and Staff embarked at 0925, and I slipped and proceeded at 0930 to exercise area.

3. At 1045 with H.M.A.S. "Inverell" Y.M.S.11, Y.M.S. 72, and M.Ls 820, and 824 in company carried out H.A.C.R. firing at sleeve target. Practice completed at 1100.

4. At 1200 commenced Range and Inclination Exercise with Rottnest Island batteries. "Inverell" under my orders. A smoke screen was layed by ships, this was not a complete success, due to "Mildura's" smoke floats failing to ignite. The cause of the failure is not known, but the entire outfit of smoke floats has now been replaced. Exercise completed at 1300.

5. Both ships then carried out Full Calibre firing at a Pattern V1 target, representing a submarine on the surface.

6. At 1430 I carried out an A/S exercise with U.S. Sub. "Mingo". Four attacks were completed, and the results were good.

7. H.M.A.S "Inverell" was taken in tow, for exercise at 1600 and slipped at 1645. I then proceeded into harbour, entering at 1815. Commodore and staff disembarked at 1830, and I slipped again at 1835.

8. Full calibre night firing was carried out at 2015, on completion I returned to Gage Roads, and anchored at 2105 the same day.

A/S. EXERCISES.

9. Weighed at 0830 on the 2nd. and proceeded to area (A) with H.M.A.Ships "Inverell", "Bunbury", and "Dubbo" and Y.M.S. 72 and Y.M.S. 11 under my orders. A/S exercises were carried out with U.S. Sub. "Mingo". On completion at 1300 returned to harbour. Secured at 1625 the same day.

10. I proceeded at 1230 on the 8th. to area (A). At 1515 rendezvous was made with U.S.S. "Isabel" and exercises were carried out with U.S. Sub. "Beguna" until 2230. I returned to Gage Roads and anchored at 0200 on the 9th.

CONVOY SUBMARINE EXERCISE.

11. At 1600 on the 9th. weighed and proceeded in company with H.M.A.Ships "Warnambool" and "Inverell" to area (C). At 1900 rendezvous was made with H.M.A.S. "Launceston" and U.S.S. "Coucal" At 2000 commenced Convoy exercise, "Coucal" acting as convoy, H.M.A

28/12

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Ships as escorts. H.M.Submarines "Spiteful", "Sturdy", and "Sea Rover" the attacking force. The exercise was completed at 0630 on the 10th. and ships proceeded independently.

SUBMARINE EXERCISES.

12. At 1000 on the 10th. rendezvous was made with U.S. Subs. "Baya" and "Cavalla" in area (C) and exercises carried out until 2300. On completion I anchored off Rottnest Island at 0050 on the 11th.

13. Weighed at 0700 on the 11th. and proceeded to area (C) for exercises with U.S.Sub. "Baya". Exercises were completed at 2200 and I proceeded to Gage Roads, anchoring at 0100 on the 12th. Weighed at 0630 on the 12th. and entered harbour at 0700 securing at 0715.

DUTY SHIP.

14. I proceeded at 1600 on the 13th. and anchored in Gage R Roads at 1620 as Duty Ship.

GUNNERY EXERCISES.

15. Weighed at 0830 on the 14th. and proceeded in company with H.M.A.Ships "Warnambool", "Launceston", "Bunbury", and "Inverell" and U.S.S. "Coucal" for gunnery exercises. H.A.C.R. and H.A. F.C. firings were carried out at sleeve target. On completion of H.A. firing at 1130, Group proceeded to position for L.A.F.C. practice at Pattern V1 target.

CONVOY EXERCISES.

16. On completion of gunnery practices I proceeded at 1400 in company with "Warnambool" "Inverell" and "Bunbury" for convoy exercise. Exercise commenced at 1600. U.S.S "Coucal" acting as convoy, and U.S.Subs. "Cavalla" and "Baya" as attacking force.

17. The exercise was interrupted at 2030, whilst a sick rating was transferred from "Cavalla" to "Coucal" I stood by until transfer was completed. "Coucal" then returned to harbour. I rejoined the escorts, and acted as target until the completion of the exercise at 2300 the same day. I anchored off Rottnest Island at 0725 on the 15th.

17. Weighed at 1500 on the 15th. and proceeded to area (A) in company with "Warnambool" and "Inverell". Commenced convoy exercise at 1630. U.S.S. "Coucal" acting as target ship. U.S.Subs. "Hawkbill" "Flasher" and "Becuma" as the attacking force. The exercise was completed at 2310 the same day, and ships returned to Gage Roads, and I anchored at 0640 on the 16th.

DUTY SHIP.

18. I remained at anchor in Gage Roads on the 16th. and at 0630 on the 17th. weighed and entered harbour securing at 0715.

CONVOY EXERCISE.

19. I proceeded at 0830 on the 20th. and with H.M.A.Ships "Launceston" and "Bunbury" in company to area (A) for convoy exercise. Commenced at 1100. "Coucal" acting as convoy, and U.S. Subs. "Lapon" "Hammerhead" and "Paddle" as the attacking force. "Warnambool" joined at 1330 as an additional escort.

20. The exercise was completed at 2359 on the 20th, and the escorts returned to Gage Roads. I entered harbour at 0815 on the 21st. and secured at 0850.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

2026/7/1218

SUBMARINE EXERCISES.

21. I proceeded at 0730 on the 22nd. to area (C) and at 1030 commenced exercises with U.S.Sub. "Hammerhead". The exercise was completed at 2235 and I anchored off Rottnest Island at 2359 the same day.

22. At 1330 on the 23rd. I was instructed to proceed with despatch to a position 247 Rottnest Island 9 miles, where H.M.S. "Queensborough" was investigating an A/S contact. On reaching the position the contact was identified as a non-sub echo, which had recently been investigated thoroughly by "Mildura". "Queensborough" was informed, and concurred, but fired a full pattern to make sure.

23. At 1830 rendezvous was made with U.S.Subs. "Lapon" and "Hoe" and exercises were carried out until 2300. I then returned to Gage Roads and anchored at 0645 on the 24th. and entered harbour at 0815 and secured at 0900 the same day

24. I proceeded at 1200 on the 25th. with H.M.A.Ships "Bunbury" in company to area (A) and exercises were carried out w U.S.Subs. "Lapon" and "Paddle" until 2300. On completion I returned to harbour. Entered at 0800 on the 26th. and secured at 0817.

25. Proceeded at 0730 on the 28th. to area (C) and exercised with U.S.Sub. "Angler" until 2300 the same day. I then returned to Gage Roads and anchored at 0055 on the 29th. Weighed at 0630 and entered harbour, securing at 0700.

26. Proceeded at 0730 pn the 30th. to area (C) for exercise with U.S.Sub. "Rock". Exercise completed at 2230, and I returned to Gage Roads.

SHIPS' COMPANY.

27. The health and conduct of the Ships' Company has been satisfactory.

FIGURES.

28. MONTHLY.

Distance steamed	2075 miles
Hours under way.	235 hours
Average speed	8.8 knots
Dist. per ton of oil fuel	11.25 miles

Totals.

Dista nce steamed since commissioning on the 23rd. July 1941.	117,672 miles
Total hours under way	14,534 hours.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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20 FEB 1946
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2026/7/ 1218

DEPARTMENT OF THE NAVY

MINUTE PAPER

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

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Lt Paulsen

Mr Gleeson

Lt Paulsen

Tel

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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DEPARTMENT OF THE NAVY.

MINUTE PAPER.

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SUBJECT: HMAS "Mildura" Report of Proceedings December 1944

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for 1st N.M. 30/1

N.5.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

"MILDURA's" letter C347/44 dated 2nd January 1945.

ACK. BY. A.S. 1330Y
22 JAN 1945
INIT.

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DEPT. OF NAVY
2026-7-1218
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N5 29/11/44

The Secretary,
NAVAL BOARD.

H.M.A.S. "MILDURA" REPORT OF PROCEEDINGS
DECEMBER, 1944.

Forwarded for the information of the Naval Board.

2. It is observed that fuel consumption was high but this should improve after present refit.

C. E. Yps

FREMANTLE,
17th January, 1945.

COMMODORE, R.A.N.,
NAVAL OFFICER-IN-CHARGE.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

RESTRICTED

St 6339

Commonwealth of Australia

Department of The Navy.

Royal Australian Navy.

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

Date 2nd. January 1945. *Reference No.* C347/44

To SECRETARY, NAVAL BOARD, MELBOURNE. (Copy to Naval Officer in Charge Fremantle.)

Subject MONTHLY REPORT OF PROCEEDINGS - DECEMBER 1944.

(All times How.)

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

CONVOY EXERCISE.

2. At 1648 on the 1st. I weighed and proceeded from Gage Roads for Convoy Submarine Exercise, H.M.A.S. "Launceston" in company. At 1930 rendezvous was made with ships taking part. U.S.S. "Coucal" acting as Convoy. H.M.A.Ships "Mildura", "Warrnambool", and "Launceston", and U.S.S. "Isabel" as escorts. The attacking force comprised H.M. Subs. "Telemachas", and "Storm". Exercise commenced at 2000 on the 1st. and was completed at 0600 on the 2nd. when ships proceeded independently. I returned to harbour, entering at 0855 and securing at 0915 the same day.

DUTY SHIP.

3. I slipped at 0830 on the 3rd. and proceeded to Gage Roads, and anchored as Ready Ship at 0900.

4. Weighed and proceeded at 0315 on the 4th. At 0500 rendezvous was made with U.S.Sub. "Besugo" and escort provided to Gage Roads. Arrived at anchorage at 0630. I entered harbour at 0840 and secured at 0900 the same day.

MINE SWEEPING EXERCISE.

5. At 0700 on the 5th. slipped and proceeded in company with H.M.A.Ships "Warrnambool", "Launceston", and "Inverell", and U.S. Y.M.S. 11 and 72.

6. All ships carried out L.A.F.C. practice at pattern V1 target between 0800 and 0900.

7. At 0930 commenced sweeping exercise with "L.L" sweeps. "Mildura" as Dan laying ship. At 1630 sweeps were recovered, and all ships returned to harbour. I entered at 1930 and secured at 1941 the same day.

SUBMARINE EXERCISES.

8. I slipped and proceeded at 0545 on the 7th. for exercises with U.S.Sub. "Gurnard" in area "C". Exercise was completed at 1630. I returned to Gage Roads and anchored at 1910 the same day as Ready Ship.

9. Weighed and entered harbour at 0643 on the 8th. and secured at 0656.

10. Slipped and proceeded at 0530 on the 9th. for exercises with U.S.Sub. "Bream" in area "C". Exercises were completed at 1445 and I returned to Gage Roads, and anchored at 1647 the same day.

26/1C

AUSTRALIAN WAR MEMORIAL RCDIG1073534

A/S PATROL.

11. I weighed and proceeded at 1700 on the 10th. to carry out A/S Patrol outside of Loop area. Commenced patrol at 1800.

12. H.M.S. "Howe" and escorting destroyers passed inward to Gage Roads at 0725 on the 11th. and outward bound at 1750 the same day.

13. At 2200 on the 11th. I was releived on patrol by M.L.812 and returned to harbour, anchoring in Gage Roads at 2250. Weighed and entered Harbour at 0632 on the 12th. and secured at 0650.

MINE SWEEPING EXERCISE.

14. I slipped at 0800 on the 14th. and proceeded in company with H.M.A.Ships "Launceston", and "Inverell" and Y.M.S. 11 and 72 for "L.L" sweeping exercises. "Mildura" acting as Dan laying ship.

15. Exercise commenced at 0930 and first dan was layed at 1000. Exercise was completed and all buoys recovered at 1545, and I returned to harbour, entering at 1814 and securing at 1830 the same day.

DUTY SHIP, AND SUBMARINE EXERCISES.

16. Slipped at 0830 on the 18th. and proceeded to anchorage in Gage Roads as Ready Ship.

17. Weighed at 1235 on the 19th. and proceeded to area "A" for Submarine exercises. At 1600 rendezvous was made with U.S.S. "Isabel" and U.S.Subs. "Bluegill" and "Bream", Exercise completed at 2300, and I returned to harbour. Entered at 0643 on the 20th. and secured at 0655.

CONVOY EXERCISE.

18. At 0850 on the 21st. The Commodore in Charge, Fremantle embarked, and I slipped and proceeded at 0900 for Convoy Submarine exercise.

19. The Convoy comprised U.S.S. "Corpus Christie" (Commodore of Convoy) and U.S.S. "Coucal". Escorts were "Mildura" (S.O.E.) "Warrnambool", "Inverell", "Dubbo", M.L.s 815 and 826. U.S. Ships "Isabel" and Y.M.S. 11 and 72. The attacking force U.S. Subs. "Hardhead", "Blackfin", and "Besugo".

20. The convoy formed up and proceeded at 1200. No attacks by the Submarines were simulated during the daylight hours, thus making it a very disappointing exercise for the escorts.

21. At 1900 the convoy reversed course. M.L.s and Y.M.S. vessels were detached, and night exercise commenced.

22. Two attacks only were made on the convoy during the dark hours. On each occasion Submarines were contacted and counter attacked by the Escorts.

23. The exercise was completed at 2330, and ships proceeded independently. I returned to harbour, entering at 0340 on the 22nd. and secured at 0352. Commodore and Staff Officer disembarked.

DUTY SHIP.

24. I slipped at 1708 on the 22nd. and proceeded to Gage Roads for Ready Ship duty.

24. Weighed at 0742 on the 23rd. and entered and secured at 0819.

25. Slipped at 0900 on the 25th. and proceeded to Gage Roads for Ready Ship duty.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

26. Weighed at 0745 on the 26th. and entered and secured at 0818.

27. Slipped and proceeded to Gage Roads at 0830 on the 28th. for Ready Ship duties.

28. Weighed and entered at 0856 on the 29th. secured at 0908

SUBMARINE EXERCISE.

29. I slipped at 0530 on the 30th. and proceeded to exercise area "C" for submarine exercises with U.S. Sub. "Flounder". Exercise was completed at 1530 and I returned to Gage Roads, and anchored at 1940 the same day.

30. Weighed and entered at 0640 on the 31st. and secured at 0704. Boilers were blown down this day in preparation for Refit.

SHIPS' COMPANY.

31. The health and conduct of the Ships' Company has been most satisfactory. All hands are eagerly awaiting the anticipated leave during the coming refit. This being the first long leave for fourteen months.

FIGURES.

32. MONTHLY.

Distance steamed	1,447 miles
Hours under way	164.5 hours
Average speed	8.8. knots
Dist. per ton of oil fuel	9.0 miles

TOTALS.

Distance steamed since commissioning on 23rd. July 1941.	119,118 miles
Total hours under way.	14,698.5 hours

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 4539

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Duplicate

DEPT. OF NAVY
2026-7-1218
SECRET

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. NG 269/60

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

Office of N.O.I.C.
New Guinea. Madang. Orig. HN 27/4
22nd April, 1945.

In Circulation AH 3/5/45

The Secretary,
Naval Board,
MELBOURNE.

H.M.A.S. "MILDURA" - REPORT OF PROCEEDINGS
MARCH 1945.

Submitted for the information of the Naval Board.

A/Commander R.A.N.
for Naval Officer in Charge
New Guinea.
A.O.D.

HN 3/5

D.N.I (NHRO)

Lt Rankin 11/5
Lt McCosker 11/5
Mrs Slesson

H.S. 16/5.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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AUSTRALIAN WAR MEMORIAL RCDIG1073534

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Commonwealth of Australia

Department of The Navy.

NAVAL OFFICER-IN-CHARGE,
19 APR 1945
NEW GUINEA.

Royal Australian Navy.

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

Date 4th. April, 1945 *Reference No.*

To SECRETARY, NAVAL BOARD, MELBOURNE. (copies N.O.I.C. N.G. Commander (D)

Subject MONTHLY REPORT OF PROCEEDINGS - MARCH, 1945

Submitted for the information of the Naval Board, the following Report of Proceedings of H.M.A.Ship under my command, for the period 1st. to 31st. March, 1945.

Times How.
REFITTING.

2. The period 1st. January 1945 to 5th. March 1945 the ship was refitting at Fremantle. Ships' Company were granted three weeks home leave during this period.

TRIALS AND EXERCISES.

3. At 0845 on the 6th. March, I proceeded for Engine and Gunnery trials. On completion L.A.F.C. and H.A.C.R. firing practices were carried out. On completion of night shoot, I anchored in Gage Roads.

4. At 0600 on the 7th. I proceeded in company with H.M.A.S. "Toowoomba" for Radar trials. These trials were completed successfully at 1000, and I returned to Gage Roads for D.G. Ranging. Entered harbour at 1500 and secured at 1510 the same day

5. Compass adjustment was carried out on the 8th. and D.G. trials on the 9th.

TRANSFER TO THE NEW GUINEA AREA.

6. H.M.A.S. "MILDURA" was transferred to the operational and administrative control of N.O.I.C. New Guinea, and departure was made from Fremantle on the 14th. March.

ESCORTING TANKER "MOLINO DEL RAY"

7. At 1630 on the 14th. I weighed and proceeded from Gage Roads, as escort for tanker "Molino Del Ray" to Darwin.

8. At 1200 on the 16th. the tanker was anchored in Shark Bay and I went alongside and topped up with fuel and water. Proceeding again at 1415 the same day.

9. The voyage was without incident. Cyclone warnings were received, but we were fortunate enough to avoid any bad weather without diversion from the route.

Times I.K.
10. Arrival was made at Darwin on the 23rd, passing through the boom gate at 0915 and securing at 0956. Completed with fuel.

ON PASSAGE DARWIN TO PORT MORESBY.

11. At 0630 on the 24th I weighed and proceeded towards Port Moresby, routed via Clarence Strait, Prince of Wales Channel, and Great North East Passage.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Times K.

12. The voyage was without incident, and arrival was made at Port Moresby on the 28th. March. Passing through Basilisk Passage at 1010, and securing to Main Jetty at 1054. Completed with fuel and water.

ON PASSAGE PORT MORESBY TO MADANG.

13. At 1500 on the 29th. I slipped and proceeded with H.M.A.S "Ararat" in company towards Madang, routed via China Straits, and Raven Channel.

14. The voyage was without incident. H.M.A.S. "Ararat" was detached at 1418 on the 31st. for Lae.

CONDITION OF SHIP.

15. The condition of Engines and boilers are satisfactory, only adjustments of a minor nature have been necessary since the refit. Most of the outstanding As and As were completed, however Mark 23 mounting for 4inch gun was not available at Fremantle and has not been fitted.

SHIP'S COMPANY

16. The health and conduct of the Ship's Company has been most satisfactory. The three weeks home leave granted during the refit period was appreciated, and the change of operational area has had a stimulating effect.

FIGURES.

17. MONTHLY.

Distance steamed.	3,784	miles
Hours under way.	378	hours
Average speed.	10.1	knots.
Dist. per ton of oil fuel	14.9	miles

TOTALS.

Distance steamed since commissioning on 23rd. July 1941

	122,902	miles
Hours under way.	15,066	hours.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

RESTRICTED

Commander "D"
File No.
D34 / 30606

COMMANDING OFFICER, H.M.A.S. "MILDURA"

C103/45

3rd. May 1945.

SECRETARY, NAVAL BOARD, MELBOURNE. (Copies N.O.I.C/N.G.(2) Com. D.)

MONTHLY REPORT OF PROCEEDINGS - APRIL 1945.

COMMANDER (D) 28 MAY 1945

Submitted for the information of the Naval Board, the following Report of Proceedings of H.M.A.Ship under my command, for the period 1st. to 30th. April 1945.

Times K.
ON PASSAGE MORESBY TO MADANG.

2. I arrived at Madang at 1300 on the 1st. April, and anchored in the inner harbour.

MADANG TO HOLLANDIA VIA HANSA BAY.

3. Thirty army personel and seven tons of ammunition and stores were embarked at Madang, and at 0600 on the 3rd. I proceeded towards Hansa Bay. At 1500 the same day anchored off Awar Village and commenced to discharge personel and stores.

4. The ships' boats were used to assist in transporting to the beach. The Army facilities consisted of one locally built flat bottomed craft of doubtful stability, propelled by an outboard motor, capacity four men, and a raft constructed from empty oil drums and backboards of abandoned enemy trucks. However there was nothing lacking in the way of co-operation, and discharge was completed by 1745. I proceeded at 1800 towards Hollandia.

Times Item.

5. Arrival was made at Hollandia at 0820 on the 5th. and later the same day completed with fuel and stores.

HOLLANDIA TO MIOS WOENDI.

6. At 1000 on the 6th I proceeded towards Mios Woendi, with H.M.A.S. "Ararat" in company. The voyage was without incident, and arrival was made at the boom gate at 1530 on the 7th. and ships anchored in the Flotilla anchorage Mios Woendi at 1550 the same day.

BOILER CLEANING.

7. The period 8th. to the 12th, boiler cleaning at Mios Woendi.

CONVOY B.G.529.

8. At 0630 on the 13th. I proceeded to Sorido with H.M.A.S. "Stawell" in company. Entered lagoon at 0915 and anchored at 0930.

9. At 1700 on the 13th. I weighed and proceeded, with H.M.A.S. "Gladstone" under my orders, as escorts for Convoy B.G.529 to Morotai.

10. The voyage was without incident, and the convoy entered Morotai harbour at 0800 on the 16th.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

STATIONARY PATROL AT MOROTAI.

11. From 0800 on the 16th. until 0900 on the 19th. at patrol position "Able".

TOWING H.M.A.S. "TIGERSNAKE"

12. At 1600 on the 16th. I was instructed to proceed to a position forty miles East from Tg Gila, and give assistance to an unidentified small craft apparently broken down. I cleared harbour at ~~XXXX~~ 1637 and at 2000 sighted and identified H.M.A.S. "Tigersnake". Her engines had broken down, and she was under sail, but making little headway. A towline was passed at ~~XXXX~~ 2020 and I proceeded towards Morotai with vessel in tow. Entered harbour at 0233 on the 19th. and anchored at 0300.

ESCORTING CONVOY G.B. 750

13. At 1600 on the 19th. I proceeded with H.M.A.S. "Gladstone" under my orders, as escorts for Convoy G.B. 750.

14. The convoy cleared and formed up at 1700.

15. The voyage was without incident, and convoy dispersed off Biak at 0754 on the 21st. Escorts proceeded to Mios Woendi. Entered harbour at 0930 and at 1000 I secured on Tanker "Villa Lobos" and completed with fuel.

READY SHIP AT SORIDO.

16. At 1400 on the 22nd. Iproceeded to Sorido, and at 1706 the same day assumed duty as Ready Ship at that port.

ESCORTING CONVOY B.G.532.

17. At 1730 on the 25th. I proceeded with H.M.A.S. "Ararat" under my orders as escorts for Convoy B.G.532 to Morotai. Convoy formed up at 1820.

18 The voyage was without incident, and convoy entered Morotai harbour at 0830 on the 28th.

STATIONARY PATROL AT MOROTAI.

19. From 0900 on the 28th. until 1100 on the 1st May, carried out patrol at position "Able"

CONDITION OF SHIP.

20. The condition of the engines and boilers is satisfactory, and the general maintenance of the ship good.

SHIP'S COMPANY.

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

FIGURES.

22.

Distance steamed for the Month.	2,816	miles
Hours under way.	275	hours
Average speed.	10.4	knots.
Dist. per ton of oil fuel	12.4	miles

TOTALS.

Distance steamed since commissioning on 23rd. July 1941
125,718 miles

Total hours under way. 15,341 hours

LIEUTENANT COMMANDER. R.A.N.R.(s)

AUSTRALIAN WAR MEMORIAL RCDIG1073534

APPENDIX 1

COMPOSITION OF CONVOYS.

B.G. 529

Lindley M. Garrisin.

Duntroon. (Commodore)

Abigail Duniway.

Stephen Field.

George Vancouver.

B.G. 532.

Balik Papan.

Pulpit Rock. (Commodore)

Millen Griffith.

G.B. 750

Fred. C. Ainsworth.

General Butner. (Commodore)

Sea Cat.

Duntroon.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

APPENDIX 1 TO MONTHLY REPORT OF PROCEEDINGS - JUNE, 1945.

COMPOSITION OF CONVOYS.

NO NUMBER.

"MAUI" (Commodore)
"LOUIS PASTEUR"

B.G. 548.

"LEWIS MORRIS" (Commodore)
"JOSE P. VARELA"

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 4539

RESTRICTED

IN REPLY PLEASE QUOTE

No. NG 269/60

Dup.

Royal Australian Navy.

DEPT. OF NAVY
2046. 7. 1618
SECRET

ACK. BY. A.S. 1330Y
25 JUN 1945
INIT.

Office of N.O I.C.
New Guinea. Madang.
19th June, 1945.

The Secretary,
Naval Board.
MELBOURNE.

For circulation on 28/6/45

H.M.A.S. "MILDURA"- REPORT OF PROCEEDINGS
MAY 1945.

Submitted for the information of the Naval Board.

A/Captain R.A.N.
Naval Officer in Charge
New Guinea.

N.I.S. 4/7

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

H.S. 19/7.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

29/6.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

269/60

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

Date : 3 June, 1945. Reference No : C143/45

To : The Secretary, Naval Board.
Copies to : The Naval Officer-in-Charge, New Guinea.
Commander (D), H.M.A.S. "PLATYPUS".

Subject : MONTHLY REPORT OF PROCEEDINGS - MAY 1945.

Submitted for the information of the Naval Board, the following Report of Proceedings of H.M.A. Ship under my command for the period 1st to 31st May, 1945.

16 JUN 1945
NEW GUINEA.

All times ITEM.

CONVOY G.B.755.

2. At 1500 on the 1st I proceeded with H.M.A.S. "ARARAT" in company and after carrying out practice firing at sleeve target, formed up at 1800 with H.M.A.S. "TOWNSVILLE" as escorts for convoy G.B.755 to Biak. Convoy cleared at 1820.

3. The voyage was without incident and escorts detached at 1000 on the 3rd., and proceeded to Mios Woendi, arriving at 1810 the same day.

CONVOY B.G. 536.

4. At 1537 on the 5th I proceeded from Mios Woendi to Sorido arriving at 1810 the same day.

5. At 1700 on the 6th I proceeded with H.M.A. Ships "BATHURST" and "BOWEN" under my orders as escort for Convoy B.G.536 to Morotai.

6. The convoy formed up and proceeded at 1730. The voyage was without incident. H.M.A.S. "BATHURST" was detached at 0715 on the 8th in accordance with orders from Commander (D) and returned to Mios Woendi.

7. The convoy entered Morotai at 0900 on the 9th. Escorts anchored off Naval Dock.

STATIONARY PATROL AT MOROTAI.

8. At 0750 on the 10th I relieved "GLENELG" at patrol position ABLE and remained on station until 1030 on the 13th, when relieved by H.M.A.S. "COOTAMUNDRA".

CONVOY G.B.759.

9. At 1630 on the 13th I proceeded with H.M.A. Ships "ARARAT" and "JUNEE" under my orders as escorts for Convoy G.B.759 to Biak. The convoy cleared and formed up at 1825.

10. The voyage was without incident. Escorts detached at 1700 on the 15th. "JUNEE" proceeded to Sorido. "MILDURA" and "ARARAT" to Mios Woendi

Continued. 2.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

11. Arrival was made at Mios Woendi at 0615 on the 16th., and secured alongside Tanker "VILLA LOBOS" and completed with fuel. On completion sailed for Sorido at 0900 and anchored in Sorido Lagoon at 1200 the same day.

CONVOY B.G.540.

12. At 1715 on the 19th I proceeded with H.M.A.S. "ARARAT" under my orders as escorts for Convoy B.G.540 to Morotai. The convoy formed up and proceeded at 1815.

13. The voyage was uneventful and convoy entered Morotai Harbour at 0630 on the 22nd. Escorts anchored in the Flotilla anchorage.

BOILER CLEANING.

14. The period 23rd to 27th, Boiler cleaning at Morotai.

ESCORTING "POYANG"

15. At 1700 on the 28th I proceeded as escort for H.M.A.S. "POYANG" towards Biak. "POYANG" cleared at 1800.

16. At 2045 on the 30th when in Japen Straits a signal was received from Commander (D) (300916) instructing me to proceed with despatch to investigate a possible Submarine Sighting in position 1° 35' North, 135° 34' East. I proceeded to this area and carried out search until 1800 on the 31st without result. A number of large logs which may have been mistaken for a submarine by aircraft were sighted. I then proceeded towards Mios Woendi.

SHIP'S COMPANY.

17. The health and conduct of the Ship's company remains most satisfactory. The lack of recreation facilities is acute.

CONDITION OF SHIP.

18. The condition of engines and boilers is satisfactory, and the general maintenance of the ship good.

FIGURES.

Distance steamed for month -	3,236 miles.
Hours under way -	326 hours.
Average speed -	9.9 knots.
Distance per ton of oil fuel -	13.4 miles.

TOTALS.

Distance steamed since commissioning on 23 July, 1941 -	128,954 miles.
Total hours under way -	15,667 hours.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

APPENDIX 1 TO MONTHLY REPORT OF PROCEEDINGS FOR MAY
H.M.A.S. "MILDURA".

COMPOSITION OF CONVOYS.

G.B.755.

GEORGE VANCOUVER (COM).
RICHARD MACKOWSKI.

B.G.536.

CHARLES LUMMIS	LST 941	LST 610
ALEXANDER WOOLCOTT	LST 922	LST 560
EDWARD NICKLES	LST 640	LST 595
HELENA MODJESKA	LST 696	LST 704
	LST 638	LST 591

G.B.759.

JOHN ROSS	LST 705	LST 775
CHARLES FORT	LST 679	LST 754
PETER ORTYNSKY	LST 680	LST 927
THOMAS COOLEY	LST 578	LST 583
EDWARD NICKLES	LST 706	LST 778
		LST 623

B.G.540.

SEA RAY (COM)
PETER T. ROWE
LCI 73.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 4539

ACK: BY. A.S. 1330Y
24 JUL 1945
INIT.

Royal Australian Navy.

Dep

DEPT. OF NAVY
2026.7-1218.
SECRET

IN REPLY PLEASE QUOTE

No. N.G. 269/60.

RESTRICTED

SECRET

N5 29/11/44

Office of N.O.I.C.,
New Guinea. Madang,
17 July, 1945.

In circulation
26/7/45

The Secretary,
Naval Board,
MELBOURNE.

H.M.A.S. "MILDURA" - REPORT OF PROCEEDINGS
JUNE, 1945.

Submitted for the information of the Naval Board.

A/Captain, R.A.N.
Naval Officer in Charge,
New Guinea.

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

~~H McCaskie~~
~~for Sloan~~

H.S. 28/7

26/7 A

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

NAVY OFFICE
RECEIVED
1 JUL 1942
MELBOURNE

H.M.A.S. "ARUNTA" - REPORT OF PROCEEDINGS FOR MONTH ENDED 30th June 1942.

O.I.C. H.M.A. Base,
Port Darwin.

Herewith the report of proceedings of H.M.A.S. "ARUNTA" for the month ended 30th June 1942.

Submitted.

Commanding Officer,
H.M.A.S. "ARUNTA".

New Guinea
Naval Office
Port Moresby

Navy Office
Naval Board
Melbourne

RESTRICTED

269/60

ROYAL AUSTRALIAN NAVY.

NAVAL OFFICER-IN-CHARGE, NEW GUINEA.
14 JUL 1945

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

Date : 3 July, 1945. Reference No: C/69/45

To : The Secretary, Naval Board.
Copies to - The Naval Officer-in-Charge, New Guinea (2).
Commander (D).

Subject : MONTHLY REPORT OF PROCEEDINGS - JUNE, 1945.

ALL TIMES ITEM.

Submitted for the information of the Naval Board the following report of proceedings of H.M.A. Ship under my command, for the period 1st to 30 June, 1945.

2. I arrived at MIOS WOENDI at 1100 on the 1st and after completing with fuel from Tanker "VILLA LOBOS" proceeded at 1450 the same day to SORIDO and arrived at 1747.
Assumed duty as ready ship.

ESCORTING "MAUI" AND "LOUIS PASTEUR"

3. At 0640 on the 3rd I weighed and proceeded as escort for the above ships to MOROTAI. The convoy formed up and proceeded at 0930. The voyage was without incident and convoy entered MOROTAI harbour at 0715 on the 5th. After completing with fuel from Tanker "BISHOPDALE" I anchored in Flotilla anchorage.

STATIONARY PATROL AT MOROTAI.

4. At 1748 on the 5th I proceeded to patrol position BAKER and remained on station until relieved by H.M.A.S. "COOTAMUNDRA" at 1820 on the 8th, when I returned to Flotilla anchorage.

5. At 0835 on the 9th I proceeded alongside V.S.I.S. "MERKUR" and took on board provisions and Naval stores. The fresh provisions were of excellent quality and condition, and were most acceptable.

6. At 1605 on the 10th I again assumed patrol at position BAKER, and remained on station until 1200 on the 13th.

TO BIAK INDEPENDENTLY.

7. At 1425 on the 13th I weighed and proceeded towards BIAK independently. Entered Mios Woendi Lagoon at 1405 on the 15th and secured alongside Tanker "VILLA LOBOS" at 1514 and fuelled. At 0730 on the 16th I proceeded to BIAK and anchored in SORIDO Lagoon at 1020 the same day.

CONVOY B.G. 548.

8. At1300 on the 19th I weighed and proceeded as escort for Convoy B.G.548 to MOROTAI. Convoy formed up and proceeded at 1325.

9. The voyage was without incident, and convoy entered MOROTAI Harbour at 1322 on the 21st. After completing with fuel, I anchored in Flotilla anchorage at 1541 the same day.

Continued.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

TO TARAKAN INDEPENDENTLY.

10. At 0800 on the 22nd I weighed and proceeded independently towards TARAKAN. The voyage was without incident and I arrived off Fairway Buoy at 1521 on the 24th and anchored off LINKAS oil wharf at 1707 the same day.

11. On arrival I called on the Brigadier in command of the establishment and at his request proceeded again at 1920 to carry out a patrol in the vicinity of the entrance channel.

12. During the ships' stay in the port, patrols were carried out each night from dusk until dawn. It was unfortunate that owing to the large area of shallow water we were unable to work close inshore. American P.T. boats able to cover these areas were bringing in useful hauls of enemy prisoners each morning, having picked them up from rafts and native craft close inshore.

TO TAWI TAWI INDEPENDENTLY.

13. At 1756 on the 28th I weighed and proceeded towards TAWI TAWI, and arrived in that port at 1200 on the 29th. There was no oil fuel available in the port, so at 0700 on the 30th I weighed and proceeded towards MOROTAI.

SHIPS' COMPANY.

14. The health and conduct of the ship's company remains most satisfactory. As the recreation facilities and amusements are few and poor, it is suggested that the provision of a 16 m.m cinimatagraph projector to A.M.S. vessels in these areas would be a most useful aquisition.

CONDITION OF SHIP.

15. The condition of engines and boilers is satisfactory, and general maintenance of the ship good.

FIGURES.

Distance steamed for month	2,934 miles
Hours under way	878 hours
Average speed	10.6 knots
Distance per ton of oil fuel	11.8 miles

TOTALS.

Distance steamed since commissioning on 23 July, 1941.	133,888 miles.
Total hours under way	15,944 hours.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

3/8 19/9 Mr Kelly 27.5.65

SECRET RESTRICTED

RECEIVED 17 SEP 1945 D.O.T.M.

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2026/7/1436

DEPARTMENT OF THE NAVY.

MINUTE PAPER

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

S.N.B. 2/8/9

2 N.M. (Later)

3 N.M. 2/8/9

D. of P. 2/8/9

D.R.M. 6/9

D.N.I. NIS Asst. 4/8/9

Ops. (N) 7/8/9

N.S. 8/9 2nd N.M.

D.E. (N) 13/9

D.O.T.M. 17/9

D.N.M.S. 18/9

H.R.B. 19/9

N.A. 2.N.M. 19/9

N.5. 20/9

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

Duplicate

AUSTRALIAN WAR MEMORIAL RCDIG1073534

D.N.M.B. BRANCH
18 SEP 1945
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073534

RESTRICTED

SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

2026/7/1436

36. 4.

SUBJECT: HMAS "Hildana" Report of Proceedings July 1945.

D.P.S

D.T.S.R

D.O.D

D.C.N.S

1ST N.M

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RESTRICTED

DEPT OF NAVY
SECRET

orig | 2026 | 7 | 1436

ROYAL AUSTRALIAN NAVY.

ACK. BY. H.S. 1330Y
14 AUG 1945
INIT.

Checked to originals

From : The Commanding Officer, H.M.A.S. "MILDURA"
Date : 4th. August 1945. Reference No : C184/45
To : The Secretary, Naval Board. Copy to Naval Officer in Charge Moluccas.

Subject : MONTHLY REPORT OF PROCEEDINGS - JULY, 1945.

ALL TIMES ITEM

Submitted for the information of the Naval Board the following report of proceedings of H.M.A. Ship under my command for the period 1st. to 31st July, 1945.

2. On the 1st of July H.M.A.S. "MILDURA" was on passage from Tawi Tawi to Morotai, at 1710 whilst passing Makelehi Island a light was observed flashing from the hillside. I closed the Island to investigate, and sighted the wreckage of a Catalina aircraft on the beach. As it was possible that the crew were ashore and trying to signal, the motor boat was sent inshore with an armed party. On reaching a position some fifty yards from the shore six natives came from the bush, and swam out to the boat, they were picked up and brought on board for interrogation. The natives could speak only a few words of "pidgin", however it was apparent that the crew of the aircraft had been rescued by another plane some time previously, also that a certain amount of throat cutting and shooting had been carried out by "Japan man" on the natives, or vice versa, also that these six had been hiding and were very anxious to leave the vicinity with despatch. The natives were taken to Morotai.

3. Arrival was made at Morotai at 1328 on the 2nd. The natives were handed over to Army Intelligence, who intimated that their story was of considerable interest, but no further report has been from this source.

BOILER CLEANING.

4. The period 3rd. to 9th. was spent boiler cleaning at Morotai.

DRILLS AND EXERCISES.

5. At 0730 I weighed and proceeded in company with H.M.A. Ships "Hawkesbury", "Bowen", "Latrobe", "Cowra", and "Ararat" for exercises and H.A. firing practice. Commander D in "Hawkesbury". On completion of exercises returned to harbour at 1235 the same day.

ESCORT DUTY TO ZAMBOANGA.

6. At 1500 on the 9th. I proceeded as escort for the "John Rossiter" and A.M.S.573 as far as Zamboanga. The convoy cleared harbour and formed up at 1700.

7. The voyage was without incident, and I detached in Basilan Passage, and at XXXX 1827 on the 11th. anchored in Zamboanga harbour.

TO MOROTAI.

8. At 1237 on the 13th. I weighed and proceeded independently towards Morotai. Arrived at 0944 on the 15th. and secured on tanker "Bishopdale" and completed with fuel.

STATIONARY PATROL AT MOROTAI.

9. At 0845 on the 17th. I proceeded to patrol position Baker and relelved H.M.A.S. "Latrobe" on patrol, remaining until 0800 on the 20th. when relelved by "Cootamundra".

AUSTRALIAN WAR MEMORIAL RCDIG1073534

TO TARAKAN.

10. I proceeded at 1650 on the 20th. towards Tarakan independently, the voyage was without incident, and I arrived at anchorage Tarakan at 1100 on the 23rd. and assumed duty as ready ship, and W/T guard ship.

ESCORT DUTY TO BALIKPAPAN.

11. At 1832 on the 29th. I weighed and proceeded to rendezvous with U.S.S. "METTAWEE" and Y.P.639 at point Denis and provide escort to Balikpapan. Rendezvous was made at ~~KKKK~~ 0730 on the 30th. The voyage was without incident and ships were on passage on the 31st.

SHIP'S COMPANY.

12. The health and conduct of the Ship's company remains most satisfactory. Small quantities of fresh provisions have been available at times, and the authorised beer issue has been maintained during the month. All fresh water is now made in the ship, and this necessitates some control of domestic consumption. It has been observed that drafts IN from the mainland are taking from one to two months to reach the ship, whereas there does not appear to be any difficulty in arranging quick transit for drafts OUT.

CONDITION OF SHIP.

13. The condition of engines and boilers is satisfactory. The vessel is due for sixmonthly docking during August, and at present is carrying a heavy marine growth.

FIGURES.

14.

Distance steamed for month.	2,533 miles
Hours under way.	262 hours
Average speed.	9.7 knots
Distance per ton of oil fuel.	14.0 miles

TOTALS.

Distance steamed since commissioning on 23rd. July 1941.	136,421 miles
Total hours under way.	16,206 hours

LIEUTENANT COMMANDER. R.A.N.R.(s)
COMMANDING OFFICER.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Duplicate. (In Circulation) ✓

ROYAL AUSTRALIAN NAVY.

THIS DOCUMENT IS THE PROPERTY OF THE DEPT. OF THE NAVY
SECRET

ACK. BY. A.S. 1330
- 4 OCT 1945
INIT.

2026-7-1436

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

Date : 5th. September 1945. Reference No. : C195/45

To : The Secretary, Naval Board. Copy to N.O.I.C. MOLUCCAS. N5201/9/45

Subject : MONTHLY REPORT OF PROCEEDINGS - AUGUST 1945.

All Times Item.

Submitted for the information of the Naval Board the following report of proceedings of H.M.A.Ship under my command for the period 1st to 31st August 1945.

2. On the 1st August H.M.A.S. "Mildura" was on passage as escort to convoy to Balikpapan. The voyage was without incident and ships entered the swept channel at 1100 and I anchored in Balikpapan Bay at 1258 the same day.

3. The period 2nd to 14th was spent at Balikpapan engaged on patrol duties, and as guard ship. The period was without incident.

4. At 0900 on the 15th. I weighed and proceeded towards Morotai independently. At 2200 on the 16th I was ordered to divert, and proceed with despatch to Subic Bay, calling at Zamboanga for fuel.

5. Arrived at Zamboanga at 0745 on the 18th. Owing to the non arrival of a Tanker, fuelling was delayed until 1530 that day. On completion I sailed for Subic Bay with H.M.A.Ships "Bathurst" and "Fremantle" in company. At 2000 the same day H.M.A.S. "Broome" joined company.

6. Ships arrived at Subic Bay at 1400 on the 20th and came to anchor at 1440. The R.A.N. Ships came under the orders of Captain S/M 8 in H.M.S. "Maidstone" and formed part of Task Group 111.2.

7. I assumed the duties of Senior Officer R.A.N. Mine Sweepers, and immediate steps were taken to organise the ships into a Minesweeping Flotilla comprising Mildura, Bathurst and Castlemaine as Oropesa sweepers. Broome, Wagga, Strahan, "LL". and Fremantle and Stawell as Dan layers. The ships had never worked together as a mine sweeping unit, and sweeps had not been streamed for a considerable period, owing to the pressure of Escort duties.

8. The period 21st to 26th was spent exercising and working up, with very satisfactory results.

9. At 0700 27th the R.A.N. Flotilla sailed from Subic Bay in company with H.M.S. "Maidstone" and the 8th. Submarine Flotilla, and H.M.C.S. "Prince Robert" towards Hongkong.

10. At 0545 on the 29th. when about 50 miles from the approaches to Hangkong, the Oropesa sweepers commenced an exploratory sweep ahead of the main force. No mines were cut, but one floating mine of ancient vintage was sunk by gunfire. At 1233 after passing Tamkan Island, sweepers commenced a clearance sweep of an anchorage area on the northern side of the Island. Area was swept by 1720 the same day, and all ships anchored for the night.

11. Sweeping operations preceeding the entry into Hongkong Harbour commenced at 0700 on the 30th., when Mildura, Bathurst, and Castlemaine formed up and commenced to sweep the channel in. They were followed by Broome, Wagga, and Strahan sweeping "LL" and Fremantle danning the swept channel.

DN1 (N.A.R.O)
5/10B

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

12. On approaching Tathong Point, frantic signals were observed being made by the Japanese, to the ships to keep out, that the channel was dangerous. However we swept into Tathong Channel, and were ordered to turn and sweep out only when well inside. No mines were cut, although the Japanese had indicated that mines had been laid.

13. After a sweep of four laps of three miles had been completed in the approaches to Tathong Channel, H.M.S. "Kempenfelt" entered followed by H.M.Ships "Swiftsure" (flying flag of C.T.G. 111.2) "Ursula" "Euralus" H.M.C.S. "Prince Robert" H.M.A.Ships "Mildura" and "Bathurst". Ships continued into harbour without incident, and anchored off the Naval Dockyard.

14. H.M.A.S. "Mildura" was at anchor in Hongkong Harbour on the 31st. August.

SHIP'S COMPANY

15. The health and conduct of the Ship's Company remains most satisfactory. Much pleasure and satisfaction was obvious that the Ship had the priviledge of being the first R.A.N. ship to enter Hongkong. Also having lead the way over the reputed minefields, which fortunately did not exist.

CONDITION OF SHIP.

16. The condition of the engines and boilers is satisfactory. The fuel consumption is on the increase due to the dirty state of the underwater hull. The vessel being seven months out of dock.

FIGURES.

17.

Distance steamed for the month.	2,161 miles
Hours under way.	211 hours
Average Speed	10.24 knots
Dist. per ton of oil fuel.	12.9 miles

TOTALS.

18. Distance steamed since commissioning on 23rd. July 1941

138,582 miles

Total hours under way. 16,417 hours.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

17/11 17/12

2026/7/ 1436

DEPARTMENT OF THE NAVY.

MINUTE PAPER

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

S.N.B. 16/11

2 N.M. 17/11

3 N.M. 20/11

D. of P. 27/11

D.R.M. 28/11

D.N.I. (Late)

Ops. (N) 30/11

N.S.

D.E. (N) 2/12

D.O.T.M. 4/12

D.N.M.S. 12/12

H.P.B. 17/12

N.A.2.N.M.

N.S. 19/12

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

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AUSTRALIAN WAR MEMORIAL RCDIG1073534

19/12

D.N.M.P. BRANCH
12 DEC 1945
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073534

12/11

19B

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1436

C.4/1/45.

SUBJECT: HMAS "Mildura" Report of Proceedings September 1945

CX 9/11

D.P.S. 12/11

DTSR 12/11

DOD 16/11

DCNS 15/11

for ISTNM 16/11

NS 16/11

AUSTRALIAN WAR MEMORIAL RCDIG1073534

ROYAL AUSTRALIAN NAVY.

DEPT. OF NAVY
SECRET

Orig 2026-7-1436.

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

Date : 6th. October 1945. Reference No. : C.214/45

NS 20/9/45

To : The Secretary, Naval Board. Copy to N.O.I.C. MOLUCCAS.

ACK. BY. 8 NOV 1945 INIT.

Subject : MONTHLY REPORT OF PROCEEDINGS - SEPTEMBER 1945.

All times Item

Submitted for the information of the Naval Board, the following report of proceedings of H.M.A.Ship under my Command for the period 1st to 30th. September 1945.

2. On the 1st of September H.M.A.S. "MILDURA" was at anchor in Hongkong Harbour, and the duties of Senior Officer R.A.N. mine sweepers was carried out by me. The ships of the Flotilla were variously employed, on patrols, destroying Japanese suicide craft, and rounding up of enemy small craft.

3. The period 4th to 8th was spent by this ship boiler cleaning alongside the Dockyard wall at Hongkong.

OPERATION "BREWERY"

4. At 0845 on the 10th. I weighed and proceeded, closed H.M.S. "INDOMITABLE" and after embarking an armed party of three Officers and twenty four ratings, proceeded into Kap Shui Mun and anchored off the Brewery jetty. At 1200 I secured alongside the jetty and party was landed to take over possession of the Brewery from the Japanese. The disarming of the Japanese was carried out without incident, apart from a hastening shot or two, and they were then employed as a working party to unload the stores and equipment of the occupying force. At 1345 prisoners were embarked, and I slipped and proceeded to Kowloon, securing at 1445 the same day. Japanese were removed to internment camp.

22ND. M/S FLOTILLA.

5 Units of the 22nd. Minesweeping Flotilla arrived at Hongkong on the 10th. and the administration of all A.M.S.s was taken over by Act/Commander A J Travis R.A.N. in "GERALDTON".

MINE SWEEPING OPERATIONS TATHONG CHANNEL.

6. At 0900 on the 14th. I proceeded in company with H.M.A. Ships "BURNIE" (SO.) "CASTLEMAINE" and "STRAHAN" to sweep known enemy minefield in Tathong Channel. Sweeping operations commenced at 1045 and finished for the day at 1625, ships anchored in Junk Bay for the night. Operations were resumed at 0700 on the 15th. Twenty three mines were swept during the two days , tally for "MILDURA" being nine. Ships returned to harbour and anchored at 1745 the same day.

21ST. M/S FLOTILLA.

7. On arrival at Hongkong of units of the 21st Flotilla, H.M.A.Ships "MILDURA" "CASTLEMAINE" "BATHURST" and "FREMANTLE" were attached to this force under the orders of Act/Commander N.R.Read R.AN in "BALLARAT".

8. At 0700 on the 17th. I proceeded in company with H.M.A. Ships "BURNIE" (SO) "CASTLEMAINE" "BENDIGO" and "WHYALLA". Ships were instructed to jettison all depth charges in deep water in order to reduce draught for minesweeping. On completion minesweeping operations were resumed in Tathong Channel, and continued on the 18th. Ships returned to harbour at 1545 on that day.

INSPECTION BY COMMANDER IN CHIEF.

9. At 1800 on the 19th. units of the R.A.N. Flotillas were visited by the Commander in Chief, British Pacific Fleet. "FREMANTLE" and "STRAHAN" secured alongside "MILDURA" for this occasion.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Representative parties from "WAGGA" "BROOME" and "CASTLEMAINE" assembled on board, and ratings from all ships were inspected, the C in C boarding "MILDURA" and passed to "FREMANTLE" and "STRAHAN". Before leaving from the last named ship he gave a short talk to the assembled Ships' Companies.

MINE SWEEPING OPERATIONS.

10. The period 20th and 21st was spent sweeping in Company with "BURNIE" (SO) "BENDIGO" "MARYBOROUGH" "CASTLEMAINE" and "STRAHAN" completing the clearance of Tathong Channel. Ships returned to harbour at 1500 on the 21st.

24th.

11. At 0645 I proceeded in company with "BURNIE" (SO) "BENDIG and "CASTLEMAINE" and comenced a clearing sweep in East Lamma Channel. Ships anchored at 1800 in Stanley Bay for the night. Sweeping was resumed at 0700 on the 25th. returning to Stanley Bay at 1600 the same day.

12. Proceeded at 0700 on the 26th under the orders of MS21 in "BALLARAT" and with "GOULBOURN" in company, and carried out further sweep in East Lamma Channel. At 1800 the Flotilla returned to Hongkong.

13. The period 27th to 30th was spent in Hongkong harbour, fuel and stores were replenished.

SHIP'S COMPANY.

14. The health and conduct of the Ship's Company remains most satisfactory. All libertymen are warned of the prevalence of disease on shore, and the necessity for all precautions stressed.

CONDITION OF SHIP.

15. The condition of engines and boilers is satisfactory. The vessel requires docking for cleaning badly. The general maintenance has been kept to a high standard, complimentary remarks were made by the C in C. on both inboard and outboard appearance of the ship.

FIGURES.

16.

Distance steamed for the month.	603 miles
Hours under way.	74.5 hours
Average speed.	8.1 knots
Dist. per ton of oil fuel.	11.5 miles

TOTALS.

1941.

Distance steamed since commissioning on 23rd July	139,185 miles
Total hours under way.	16,491.5 hours.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

2026/7/ 1436

CONFIDENTIAL
SECRET

DEPARTMENT OF THE NAVY.

MINUTE PAPER

SUBJECT: H.M.A.S. "Hobart" REPORT OF PROCEEDINGS. OCTOBER 1945.

S.N.B.

2 N.M.

3 N.M.

D. of P.

D.R.

D.N.I. (Later)

Ops. (N)

N.5.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.M.A.B.

N.A.2.N.M.

N.5.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

8 JAN 1946

AUSTRALIAN WAR MEMORIAL RCDIG1073534

26/11

48

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1436

G.441/45.

SUBJECT: HMAS "Hildana" Report of Proceedings October 1945.

K 23/11

D.P.S 26/11

D.T.S.R RP 29/11

D.O.D 30/11

D.C.N.S 30/11

1ST N.A

N5

...BY. A... 1328
21 NOV 1945

ROYAL AUSTRALIAN NAVY.

DEPT. OF NAVY
2026-7-1436.
SECRET

NS. 20/9/45

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

Date : 5th. November 1945. Reference No. : C 219/45

To : The Secretary, Naval Board. Copy to S.O. 20th. M.S. Flotilla.

Subject : MONTHLY REPORT OF PROCEEDINGS - OCTOBER 1945.

Times Item.

Submitted for the information of the Naval Board, the following Report of Proceedings of H.M.A.Ship under my command for the period 1st to 31st. October 1945.

MINESWEEPING OPERATIONS MIRS BAY AND BIAS BAY.

2. I weighed and proceeded at 0700 on the 1st as part of the 21st M.S. Flotilla to Mirs Bay to clear known Japanese mine fields. Flotilla arrived at entrance to the bay at 1000 the same day and commenced sweeping. Ships in company were "Ballarat" S.O. "Goulburn" "Burnie" "Bendigo" "Maryborough" "Castlemaine" and "Fremantle".

3. The clearance of the area was completed at 1440 on the 4th. Forty two mines were swept by the Flotilla. This represented the total number laid in this area by the Japanese. A signal of congratulations was received from Flag Officer, Western Area B.P.F. Bad weather conditions interfered considerably with this operation, during the night of the 2nd. wind force reached 10/11. When sweeps were being recovered at 1745 on the first day, some excitement was caused when a mine which had fouled my otter, exploded when within one hundred feet of the stern. Large fragments of mine and French float fell over a wide area, only small pieces fell on board however, and no damage or casualties occurred.

4. At 1640 on the 4th. Flotilla commenced clearance of Bias Bay, but at 1130 on the 5th. were ordered to cease operations and return to Hongkong. Entered Hongkong Harbour at 1500 the same day, and after fuelling anchored at 1800.

AT HONGKONG.

5. The period 6th to the 9th was spend at Hongkong.

MINESWEEPING OPERATIONS AT AMOY.

6. At 0700 on the 10th I weighed and proceeded with the 21st Flotilla towards Amoy. Flotilla arrived at 1250How on the 11th. and anchored in Northern approach to the Inner Harbour.

Times How.

7. Minesweeping operations were commenced at 0600 on the 12th. On completion of the days sweep on the 13th. I secured alongside H.M.A.S "Ballarat" at pontoon wharf in Inner Harbour. Ships remained in Harbour Sunday 14th.

TO HONGKONG INDEPENDENTLY.

8. At 1350 on the 17th. I proceeded towards Hongkong independently. Entered harbour at 1740Item on the 18th completed with fuel from Tanker "Wave Emperor".

TO MOROTAI. Times Item

9. At 1500 on the 20th I weighed and proceeded independently towards Morotai, an the first stage of the long and keenly awaited return to the Australian Mainland. Most unfavourable weather conditions were experienced on the voyage across the China Sea. At 0420 ~~xk~~ on the 23rd. when entering Verde Island Passage, the steam steering gear failed

22/11/O.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

An inspection revealed that a pinion on the control valve had been completely stripped. As this could not be repaired by the Ships' staff. I decided to return to Manilla a distance of about forty miles. Hand steering was connected and I proceeded at reduced speed. Entered Manilla Harbour at 0800 on the 23rd and anchored at 1257 the same day. As the only compass available in the steering compartment of this ship is a Boats Compass without correctors, it was necessary to con the vessel the whole time from the bridge. It is considered that the fittin g of a Gyro Repeat in this compartment is most assential.

AT MANILLA.

10. A new pinion was made by the U.S. Repair Ship "Medusa" but was not completed until 1530 on the 30th. The steering engine was re assembled by the Ships' staff in record time, and I weighed and proceeded at 1829 the same day for Morotai. The ship was on passage on the 31st. October.

REMARKS.

11. The period during which this ship was attached to the B.P.F. was most interesting, and a considerable amount of good work was carried out. The standard of efficiency and appearance of the R.A.N Ships which entered Hongkong, and the appearance and behavior of the men on shore were commented on very favourably. The results obtained during the minesweeping and other operations speak for themselves.

12. The lack of publicity given in the Australian Press to the visit and work of the R.A.N. Ships to the Chinese port of Amoy to clear the approaches of mines and open the port to shipping. seems regrettable under the circumstances.

SHIPSV COMPANY.

13. The health and conduct of the Ships' company has been most satisfactory. The award of Mention in Despatches to C.E.R.A. Johns of this ship is appreciated, but suprising as no reccommendation was made. Although the senior rating he has been by no means the most outstanding. With this in view the name of Petty Officer S.K. Parkhill O/N. S.2766 is submitted for consideration as the most outstanding rating who has served in this ship during the period of my command ($2\frac{1}{2}$ years).

CONDITION OF SHIP.

14. The condition of the Engines and Boilers is satisfactory The vessel is badly in need of docking for cleaning.

FIGURES.

15.

Distance steamed for the month.	2,235 miles
Hours under way.	224.5 hours
Average speed	9.9 knots
Dist. per ton of oil fuel	13.2 miles

TOTALS.

Total distance steamed since commissioning on the 23rd July 1941. 141,420 miles
Total Hours under way 16,716 hours
During the period of my command the ship has steamed a total of 78,204 miles to date without any mishap.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

2/1 27/1

CONFIDENTIAL

2026/7/ 1436

DEPARTMENT OF THE NAVY.

MINUTE PAPER

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

S.N.B. 21/12

2 N.M. 22/12

3 N.M. 2/1

~~of P~~ 7/1

D.R. 1/1

D.N.I. (Later)

Ops. (N) 9/1

N.5. 8/1

D.E. (N) 14/1

D.O.T.M. 17/1

D.N.M.S. 21/1

H.R.B. 24/1

N.A.2.N.M. 25/1

N.5. 25/1

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

25/1 F

AUSTRALIAN WAR MEMORIAL RCDIG1073534

21 JAN 1946

AUSTRALIAN WAR MEMORIAL RCDIG1073534

14/12

72 A

CONFIDENTIAL

DEPARTMENT OF THE NAVY

MINUTE PAPER

2026/7/1436

0.441/45.

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

14/12

D.P.S 14/12

D.I.S.R 14/12.

D.O.D 19/12

D.O.C.S 14/12.

1ST N.M 20/12

N.S 20/12

ACK. BY. A.S. 1330Y
12 DEC 1945
IK T.

ROYAL AUSTRALIAN NAVY.

DEPT. OF NAVY
2026-7-1436.
SECRET

FROM.....The Commanding Officer, H.M.A.S.'MILDURA'.

DATE.....10th.December 1945. Reference NO. C 22045

TO.....The Secretary To The Naval Board.

Copy To. The Senior Officer, 20th.M.S.Flotilla.

SUBJECT MONTHLY REPORT OF PROCEEDINGS - NOVEMBER 1945.

Submitted with reference for the information of the Naval Board, the following report of proceedings of H.M.A.Ship under my command for the period of the 1st.to the 30th.November 1945.

ON PASSAGE FROM MANILLA TO SYDNEY.

1. Arrived at Moratai at 1300 on the 3rd.November and sailed for Thursday Island at 1200 on the 4th.

2. Arrived at Thursday Island at 1359 on the 9th.November and sailed for Townsville at 0620 on the 10th. En route the ship was diverted to Cairns to pick up CaptainFant and party and then proceeded to the Bouganville reef so that he could inspect the wreck of the 'Atlas'. Arrived at Bouganville reef on the 13th. November and having taken Captain Fant to the wreck and re-embarked him, a course was set for Townsville where we arrived at 1457 on the 14th.November.

3. Proceeded from Townsvilleat 0800 on the 15th.and arrived at Sydneyat 0700 on the 19th. November.

4. 21st. November 1945. Lieutenant A.W.Savage R.AN. assumed command of H.M.A.S.'MILDURA'.

5. The period until November 30th. spent alongside 'Kuttabul' steps giving leave and affecting urgent repairs.The ship has been ten months without docking and without long leave.

SHIP'S COMPANY

The health and conduct of the ship's company have both been very good.

FIGURES

Distance steamed for the month	4,291 miles.
Hours under ~~way~~ way.	369 hours 22 min.

A.W.Savage

Lieutenant R.A.N.

In Command

/

Abbreviations Nil 17-1-46 Dup

DEPT. OF NAVY 2026-7-1436 SECRET

N5 20/9/45.

ROYAL AUSTRALIAN NAVY.

FROM.....The Commanding Officer, H.M.A.S.'MILDURA'.

DATE.....3rd. January 1946. Reference Number. C 1/46

TO.....The Secretary To The Naval Board.

Copy To. The Senior Officer. 20th.M.S.Flotilla.

SUBJECT.

MONTHLY REPORT OF PROCEEDINGS -DECEMBER 1945.

Submitted for the information of the Naval Board, the following report of proceedings of H.M.A.Ship under my command for the period of December 1945.

LEAVE an REFIT at SYDNEY.

During the month the ship lay alongside 'Kuttabul' steps while the Ship's Company were given twenty eight days leave and a few urgent defects were undertaken.

2. Proceeded to Broken Bay P.M. 21st.December to calibrate sweeps returning alongside Village Point Pier, Watson's Bay A.M. 22cnd.

3. Docked in Chapman's Pontoon Dock P.M. 27th.December for bottom scrape only and repacking of the rudder gland. Left the dock P.M. 28th and returned alongside Village Point Pier.

GENERAL.

Health and conduct of the Ship's Company has been very good.

Distance steamed for the month. 76.7 miles.

Hours under way. 10 hours.

SENIOR OFFICER -9 JAN 1946 20th MINESWEEPING FLOTILLA

Lieutenant R.A.N.

IN COMMAND.

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

16/9

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Dupn. Inbreculation 4th 27-2-46

DEPT. OF NAVY
2026.7.1436
SECRET

ROYAL AUSTRALIAN NAVY

FROM.....The Commanding Officer,H.M.A.S.'MILDURA'

DATE.....Ioth.February I946. Reference Number. C14/46.

TO.....The Secretary to THE NAVAL BOARD.

Copy To. The Senior Officer,20th.Minesweeping Flotilla.

SUBJECT

MONTHLY REPORT OF PROCEEDINGS...JANUARY I946.

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

Submitted for the information of the Naval Board,the following report of proceedings of H.M.A.Ship under my command,for the period ending 3Ist. Janauary I946.

2. Ship remained alongside Village Point Pier, Port Jackson,sailing for the Newcastle Field in company with the Twentieth Minesweeping Flotilla on the 3rd.January. Having spent one day in exercising and in calibrating sweeps 'Mildura' rejoined the sweepers to complete the field, returning alongside Village Point Pier A.M. 6th.Janauary.

3. The Flotilla departed from Port Jackson P.M.9th.Janaury and anchor-ed in Waterloo Bay, Wilson's Promintory A.M. IIth. Janauary, where we remained until A.M. I4th when we commenced sweeping in Area 'A' Bass Strait,to the North of the Kent Group. Anchored in Oberon Bay P.M. I5th. January to shelter from South Easterly winds.

4. Proceeded A.M. I7th. January to recommence sweeping but were forced to shelter in the lee of Dover and Erith Islands in the Kent Group from gale force South Easterly to Easterly winds. Here we remained until P.M. the 20th. January when the Flotiila sailed for Williamstown to refuel,arriving A.M. 2Ist.

5. January 22cd. 'Mildura' proceeded to Mornington Pier and took two parties of Mallee children for short runs in the Bay. Everyone seemed to enjoy themselves and the outing was most successful. Ship returned the same day to Nelson Pier.

6. Departed for Waterloo Bay in Company P.M.24th.Januaryarriving A.M. the 25th. Sweeping operations were commenced in Area 'A' on the 27th. The evening anchorages were again in the lee of Dover Island and having had two days of good sweeping weather, Area 'A' was completed P.M. the 29th after which the Flotilla sheltered in Sealer's Cove,Wilson's Promin-tory.

7. The forenoon of the 3Ist. was spent in exercising Mineseeping at sea with the Flotilla. We anchored in Waterloo Bay.

8. The health and conduct of the Ship's Company have both been good, only minor compaints being registered.

FIGURES

Distance steamed for the month.	2I25.5 miles.
Hours under way	243 hrs. 3I mins.
Average Speed.	9.2 knots.

SENIOR OFFICER
13 FEB 1946
20th MINESWEEPING FLOTILLA

Acting Lieutenant Commander R.A.N.

In Command

27/2B

AUSTRALIAN WAR MEMORIAL RCDIG1073534

ROYAL AUSTRALIAN NAVY

Dept. of Navy 2026.7.1436 SECRET

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

Date ..... 4th March, 1946. Reference No. C19/46

Inbrumlahow 27/3/1946

To ..... The Secretary to the Naval Board,
Copy : Senior Officer, 20th Minesweeping Flotilla.

Subject.... MONTHLY REPORT OF PROCEEDINGS - FEBRUARY, 1946.

Submitted for the information of the Naval Board, the following report of proceedings of H.M.A. Ship, under my command, for the period ending the 28th February, 1946.

All times 'K'

The 1st February saw us anchored in company with the 20th Minesweeping Flotilla in Waterloo Bay. The flotilla sailed at 1600, and, entering Port Phillip through the West Channel, secured alongside Nelson Pier, Williamstown, at 0635 on the second, and commenced boiler cleaning.

2. From the 2nd to 13th February, ship remained alongside Nelson Pier, during which time a march for the Royal Australian Navy took place, and in which units from the Flotilla participated.

3. In company with 20th Minesweeping Flotilla, we sailed at 1400 on the 13th February, and anchored in the lee of Dover Island, Kent Group, at 1125 on the 14th. Commenced sweeping Area 'B' on the 15th, four laps being completed. We then sheltered in the lee of Flinders Island from a South Westerly blow, and remained there until 0400 on the 17th, when we proceeded and recommenced sweeping in Area 'B'. At 0700 on the 18th, we again anchored in the lee of Dover Island, to shelter from an Easterly gale. Recommenced sweeping on Tuesday 19th at 0930, but again stopped at 1630 because of the weather. From here we proceeded to Sealers' Cove, Wilson's Promontory, and having laid six dan buoys as spares for the danlayers, we anchored at 1122 Wednesday 20th February.

4. Left anchorage at 0200 on the 21st for Area 'B'. On completion of the day's sweeping, the flotilla anchored in formation in 30 fathoms of water to the north of the field at 1950. Mails brought down by H.M.A.S. "ROCKHAMPTON" and H.M.A.S. "COWRA" were transferred. Area 'B' was completed by 1125 22nd February, and Flotilla sailed for Melbourne, securing alongside Station Pier, Port Melbourne at 0720 on 23rd February.

5. At 1100 on Monday 25th February, His Excellency, the Governor of Victoria, Sir Winston Dugan inspected the Ships and Ships' Companies of the 20th Minesweeping Flotilla at Station Pier, Port Melbourne,

6. In company with "KATOOMBA", "ARARAT", and "TOWNSVILLE", "MILDURA" slipped from Station Pier at 0900 on the 27th February, and berthed for fuel at Nelson Pier, Williamstown. The Flotilla sailed at 1730 for Cape Otway, arriving there to commence sweeping at 0600 on the 28th.

Ship's Company

Both the health and conduct of the Ship's Company have been very good.

Figures

Distance steamed for month	1619.9 miles.
Hours under way	181 hours.
Average Speed	9.1 knots.
Distance per ton of Oil Fuel	12.3 miles.

DN/. 22/3C (NARO) X

A/Lt Cdr. R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

ROYAL AUSTRALIAN NAVY

Dup.

DEPT. OF DEFENCE
20 APR 1946
SECRET

In circulation 4th 24/4/46

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

Date ..... 2nd April, 1946. Reference No. C.28/46.

To ..... The Secretary to the Naval Board,
Copy : Senior Officer, 20th Minesweeping Flotilla.

Jn 24/4

Subject..... MONTHLY REPORT OF PROCEEDINGS - MARCH 1946.

Submitted for the information of the Naval Board, the following report of proceedings for H.M.A. Ship under my command, for the period ending 31st March, 1946.

All times 'K'

From the 1st to 3rd March, the flotilla was sweeping the suspected area off Cape Otway. This clearing sweep was completed at 0700 on March 3rd, and the flotilla proceeded to Melbourne, securing alongside Nelson Pier, Williamstown at 1700.

2. At 1430 on Wednesday 6th March, 1946, proceeded in company with 20th Minesweeping Flotilla, for Hobart through Banks Strait, securing alongside Ocean Pier Hobart at 1430 Friday 8th March 1946.

3. Sunday 10th March, 1946. At 2205, received orders from M.S. 20 to raise steam with all despatch, and proceed to Frederick Henry Bay, where an A.N.A. plane had crashed at the head of the bay, in 3 fathoms of water, and some 140 yards from the beach.
At 2308, slipped and proceeded. Iron Pot light abeam at 0020. Turned to a course of 017 at 0058, and as visibility had dropped to less than a mile, owing to frequent rain squalls, wind force 5-6, and sea rising, I deemed it inadvisable under the circumstances to enter Frederick Henry Bay until dawn. At 0720 anchored 1.2 miles, 086 from Single Hill, and motor boat was sent inshore to interrogate search parties on the beach. The plane had apparently broken up completely on hitting the water, only the tail being washed ashore. At that time shore parties had recovered seven bodies from the beach, all badly mutilated. The tail of the plane was on the beach bearing 030 from Single Hill. Motor boat was sent on patrol along the shore, in company with a fishing boat which was on the spot. As nothing could be done, we returned to Hobart at 0915, arriving alongside Ocean Pier at 1215 to land civilian doctors.

4. Slipped from Ocean Pier at 1300, and anchored with the remainder of the flotilla in North West Bay at 1430.

5. At 0800 on the 12th March Flotilla weighed and proceeded down D'Entracasteaux Channel to anchor in Great Taylor Bay at 1108. At 1940 a Fire Row tube in Port Boiler burst, and boiler was run down to plug the tube. Another tube was also discovered to have burst, and both were plugged. A pressure test revealed a third tube required plugging and this was completed and tested at 2030 on 13th March. It is probable that tubes burst owing to wear and the fact that both boilers were lit from cold in three quarters of an hour on the Sunday evening of the 10th March.

6. Flotilla proceeded at 0615 on 14th March, and completed Operation "Kilto" off the D'Entracasteaux Channel returning to Great Taylor Bay.

7. Commenced Operation "Killpill" in Storm Bay at 1025 the 15th March, anchoring in Port Arthur at 1340. Proceeded at 0615 on Sunday 17th March for Hobart securing alongside Ocean Pier at 1040 to commence boiler cleaning.

2nd/D

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

ROYAL AUSTRALIAN NAVY

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

Date ..... 2nd April, 1946. Reference No.....

To ..... The Secretary to the Naval Board.

Copy : Senior Officer, 20th Minesweeping Flotilla.

Subject..... MONTHLY REPORT OF PROCEEDINGS - MARCH 1946.

Submitted for the information of the Naval Board, the following report of proceedings for H.M.A.S. KILDARE under my command for the period ending 31st March 1946.

All times "K"

1. From the 1st to 3rd March, the Flotilla was sweeping the suspected area off Cape Otway. This clearing sweep was completed at 0700 on March 3rd, and the Flotilla proceeded to Melbourne, securing alongside Nelson Pier, Williamstown at 1700.

2. At 1430 on Wednesday 6th March, 1946, proceeded in company with 20th Minesweeping Flotilla, for Hobart through Banks Strait, securing alongside Ocean Pier Hobart at 1430 Friday 8th March 1946.

3. Sunday 10th March, 1946. At 2305, received orders from M.S. 20 to raise steam with all despatch, and proceed to Frederick Henry Bay, where an A.W.A. plane had crashed at the head of the bay, in 5 fathoms of water, and some 140 yards from the beach. At 2305, slipped and proceeded. Iron Pot light ebsam at 0020. Turned to a course of 017 at 0058, and as visibility had dropped to less than a mile, owing to frequent rain squalls, wind force 5-6, and sea rising, I deemed it inadvisable under the circumstances to proceed through Storm Bay Passage. At 0230 from Single Hill, and motor boat was sent ashore to interrogate search parties on the beach. The plane had apparently broken up completely on hitting the water, only the tail being washed ashore. At that time shore parties had recovered seven bodies from the beach, all badly mutilated. The tail of the plane was on the beach bearing 080 from Single Hill. Motor boat was sent on patrol along the shore, in company with a fishing boat which was on the spot. As nothing could be done, we returned to Hobart at 0915, arriving alongside Ocean Pier at 1215 to land civilian doctors.

4. Slipped from Ocean Pier at 1300, and anchored with the remainder of the flotilla in North West Bay at 1430.

5. At 0800 on the 12th March Flotilla weighed and proceeded down D'Entrecasteaux Channel to anchor in Great Taylor Bay at 1108. At 1240 a Fire Row tube in Port Boiler burst, and boiler was run down to plug the tube. Another tube was also discovered to have burst, and both were plugged. A pressure test revealed a third tube required plugging and this was completed and tested at 2030 on 13th March. It is probable that tubes burst owing to wear and the fact that both boilers were lit from cold in three quarters of an hour on the Sunday evening of the 10th March.

6. Flotilla proceeded at 0815 on 14th March, and completed Operation "Kilto" off the D'Entrecasteaux Channel returning to Great Taylor Bay.

7. Commenced Operation "Killpill" in Storm Bay at 1025 the 15th March, anchoring in Port Arthur at 1240. Proceeded at 0815 on Sunday 17th March for Hobart securing alongside Ocean Pier at 1040 to commence boiler cleaning.

4

AUSTRALIAN WAR MEMORIAL RCDIG1073534

8. Slipped from Ocean Pier at 1130 on Monday 25th March, and anchored in Port Arthur at 1645. Owing to adverse weather conditions remained in Port Arthur on Tuesday and Wednesday, and continued sweeping in Storm Bay on Thursday 28th. Returned to Port Arthur for the night, sailing again at 0615 next morning, but because of poor visibility, sweeping was abandoned for the day. The field was completed by 1300 Sunday 31st, and ships returned to Hobart, berthing on Ocean Pier at 1800.

Ship's Company

Both health and conduct of Ship's Company have been good.

Figures for the month.

Distance steamed for month	1959.1 miles.
Hours under way	198hs 05ms.
Average speed	9.8 knots.
Distance per ton of oil fuel	14.8 miles.

A.H. Savage.

Acting Lieutenant Commander, R.A.N.
IN COMMAND

AUSTRALIAN WAR MEMORIAL RCDIG1073534

RECEIVED
2 - JUL 1946
D.O.T.M.

589/202/ 480

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

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

S.N.B. 18/6

2nd N.M. No remarks on Method of Conduct Done 12/7
C.O. to be instructed accordingly
J.S. 18/6.

3rd N.M. 20/6

19/6/46

D.of P. 21/6 24/6

D.R.E. 25/6

Ops. (N) 27/6

27/6/46

N.5. Later (re above) Jn

D.E. (N) 2/7

D.O.T.M 31/7

D.N.M.S.

H.

A.A.2nd N.M.

N.5. Jn 12/7

D.N.I. 15/7

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

9/7/D

21/6 H.

12/7 E.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

D.N.M.S. BRANCH
4 JUL 1848
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Copy for 2026/7/1479
Original on 589/202/441.

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

REPORTS OF PROCEEDINGS - H.M.A.S. "MILDURA".

With reference to your Report of Proceedings for the month of April, 1946, I am directed by the Naval Board to draw your attention to the instructions relative to the rendering of Reports of Proceedings vide Confidential Navy Order No. 97 of 1945.

2. In particular, mention should be made in the reports as to the health and conduct of the Ship's Company.

Secretary, Naval Board.

D.N.I (Miss Woods.

J.M 11/7

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY

MINUTE PAPER

589/202/480

C.441/45.

SUBJECT: Hmas "Mildura" Report of Proceedings April 1946

Jne 6/6

D.P.S 7/6

11/6/46

DTSR 12/6

D.O.D 19/6

DCNS 13/6

1ST NAV B/board

17/6 B

15 Feb 1946

AUSTRALIAN WAR MEMORIAL RCDIG1073534

JN:VID

11 JUL

DEPT. OF THE
589/202/441.

Copy of NAVY 2026/3/1479

59385

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

REPORTS OF PROCEEDINGS - H.M.A.S. "MILDURA".

With reference to your Report of Proceedings for the month of April, 1946, I am directed by the Naval Board to draw your attention to the instructions relative to the rendering of Reports of Proceedings vide Confidential Navy Order No. 97 of 1945.

2. In particular, mention should be made in the reports as to the health and conduct of the Ship's Company.

Jn KA

11/4/46

Secretary, Naval Board.

HNB (NS)

12/7H

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEFENCE
NAVY
589 | 202 | 480

ROYAL AUSTRALIAN NAVY

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

Date ..... 8th May, 1946. Reference No..... 2235/46.

To ..... The Secretary to the Naval Board,
Copy : The Senior Officer, 20th Minesweeping Flotilla.

Subject.... MONTHLY REPORT OF PROCEEDINGS - APRIL, 1946.

ACK. BY. A.S. 1330Y
3 JUN 1946
INIT.....

Checked for Indexing

Submitted for the information of the Naval Board, the following report of proceedings for H.M.A. Ship under my Command, for the period ending 30th April, 1946.

All times 'K'.

Slipped from Ocean Pier, Hobart, on 3rd April, at 0900, and in company with the 20th Minesweeping Flotilla, sailed for Minesweeping Area off Western end of Kangaroo Island, proceeding west about, and via D'Entracasteaux Channel and Backstairs Passage.

2. Anchored to the north of Thistle Island at 1435 on 6th.

3. At 0210 on the 8th Flotilla weighed and proceeded to Minesweeping Area, completing the clearance at 1247 on 10th April.

4. Arrived alongside Birkenhead Wharf, Port Adelaide River, at 0940 Thursday 11th April.

5. Slipped at 0920 Monday April 15th on passage to Melbourne, arriving alongside Nelson Pier Williamstown at 0930 17th April.

6. In company with the flotilla, proceeded at 0900 on the 23rd April, for Minesweeping area in Banks Strait, anchoring in Ringarooma Bay at 1415 on 24th April. Sweeping Operations carried out on 25th, 26th, and 27th April, anchoring nightly in Ringarooma Bay. Field was completed at 1830 on 27th April, and course was set for Sydney, arriving in Port Jackson at 1000 Monday 29th April. Shut down and commenced Boiler Cleaning.

Figures for the Month

Distance steamed for month	3205.2 miles.
Hours under way	324h 08m.
Average speed	9.8 knots.
Distance per ton of oil fuel	13.6

A.H. Savage

Acting Lieutenant Commander, R.A.N.
IN COMMAND

AUSTRALIAN WAR MEMORIAL RCDIG1073534

ROYAL AUSTRALIAN NAVY

In Correspondence 4th 9.6.46

DEPT. OF THE
589/202/480
NAVY

File H.Q. 4/6/46

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

Date ..... 2nd June, 1946. Reference No. C.36/46

To ....;. The Secretary to the Naval Board,
Copy : The Senior Officer, 20th Minesweeping Flotilla.

Subject.... MONTHLY REPORT OF PROCEEDINGS - MAY, 1946.

D.N.I (NHRO)

ACK. BY. H.S. 1030Y
5 JUN 1946
INIT.....

Submitted for the information of the Naval Board, the following report of proceedings for H.M.A. Ship under my Command, for thev period ending 31st May, 1946.

ALL TIMES 'K'

The period from the 1st to 26th May, was spent in Sydney Harbour, making good essential defects and enjoying ten days leave to each Watch.

2. H.M.A.S. "MILDURA" placed under operational command of Flag Officer in Charge, Sydney, A.M. 27th May.

3. Slipped at 0800 27th May, and, having spent the forenoon outside the Heads streaming a new Sweep wire and calibrating a damaged Kite Otter and Floats, returned alongside Kuttabul pontoon at 1215.

4. Slipped at 1524 on 28th May, and anchored in Flint and Steel Bay, Broken Bay, at 1755.

5. Crossed the bar at Pittwater at 0641 on Wednesday 29th May, the lowest depth sounded being twenty feet. Highwater was at 0641, with a 4 feet 6 inches rise. Lowest depth expected was 14 feet 6 inch Proceeded to Torpedo Range, and during the day, carried out four runs across the range, for experimental torpedo ranging. Carried out similar routine Thursday and Friday, 30th and 31st May.

6. Returned to Port Jackson A.M. 1st June.

FIGURES FOR THE MONTH

Distance steamed for the month	157.3 miles.
Hours under way	16 hrs 05 min
Average Speed	9.8 knots.
Distance per ton of Oil fuel	5·03 miles.

Acting Lieutenant Commander, R.A.N.
IN COMMAND

J.B.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

589/202/ H80.

DEPARTMENT OF THE NAVY.

9 SEP 1946 D.O.T.M.

MINUTE PAPER.

PART FILE

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

June 1946

Fin Nav(S) 11/7/46

S.N.B. 2nd N.M. 23/8.

2nd N.M.

3rd N.M. 27/8

D. of P. 29/8

D.R.E. 30/8

Ops. (N)

N.S.

P.E. (N) 6/9

D.O.T.M. 4/9

D.N.M.S.

H.P.B. 18/9

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

N.S. 20/9

19/9/46

D.N.I.

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

29/8 19/9

AUSTRALIAN WAR MEMORIAL RCDIG1073534

13 SEP 1946
OFFICE
BRANCH

AUSTRALIAN WAR MEMORIAL RCDIG1073534

PART FILE

589/202/480.

DEPARTMENT OF THE NAVY

MINUTE PAPER

C.441/45.

SUBJECT: HMAS "Mildura" Report of Proceedings June 1946

DPS 8/8

9/8/46

DTSR 12/8

200 15/8.

DOP 19/8

DCNS 20/8

1ST NM

22/8

RECEIVED
5 AUG 1946
NAVY CONFIDENTIAL RECORDS

Original

DEPT. OF THE
089/202/480
NAVY

C. 49/46.

ROYAL AUSTRALIAN NAVY

FROM.....The Commanding Officer, H.M.A.S.'MIDURA'

DATE..... 2cnd. July I946. Reference Number.

To..... The Secretary to The Naval Board.

Cópy To. The Senior Officer, The 20th.Minesweeping Flotilla.

SUBJECT.

MONTHLY REPORT OF PROCEEDINGS.....JUNE I946.

Submitted for the information of the Naval Board, the following report of proceedings for H.M.A.Ship under my command for the month ending the 30th.June I946.

2. Commenced forty-five days period of availability for leave and refit on the 3rd. June I946.

3. Proceeded alongside Sutherland Wharf,Cockatoo Docks A.M. the 4th. June and commenced refit.

SHIP'S COMPANY

Both the health and conduct of the Ship's Company have been satisfactory throughout the month.

FIGURES FOR THE MONTH.

Distance steamed for the month.....33.6 miles.
Hours under way.....4 hrs.36min.
Average Speed.....7.4 knots.
Distance per ton of fuel.....I3.2 miles.

TOTAL FIGURES.

Ship was commissioned on 23rd.July I94I.

Total distance steamed.....I54,952 miles.
Total hours under way..... I8,058 Hours.

Acting Lieutenant Commander R.A.N.

IN COMMAND.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

29/c

589/202/ 480

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

PART FILE

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

July 1946

File
HW(5)
11/7/46

9 - SEP 1946
D.O.T.M.

S.N.B. 9.22/8

2nd N.M.

3rd N.M. NA1/3rd N.M - Paras. 748

D. of P.

D.R.E. 30/8

Ops. (N)

N.5.

D.E. (N)

D.O.T.M.

D.N.M.S.

H.P.B.

A.A. 2nd N.M.

N.5.

19/9/46

D.N.I.

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

29/8 C

AUSTRALIAN WAR MEMORIAL RCDIG1073534

NAVY OFFICE
13 SEP 1946
D.N.M.S. BRANCH

AUSTRALIAN WAR MEMORIAL RCDIG1073534

PART. FILE
589/202/H80

DEPARTMENT OF THE NAVY
MINUTE PAPER

C.441/45.

SUBJECT: HMAS "Mildura" Reports of Proceedings July 1946

D.P.S 15/8.

15/8/46

D.T.S.R 15/8

8

D.O.D 20/8.

D.C.N.S 21/8

23/8

23/8

AUSTRALIAN WAR MEMORIAL RCDIG1073534

ACK. BY A.S. 1830Y
18 AUG 1946
INIT.

St 6339

Commonwealth of Australia.

Department of The Navy.

DEPT. OF NAVY
589/202/480
CONFIDENTIAL

Royal Australian Navy.

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

Date 1st. August 1946. Reference No. C.50/46.

To The Secretary to the Naval Board.
(Copy to the Senior Officer, the 20th. M.S.F.

Subject REPORT OF PROCEEDINGS FOR JULY 1946.

Submitted for the information of the Naval Board, the following report of proceedings for H.M.A. Ship under my command, for the period ending the 31st. July 1946.

Acting Lieutenant Commander R.A.N.
IN COMMAND

AUSTRALIAN WAR MEMORIAL RCDIG1073534

CONFIDENTIAL.

H.M.A.S. "MILDURA".

2nd. August. 1946.

REPORT OF PROCEEDINGS FOR JULY 1946.

All times "K".

1. The period from the 1st. to the 9th. of July was spent alongside Sutherland Wharf, Cockatoo Docks.

2. At 0900 On the 9th. of July the ship was docked in the thousand ton Floating Dock alongside Garden Island, with tugs.

3. At 1030 on the 13th July ship was tugged back to alongside Destroyer Wharf Cockatoo Docks to complete refit. Although the refit was scheduled to,be completed on the 13th July, the boiler-makers, who were behind in their estimate, were delayed and Tuesday the 16th. July was given as completion date.

4. Boilers were retubed and tested by noon Tuesday 16th. July and having flashed up, main engines and auxiliaries were tested P.M.

5. At 0830 on Wednesday, 17th ship was shifted under her own steam to the Kuraba Point oiling jetty, but as fuelling was too slow we again shifted to alongside Garden Island to complete storing and fuel by lighter.

7. Coming down harbour the Chief E.R.A. put the Southern Cross deisel on load to give it a good test and within five minutes it had seized up. Cockatoo workmen worked twenty four hour shifts to ammend this defect and it was completed at 2030, Friday 19th. July.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

CONFIDENTIAL.

REPORT OF PROCEEDINGS FOR JULY 1946 (Contd.)

8. On Saturday 20th. at 0815 shifted to No.4 buoy and swung compasses. On the way round the distiller pump was discovered to have a cracked steam chest which required renewal. As it was Saturday no dockyard assistance could be obtained and the Engine Room Staff removed the steam cylinder and valve chest. On Sunday they stripped down the distiller pump in H.M.A.S. "GOULBURN" and by 0800 Monday had this assembled aboard. Unfortunately it was discovered that the steam chest was of an unorthodox type and it was 1600 before this could be rectified with dockyard assistance.

9. At 1715 July 22nd., in accordance with previous orders ship sailed for Townsville by the inner route, arriving there at 0700 27th. July.

10. Having embarked twelve drums of lubricating oil required in Northern Area and having fuelled ship, proceeded to Cairns to embark a further ten drums of lubricating oil. The ship sailed for the Bougainville area at 1230.

11. On entering the Grafton Passage orders were received to proceed to Thursday Island to deliver lubricating oil to H.M.A.S. "SHOALHAVEN".

12. At 1200 when Albany Rock Light was abeam orders were received to proceed to Port Moresby, fuel and discharge excess lubricating oil. Bramble Cay light in the Great North Eastern Channel was abeam at 2315 and ship berthed alongside at Port Moresby at 1645 Wednesday July 31st. Eighteen drums of lubricating oil were taken on charge by the Senior Naval Officer, Port Moresby.

No Fresh Provisions even the dehydrated type were available in this Port.

Note:- Weather experienced during this passage was excellent.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

CONFIDENTIAL.

REPORT OF PROCEEDING FOR JULY 1946 (Contd.)

Health of the Ship's Company was generally good throughout the month but three cases of V.D. were reported. There were more minor complaints than usual. The conduct of the Ship's Company was excellent.

Figures for the Month.

Distance Steamed.....2,187.51 miles.

Hours under way.....206hours 14 mins.

Average Speed.....10.73 knots.

Distance per ton of Oil Fuel.....19.152 miles.

Total Figures

Ship was commissioned on the 23rd July 1941.

Total Distance Steamed.....157,139.5 miles.

Hours under way.....18,264 hours.

A.W. Savage

Acting Lieutenant Commander R.A.N.
IN COMMAND

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY 589/202/480

MINUTE PAPER

PART FILE

SUBJECT: HMAS "Mildura" Reports of Proceedings August 1946

~~D.P.S~~ 20/9

23/9/46

~~D.T.S.R~~ 25/9

24/9

~~DOD~~ 27/9.

~~DCNS~~ Para 2 refers to the "Naruto". 30/9

~~ISNM~~ 30/9

1/10

AUSTRALIAN WAR MEMORIAL RCDIG1073534

ACK. BY. A.S. 1330Y
17 SEP 1946
INIT.....

DEPT. OF THE
589/202/480
NAVY

ROYAL AUSTRALIAN NAVY.

FROM....The Commanding Officer,H.M.A.S.'MILDURA'.

DATE.... 3rd.September I946. Reference Number. C.54/46.

TROM.... The SECRETARY TO THE NAVAL BOARD.

Copy To. The Senior Officer, 20th.Minesweeping Flotilla.

SUBJECT.

MONTHLY REPORT OF PROCEEDINGS....AUGUST I946.

SUBMITTED.

For the information of the Naval Board,the following report of proceedings for H.M.A.Ship under my command for the period ending the 3Ist.August I946.

All Times 'K'.

At 07I5 on August the Ist ship proceeded from Port Moresby to Rabaul via the China Strait and Raven Channel. Arrived at Rabaul and anchored in Simpson Harbour at 0830 on Sunday the 4th.August.

2. On Monday 5th.August weighed and proceeded alongside the Japanese oil tanker 'NARUTA' lying with her stern on the mud on the East side of the harbour and an eleven degree list to port. Acting under the instructions of the Naval Officer in Charge,New Guinea,number 2 hold which then contained thirteen feet of water,was pumped outto a depth of I' 9" at which depth the snorer pump lost suction. This took about four degrees of the list off the ship. 'Mildura' slipped from the 'NARUTA' at I830 and having fuelled from the oil lighter,again anchored. With reference to Navy Board's signal 030II6z of August it is my opinion that the tanker 'Naruta' from her apparent state of damage and disrepair would be a very uneconomical proposition if towed South and reconditioned even as a 'dumb' store ship and lighter. The cost and labour would make the task prohibitive. It will be interesting to note the salvage experts opinion on the matter.

3.The period from the sixth to the fourteenth of August was spent boiler cleaning in Rabaul.During this period fresh provisions and stores were embarked from H.M.A.S.'WILCANNIA'.

4. At 0700 Thursday I5th.August weighed and proceeded in company with the 20th.Minesweeping Flotilla to the Northern end of the Shortland islands, anchoring in 'Kumalai' Bay at I4I5 on Friday I6th.August.

5. On Saturday I7th.August,while carrying out a searching sweep of the area 'Kilont' in company with 'Warrnambool' and 'Lithgow', Mildura swept a mine in position 6° 53'S. I55° 35'E. The searching sweep was then considered positive and ships returned to their previous anchorage. Sweeping was recommenced in area 'Kilont' on the following day in 'G' formation but owing to the presence of numerous uncharted nigger heads of coral the operation was suspended and ships again returned to harbour.

7. Weighed at 0600 on the 20th. and proceeded to operation 'Kiltor', East Bougainville. Sweeping was commenced but owing to very heavy rain squalls which rendered navigation inaccurate ships recovered sweeps and proceeded to the anchorage in 'Tonolei Harbour' anchoring at I645. Sweeping of area 'Kiltor' was recommenced on the following day and the field was completed on the 23rd.August ,Toiemunaup Bay being used as the evening anchorage.

8. On Saturday 24th. proceeded from Toiemunaup Bay to Nussi Harbour anchoring at I245. Operation 'Kilhat' was completed off the East Buka passage on Sunday the 25th.,the Flotilla then returning to Rabaul and arriving at II00 on Monday the 26th of August.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

589/202/480

9. The Flotilla fuelled,watered,provisioned and weighed at I400 on Thursday 29th.August proceeding to North Bougainville anchoring five miles from Horn Island south of the Buka passage on the Western side at I405 on Friday 30th. Operation 'Kilsal' was completed from this anchorage on the 3Ist,ships returning to their previous anchorages on completion.

SHIP'S COMPANY.

The health and conduct of the Ship's Company have both been excellent through out the month.Atebrin tablets have been taken by all hands and only one mild attack of malaria was reported.
Although a certain amount of fresh fish and tropical fruits can be obtained from th natives by the use of trade tobacco the present diet could be improved upon. Fresh vegetables from the 'Wilcannia' soon ran out as did the fresh meat. Neither of these commodities are obtainable in any quantity in Rabaul,the army personnel themselves being restricted to frzen meat on three days per week.

FIGURES FOR THE MONTH.

Distance steamed	2,I02 miles.
Hours under way	9 days 3 hours 36 mins.
Average speed	8.75 knots.
Distance per ton of oil fuel.	I2.I6 miles.

TOTAL FIGURES.

Ship was commissioned on the 23rd.July I94I.

Total distance.	I59,24I.5 miles.
Hours under way.	I8,483.6 hours.

H.L. Savage

Acting Lieutenant Commander R.A.N.

IN COMMAND.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

589/202/480.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

RECEIVED 13 NOV 1946 D.O.T.M.

27 NOV 1946 I.M.

SUBJECT: H.M.A.S. "Mildura" REPORT OF PROCEEDINGS. September 1946

PART. FILE

File
Hist(s)
11/7/46

S.N.B. 24/10

2nd N.M. 28/10.

3rd N.M. 30/10

D. of P. 4/11

D.R.E. 4/11

Ops. (N) 6/11

N.H. 7/11

D.E.(N) 12/11

D.O.T.M. 26/11/12

D.N.M.S. 3/12

H.P.B. 4/12

A.A.2nd N.M. 4/12

N.S. 5/12/46

D.N.I.

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

6/12c

AUSTRALIAN WAR MEMORIAL RCDIG1073534

6/12

NAVY OFFICE 3 DEC 1948

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY

589/202/480

MINUTE PAPER

PART FILE

SUBJECT: HMAS "Mildura" Report of Proceedings September 1946

~~DPG~~ 15/10

17/10/46

~~DTSR~~ 18/10 18/10.

~~DOO~~ 22/10.

~~CNS~~ per 22/10.

~~1STNM~~ 23/10

18/10 E. 24/10

AUSTRALIAN WAR MEMORIAL RCDIG1073534

ACK. BY. A.S. 1380Y
10 OCT 1946
INIT.

DEPT. OF THE
589/202/480
NAVY

ROYAL AUSTRALIAN NAVY

FROM....The Commanding Officer,H.M.A.S.'MILDURA'

TO.....The Secretary to the Naval Board,

Copy To...The Senior Officer,The 20th.Minesweeping Flotilla.

DATE...Ist.October I946. Reference No. C.58/46.

SUBJECT.

MONTHLY REPORT OF PROCEEDINGS...SEPTEMBER I946.

Submitted for the information of the Naval Board,the following report of proceedings of H.M.A.S. ship under my command,for the period ending the 30th.September I946.

ALL TIMES 'K'.

Weighed at 0800 and proceeded in company with the 20th. Minesweeping Flotilla to 'Torokina' anchoring in Emperess Augustus Bay on the Ist.September. Area 'KILMOLT' was swept in 'K' formation on the 2cnd.September,anchoring at 'Torokina' on completion at I500.

2. Weighed at 0800 on the 3rd.September and proceeded to anchorage in Gazelle Harbour, ships practising 'A' sweeping en route. Anchored at I205.

3. Left Gazelle Harbour at 0630 on the 4th.September and anchored in Kumalaie Bay in the Northern Shortlands at I230.

4. 'KILONT' area was reswept from this area. Owing to the 'niggerheads' and the uneven nature of the ground 'A' sweeping was found to be quite impracticable,the sweeping wire catching on the bottom and holding every ten minutes to quarter of an hour. This method of sweeping was abandoned and 'G' formation was used. This meant the skirting of shallow patches as they were found. Quite a lot of sweeping gear was lost during this operation. The field was completed on Wednesday the IIth.September two more mines being swept by 'Katoomba and Warnambool' respectively making a total of three for the field. Anchored in 'Kumalaie bay at I350. While at this anchorage during this operation a party from 'Ararat and Mildura' discovered five American MK VI mines on beaches and one Japanese contact mine which were destroyed by countermining. None exploded. Eight Japanese underwater anti-invasion mines containing about three hundred pounds of expolsive were found in about twelve feet of water and about seventy yards from the beach to the North East of Gomai Point. These were countermined with demolition charges and all exploded. Minesweeping report number three was rendered by H.M.A.S.'Ararat'.

5. Weighed at 0800 on Thursday I2th.September and proceeded in company to Rabaul anchoring in Simpson Harbour at I022 On Friday I3th. September. Fuelling watering and the replacement of minesweeping stores was carried out during this period. Lieutenant R.H.Grant R.A.N.V.R. took up his appointment as Commanding Officer,H.M.A.S. 'Ararat' without relief.

6. Flotilla sailed at I400 Monday the I6th.September for Torokina and to resweep area 'Kilmolt' in 'G' formation. Arrived in the area at I300 Tuesday the I7th.and commenced sweeping. Anchored off Torokina at I6I4. Owing to the visibilty flotilla remained at anchor on the I8th. September.

7. Completed sweeping area 'Kilmolt' on Tuesday the I9th.September and sailed in company to Rabaul,arriving at I052 on the 20th.September.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

8. The period from the 20th.September to the 26th.September was spent in storing and fuelling. H.M.A.S.'Wilcannia' arrived on the 25th.September with fresh provisions which were very welcome. No dry stores at all were brought up by her. Stowage space was available for these if dispatched. Ships went alongside and stored in turn.

9. H.M.A.S.'Warnambool,Lithgow,Cowra and Mildura' sailed in company for East Bougainville arriving at anchorage in Rorowana Bay at I526 on Saturday the 28th.September. Ships sailed at 0830 on the 27th.September. Weighed at 0830 on Sunday the 29th.Septe,mber. and proceeded to anchorage in Toiemonapu Bay ~~xxxxx~~ anchoring at I3I5. H.M.A.S.Katoomba and Ararat rejoined at this anchorage at I6oo arriving with overdue mail.

IO. Resweeping of area 'Kiltor' was commenced in 'G' formation on Monday the 30th.September,returning to anchorage at I600.

The SHIP'S COMPANY.

The conduct of the ship's company during the past month has been very satisfactory indeed. Unfortunately the health has fallen away quite a lot. A large number of ratings are suffering from ~~XX~~ boils and other skin complaints. These appear to be getting more numerous and the cause is attributed to lack of fresh meat and vegetables and fruit. The amount of fresh food brought by 'Wilcannia' will last only about ten days.

FIGURES FOR THE MONTH.

Distance steamed for the month.....I,664.2 miles.

Hours under way.....7 days I6 hours IOmin.

Average speed.....8.65 knots.

Distance per ton of oil fuel.....IO miles.

TOTAL FIGURES.

Ship was commissioned on the 23rd.July I94I.

Total distance steamed..... I60,905.7 miles.

Total hours under way..... I8,667.8 hours.

A.H.Savage

Acting Lieutenant Commander R.A.N.

IN COMMAND.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

589/202/ H80

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

PART FILE

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

August 1946

File Nav (5)
11/7/46

1 8 OCT 1946
D.O.T.M.

S.N.E. 11/10

2nd N.M.

3rd N.M.

D.of P.

D.R.E. 10/10

Ops. (N)

N.S. 11/10

D.E.(N)

D.O.T.M. 22/10

D.N.M.S. 24/10

H.P.

D & V.

A.A.2nd N.M. 29/10

N.S. 31/10

D.N.I.

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

31/10 F

AUSTRALIAN WAR MEMORIAL RCDIG1073534

NAVY OFFICE
23 OCT 1946

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPT. OF THE NAVY
589/202/ 555.
NAVY

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

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

February 1948.

S.N.B. 19/3

2nd N.M. 21/3

3rd N.M. — {Please note para 6; presumably B.E.O. will be requested to report. already arranged
{Recommend, if necessary for work to be done, use of mechanical aids.

D. of P. 7/4

D.N.L. 13/4

D.O.M. 16/4.

D.E.(N) 22/4/48

S.N.C. (Ship) 26/4

D.O.T.M.

D.N.M.S.

H.P.B.

A.A.2nd N.M.

N.5.

D.N.I.

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

12/5

AUSTRALIAN WAR MEMORIAL RCDIG1073534

12/5



AUSTRALIAN WAR MEMORIAL RCDIG1073534

10/3

DEPARTMENT OF THE NAVY

MINUTE PAPER

589/202/~~480~~ 555

C.441/45.

SUBJECT HMAS "Mildura" Report of Proceedings February 1948

~~DNI~~ [illegible] 8/3.

~~DPS~~ [illegible] 10/3

~~DTSR~~ ← 10/3 Para 4 noted [illegible] 12/3.

~~DOD~~ [illegible] 15/3

~~DCNS~~ [illegible] 17/3

~~1st NM~~ [illegible] 18/3

~~NS~~ [illegible] 19/3

12/3

AUSTRALIAN WAR MEMORIAL RCDIG1073534

8/13

AUSTRALIAN WAR MEMORIAL RCDIG1073534

RECEIVED
4 MAR 1948
NAVY

DEPT. OF THE
589/202/555
NAVY

ROYAL AUSTRALIAN NAVY.

FROM....The Commanding Officer,H.M.A.S.'Mildura'

DATE....3rd.March I948 Reference No. 64/48

TO.....The Naval Officer-In-Charge,Fremantle.

Copy To. The Secretary To The Naval Board,Melbourne.

The Senior Officer,Reserve Ships,Navy Office.

SUBJECT.

MONTHLY REPORT OF PROCEEDINGS.....FEBRUARY I948.

Herewith is forwarded the monthly report of proceedings for H.M.A.S.'Ship' under my command,for the month of February I948.

2. The month of February was spent alongside H.M.A.S.'Lithgow' at Number Two,North Wharf,Fremantle progressing 'Paying Off'.

3. De-storing was completed on the I9th.February except for essential items required for preserving and cleaning the ship. Loan clothing,Implement and Mess-trap accounts have been closed and the victualling accounts will be completed during the next few days on receipt of the last corrected top-line from H.M.A.S.'Penguin'. The ship has been victualled on H.M.A.S.'Leeuwin's' general mess since the first of February. Consequently,all store rooms and holds are empty and are being prepared for 'paying Off'.

4. Hands have been employed mainly in cleaning and preserving bilges,lifting and stowing ballast and preparing empty compartments for 'paying off'. The electrical department with the asssitance of L.T.O's from H.M.A.S.'Leeuwin' have been employed in preserving and making airtight generators and motors,~~xxx~~xtesting circuits and removing exposed equipment from the upper deck. The Gyro has been boxed and landed to Naval Stores Fremantle.

5. The paying off of the engine room has been progressed satisfactor-arily and the Port and Starboard dynamos,distiller and evaporator shell, Port Condenser and port circulator have been completed as instructed by I.P.R's. Boilers and main engines are expected to be completed early this week.

6. It has been found that it will be necessary to take up all the deck composition as,contrary to expectations, the deck underneath is in a rusted condition. In this connection it is hoped that apart from the allowed expenditure for 'paying off' H.M.A.S.'Mildura', funds will be made available to enable the hire of a compressor and mechanical chipping hammers which are held by a contractor in the port to enable all the upper deck to be chipped by this method and not by the time and labour wasting hand chipping method at the moment expected.

7. It ~~is~~ considered that,with the work remaining to be completed and Lieutenant M.H.Fowler and Lieutenant J.Scott-Holland remaining in H.M.A.S.'Mildura' until paid off, if considered desirable the Commanding Officer H.M.A.S.'Mildura' is now available for disposal. My letter 27/48 dated the second of February refers.

8. The health and conduct of the ship's company during the month have both been excellent.Three cases of suspected diptheria were sent to hospital but tests for this disease gave negative results.

Acting Lieutenant Commander R.A.N.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY. 12/9 4336/12/29

MINUTE PAPER.

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

February - April 1951

S.N.B. D 20/6

2nd N.M. D 21/6

3rd N.M. concur in para 7. (j) (iii) 25/6

4th N.M. 12/9

DAWOT 12/9

D. of P. 13/9

Ops. (N). 13/9

N.S. 14/9

D.N.I. 19/9

H.P.P. 20/9

A.A. 2nd N.M. 20/9

D. of M.

D.D.M. 21/9

D.E. (N). 2/10

D.O.I.W. 5/10/51

D.N.M.S. 11.10

D.N.A.S. 23/10/51.

24/10 - N.S.

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

D.N.M.S. BRANCH
9 OCT 1951

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPT. OF NAVY
4336 - 12 - 29

DEPARTMENT OF THE NAVY
MINUTE PAPER

C.441/45.

SUBJECT: HMAS Mildura - Report of Proceedings for Period 20th February to 30th April '51

24/5

DCNS 25/5

1st NM

H.N. (for further circulation)

for DNP 30/5

DPS 1/6

HN (DTSR) 6/6

DOD 7/6

DNC

HN (NS)

DRRP

AUSTRALIAN WAR MEMORIAL RCDIG1073534

29/5.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

NAVY REGISTRY
RECEIVED
19 MAY AM
INDEXED
INIT.
DATE. 22/5/51

DEPT. OF THE NAVY
4336 | 12 | 29

Commanding Officer, H.M.A.S. "Mildura's" Letter Reference No.M5/143
Dated 2nd May,1951.

WA286-3-2305

1243

The Secretary,
Naval Board,
MELBOURNE.

II.

17 MAY 1951

REPORT OF PROCEEDINGS FOR THE PERIOD 20TH FEBRUARY-30TH APRIL,1951.

Submitted for the information of the Naval Board.

HN N5

NAVAL OFFICER IN CHARGE,
FREMANTLE.....W.A.

Naval Staff Office,
FREMANTLE.....W.A.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. M5/143.

H.M.A.S."Mildura",
At Sea.
2nd May,1951.

Naval Officer in Charge,
Fremantle, W.A.

17 MAY 1951

Report of Proceedings for the Period 20th February - 30th April,1951.

Submitted for the information of the Naval Officer in Charge, Fremantle in accordance with CNO 107/48 the Report of Proceedings of H.M.A.Ship under my command for the period 2oth February to 30th April,1951.

2. H.M.A.S."Mildura" recommissioned from Reserve on the 20th February,1951 under the command of Lieutenant J Ferguson R.A.N. On this date the Commanding Officer was the only officer appointed and about 80 percent of the ship's company had been appropriated.

3. Since the vessel was still in Dock- yard hands undergoing extensive repairs and modification to fit out as a Fleet Minesweeper and a Reserve and National Service Training Ship; the living spaces were as yet uninhabitable and the bathing and galley facilities were non - operative the ship's company was accomodated in H.M.A.S."Leeuwin" and borne for discipline in that establishment.

4. For like reason and by the direction of the Naval Officer in Charge Fremantle the inspection required on being brought forward from Reserve in accordance with CNO 295/49 was deferred until the refit had been further progressed.

5. During the remainder of the month of February and the month of March the refit was progressed by Civilian Contractors under the Direction and supervision of the Base Engineer Officer and the Principal Naval Overseer.

action later on 450 // 32/34.

6. Delays were occasioned by the non availability of items of Naval Stores required for the refit which had to be demanded from Sydney, the demands of Civil Industry upon Civilian Contractors and the Naval Committments of the Command which required my ship's company to be employed elsewhere.

7. With regard to the foremost consideration, should it be necessary to bring forward another vessel of this class in Fremantle it is recommended that stocks of Naval Store items based upon the demands of this ship be demanded and retained in the Naval Stores, Fremantle. A separate report will be forwarded.

8. The absence of the guidance and advice of technical officers, until relieved by officers on the staff of Senior Officer Reserve Fleet was also felt.

bn

9. During the foregoing period the ship was stored in slow time under the guidance of an Inspecting Naval Store Officer loaned by the Deputy Naval Store Officer for that purpose.

(H.M.A.S."Mildura" came)

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. _____

10. H.M.A.S."Mildura" came to forty- eight hours notice for steam on Thursday,5th April. The ship's company was victualled aboard A.M Friday, 6th and a basin trial was satisfactorily conducted on that day.

11. On Monday 9th April,an R.A.N.R draft of three officers and forty seven ratings was embarked for thirteen days annual continuous training.

12. An inspection by the Naval Officer in Charge, Fremantle and staff was carried out on Thursday 12th April and subje ct to making good minor defects the ship was accepted.

13. H.M.A.Ship under my command proceeded at 0900, Friday 13th April, to Gage Roads to carry out Machinery,Turning,Starting and Stopping and Anchor trials and to Swing compasses, returning to harbour on completion at 1645. Complete turning trials were not carried out due to adverse weather. These will be conducted at a later date as an R.A.N.R training exercise and report forwarded. Similarly a full power trial will be carried out with clean bottom after next dowking.

14. Minor defects,discovered during machinery trials were made good during Saturday, 14th April and fuel was embarked. During fuelling an oil fuel filling line burst and a blank in the trimming lines was discovered. Both defects were remedied.

15. With Electrical Officers on the staff of S.O.R.F embarked, "Mildura" proceeded to Gage Roads at 0900 Sunday,15th April to carry out Electrical, Radar and W/T trials and to test hand- steering, returning to harbour on completion.

16. Although electrical trials showed the ship to be safefor sea the electric generating equipment was not satisfactory within the prescribed limits. A separate report by Lieutenant (L) Pittaway, R.A.N has been forwarded. Radar and Radio equipment trials were not completed because necessary crystals and other items of stores have not yet been supplied. Radar Type A276 could not be calibrated. Trials as far as they were completed were successful. A separate report has been forwarded by Lieutenant Commander(L) J Harding, R.A.N. Trials will be completed at the first available opportunity and a full report forwarded.

17. "Mildura" proceeded at 0800 Monday,16th April to Cockburn Sound, to ammunition ship at Woodman's Point. Due to adverse weather, ammunitioning was deferred and R.A.N.R training exercises were carried out in Cockburn Sound,anchoring overnight. The ship was ammunitioned A.M Tuesday,17th April, and with the staff of N.A.S.O Byford embarked "Mildura" proceeded to a position 290 degrees Bathurst Point Light 11 miles to carry out successful gun- functioning trials, returning to Fremantle Harbour Entrance at 1900 to disembark Armament Officer's staff, proceeding thence by direct route to Geographe Bay for R.A.NR training at sea.

18. I arrived Geographe Bay at 0847H Wednesday, 18th and remained in r the exercise area anchoring as necessary until Thursday 19th, when the ship proceeded to Bunbury, securing alongside No 2 North west wharf at 1530.

20. Courtesy calls were exchanged with His Worship, the Mayor and the Resident Magistrate. Leave was granted and entertainment of the ship's

(company was arranged)

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. _____

company was arranged by the Bunbury Division of the Returned Servicemen's League.

20. H.M.A.Ship under my command remained at Bunbury, training daily, until Saturday, 21st April, the ship being open to public inspection on that day. Proposals submitted by the President of the Returned Servicemen's League for the establishment of a Bunbury Division of the R.A.N.R were discussed. A separate report has been forwarded.

21. "Mildura" slipped and proceeded for Fremantle at 1730 Saturday, 19th April, streaming sweeps en route, and arrived Fremantle 1100H Sunday, 22nd April. The passage was without incident and the R.A.NR draft was disembarked at 1140. A separate report on the R.A.N.R cruise has been forwarded.

22. The ship remained at Fremantle until Friday, 27th April, carrying out Electrical and T.A.S trials alongside.

23. At 0815 Friday, 27th April, "Mildura" slipped and proceeded to Gage Roads to complete Electrical and T.A.S trials. With the exception of the spare A/S recorder which proved defective, the trials were successfully completed and the ship returned to harbour at 1705. Separate reports will be forwarded by Lieutenant Commander (L) J Mc Murray R.A.N and Lieutenant Skene R.N of H.M.A.S."Rushcutter".

24. A second draft of R.A.N.R trainees (one officer and thirty- four ratings) was embarked A.M Monday, 30th April for R.A.N.R Training Cruise 11.

25. The health of the ship's company has been good and the conduct has been satisfactory. Living conditions with an R.A.N.R draft of fifty embarked were crowded, but not unduly so, and it is preferred to accept such conditions ratherthan a reduction of complement which would be detrimental to the ship's efficiency. Amenities such as radio and libraries are not yet available, but will be purchased or demanded. A Sport's Fund will provide sporting equipment. A grant of £200 to establish a Canteen was requested and received and the Canteen is providing adequate facilities for the Ships Company's Comfort.

26. Appendix 1 is attached.

J Ferguson

Lieutenant R.A.N

COMMANDING OFFICER.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

APPENDIX "A".

(a). Number of miles steamed for period 20th February,1951 to 30th April,1951.....535 miles.

(b). Number of hours under way for period 20th February,1951 to 30th April,1951.....72.hours 40 minutes

(c). Average number of miles steamed per ton of oil fuel..... 5.535 miles per ton.

(d). Total number of miles steamed since commissioning ..... 180,964.9 miles.

(e). Total number of hours under- way since commissioning ..... 21,049 hours 24 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

File No. 4336/12-28

N.I.D. INTERNAL CIRCULATING CHIT.

Subject: RANR Training Course - HMAS Mildura

TITLE OF OFFICER TO WHOM FORWARDED.	INITIALS.	REMARKS.
C3		
SO	Mfs	Class is Apr. 1951.
ADNII		
NHRS		

5 MAY 1952

RECIPIENTS PLEASE SIDELINE POINTS OF INTEREST.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

RECEIVED
B 24 APR P.M 1952
NAVY REGISTRY

DEPT. OF NAVY
4336/12/28
(12)

DEPARTMENT OF THE NAVY
MINUTE PAPER

C.441/45.

SUBJECT: R.A.N.R. Training Cruise - H.M.A.S. Mildura

D.T.S.R. MILDURA appears to have made a good start.
17/5

18/5 D.R.R.F. Good Value — it is usual from W.A.
22/5

D.C.N.S. 25/5

2nd N.M. 29/5

1st N.M. 2/6

H.of N. (For further circulation)

1/5 H.of N.

DNI

N.H.R.O. for retention.

14/5 D.O.U.W. 13/6/51

DNC 18/6

DE(N) 27/6

28/6 DNL 29/6

DNAS 28/4/52

D.N.A.S. 5 JUL 1951

29/4/52

D.R.R.F. 21 MAY 1951 NAVY

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

RECEIVED
7 MAY A.M

INDEXED
DEPT. date
DATE 8/5/51.

DEPT OF THE NAVY
4336 | 12 | 28

Commanding Officer, H.M.A.S. "MILDURA'S" Letter, Reference No.M73/111. Dated 26th April, 1951.

1129

II.

1961 MAY 4

R.A.N.R. TRAINING CRUISE, NO.I.

HN

WA.307.1.358

The Secretary,
Naval Board,
Navy Office,
MELBOURNE.

Submitted for the information of the Naval Board.

NAVAL OFFICER IN CHARGE,
FREMANTLE .....W.A.

Naval Staff Office,
Fremantle.....W.A.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. M73/111.

H.M.A.S."Mildura".
At Fremantle.
26th April,1951.

Naval Officer in Charge,
Fremantle, W.A.

(Copy to Commanding Officer, H.M.A.S."Leeuwin".)

R.A.N.R Training Cruise No 1.

Submitted for the information of the Naval Officer in Charge, Fremantle the following report on the Royal Australian Naval Reserve training cruise carried out in H.M.A.Ship under my command during the period 9th April to 22nd April,1951.

2. A draft of three officers and forty nine ratings, including Seamen, Engine-Room, Electrical, Supply and Secretarial and Communication branches was embarked during the forenoon of the 9th April. All ranks and ratings were conducted through the ship, visiting all compartments except magazines and store-rooms, and were instructed to make themselves familiar with the Watch and Quarter Bill and with Ship's Standing Orders.

3. The period 10th to 12th April was spent completing the provisioning and storing of ship, during which time trainees were employed as requisite in their respective departments . Stores embarked during this period included all minesweeping equipment and fire-fighting and damage-control stores , and oppprtunity for explanation and demonstration of their uses was taken. Officers, during this period, were instructed in, and carried out the duties of the Officer of the Watch in harbour, and Divisional Officer.

4. On Friday, 13th April, H.M.A.S."Mildura" moved into the stream and hoisted boats, then proceeded to Gage Roads to carry out Machinery, Turning and Anchor trials and to swing compasses, returning to harbour on completion. The ship shifted berth to fuel Saturday, 14th April and proceeded to sea to complete turning trials, to test hand steering and to carry out Electrical, Radio and Radar trials at sea; on Sunday 15th April again returning to Fremantle on completion. Trainees were instructed as opportunity afforded during this period of trials, in the purpose and use of the trial and in general seamanship.

5. On Monday,16th April H.M.A.Ship under my command proceeded to Cockburn Sound, to ammunition ship at Woodman's Point. Due to unfavourable weather conditions , ammunitioning was deferred until Tuesday, 17th April, and "Mildura" exercised in Cockburn Sound, anchoring overnight.

6. At 0700, Tuesday 17th April, "Mildura" proceeded to Woodman's Point to ammunition, sailing on completion to a position 290 degrees, Bathurst Point Light, 11 miles with the Armament Supply Officer embarked to carry out Gun Functioning Trials. The first dgree of readiness was exercised and R.A.N.R trinees carried out four inch and Bofor's gun drill. On completion of trials the ship returned to Gage Roads to transfer the Inspecting Staff to R.A.N T.B No 12, proceeding thence by night passage to Geographe Bay.

From Wednesday)

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ____

7. From Wednesday, 18th April until Thursday 19th April H.M.A.S."Mildura exercised in Geographe Bay proceeding to Bunbury to arrive 1500 Thursday, 19th April.

8. Courtesy calls were exchanged with the Mayor of Bunbury and with the Resident Magistrate. R.A.N.R training was carried out in harbour, and leave was granted. The Ship was open to inspection from 1330 until 1615 Saturday,21st April and "Mildura" sailed for Fremantle at 1730.

9. The ship exercised in Gage Roads during the forenoon of Sunday 22nd April, streaming sweeps, and entered Fremantle Harbour at 1030. The R.A.N.R draft was paid and disembarked.

10. It was concluded from a sounding of R.A.N.R opinion that the cruise , as the first cruise was much appreciated and that considerable experience was gained. It is regretted that due to circumstances of trials and the completion of the refit more sea-time was not possible , but it is thought that the experiences of the first week of the training period were invaluable in that trainees saw how and in fact commissioned a ship from Reserve, a duty they will be required to undertake in emergency.

11. The general standard of conduct of the R.A.N.R draft , apart from a few minor breaches of discipline which were summarily punished, was satisfactory . Their keeness and willingness to learn was refreshing.

12. Attached as Appendix "A" is a copy of the training programme from 16th to 22nd April,1951.

13. A seperate report of proposals by the President of the Returned Soldier's League, Bunbury for the establishment of a training R.A.N.V.R Division and counter proposals by myself will be forwarded.

J. Ferguson

Lieutenant R.A.N
COMMANDING OFFICER.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

APPENDIX "A".

Seaman Branch.

All R.A.N.R seamen received theoretical and practical instruction in the following subjects.

Hand lead & line, Duties of Quartermaster including "Tricks on the wheel", Look - Outs, Boat - pulling, Hoisting & Lowering sea - boat under way, Anchors and cables, Spreading awnings, Practical splicing (Able - seamen in wire, Recruit seamen in rope), Four inch and 40 MM gun - drill, Field training with rifle and side arms,(Duties of jetty sentry etc) Damage control (Elementary); In addition trainees were onlookers during both four inch and 40 MM shoot,witnessed the AType 276 Radar Set in action and had its capabilities explained and also the port Oropoesa sweep being calibrated.

Communication's Branch.

Recruit signalmen spent the major portion of their time learning the morse code and semaphore alphabet. Daily they read a flashing and semaphore exercise and took part in flag hoisting. Lectures were given on types of V/S and Voice equipment in use in the R.A.N and whilst at sea they performed the duties of signalman of the watch.

Recruit telegraphists read an "S.B.X" twice daily , were instructed in procedure and elementary organization and the use of A.W.A Type Marine equipment onboard, also they received instruction on other types of equipment in use in the service and an elementary lecture on wave propagation.

Supply & Secretariat Branch.

Mainly worked with the Supply Branch,were employed checking B.R Ledgers with issue vouchers and the actual issue of B.R's and O.U's to various departments and then assisted with the posting. Also they worked in the victualling store issuing, writing up Provision, Implement and Loan Clothing A/C's and also demonstrated to them the preparation of menus. In addition they were dropped in the sea-boat followed by thirty minutes boat-pulling.

Engine- Room Branch.

The E.R.A's completed one weeks engine-romm watch-keeping with the ship's staff and assisted with general repairs on evaporator, main-engine bearings ,indicator cards, oil fuel pumps, fire and bilge pumps. In addition they were lectured on the running of evaporators, handling of main engines, use of feed water tests. One hour of their watch was kept in the boiler room and they were shown method of firing, Control of Boilers , Purpose of water gauges, saftey valve and feed regulators.

The stokers spent one week in the boiler - room and the remainder in the Engine- Room. They were instructed in the use of different types of oils for main and auxiliary machinery and the general use of pumps. Worked with the ship's company and were shown how to Control a boiler, Method of firing, Cleaning sprayers, cones etc. and lectured on Fire Precautions, Damage Control and Course of Steam and Water.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Electrical Branch. Recruit L/B's were given practical work in High Power - Switchboard, Tracing earths, Tree system, Fan routines, Motors(Skimming and under -cut) and Navigation circuits. In low power they worked on Bell circuits and battery maintenance . Each recruit also kept a watch in the gyro - room.

R.A.NR OFFICERS. Executive officers carried out both the duties of Officer of the Watch at Sea and in Harbour. In charge on the focs'tle during anchoring and weighing, lowering and hoisting of the sea-boat whilst under way, tooks sights both sun and stars and also azimuths.Practised ship handling and coming alongside a dan - buoy (including man overboard.)

Supply officer revised both on stores and victualling and rendered valuable assistance in the Captain's Office. Also instructed his Recruits clerical and supervised their practical work.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

4336/12/29

SUBJECT: H.M.A.S. Mildura REPORT OF PROCEEDINGS. - May '51

S.N.B.

2nd N.M.

3rd N.M.

4th N.M.

D. of P.

Ops. (N).

N.5.

2nd NM

D.N.L.

H.P.B.

A.A. 2nd N.M.

D. of M.

D.D.M.

D.E. (N).

D.O.U.W.

D.N.M.S.

N.5.

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

A 1979

AUSTRALIAN WAR MEMORIAL RCDIG1073534

D.N.A.I.S. BRANCH
10 SEP 1957
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073534

20/6

19/1

DEPARTMENT OF THE NAVY

MINUTE PAPER

4.336-12-29

C.441/45.

SUBJECT: HMAS Mildura — Report of Proceedings — May '51

14/7

DCNS 21/6

1st N/M 22/6

H/N (for further circulation)

DNI 10/7

DPS 13/7

HN 17/7 DTSR 18/7

DOD 19/7

DNC 20/7

H.N(NS)

17/7

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

286·3·2321

Commanding Officer H.M.A.S. "MILDURA'S REpORT REFERENCE NO. M5/259, DATED 2ND JUNE, 1951.

RECEIVED
A 14 JUN A.M
NAVY REGISTRY

DEPARTMENT OF THE NAVY
4336·12·29

1477

II.

12 JUN 1951

HN (DTSR) 6/6/51

REPORT OF PROCEEDINGS FOR MONTH OF MAY, 1951.

WA 286·3·2321

The Secretary,
Naval Board,
Navy Office,
M E L B O U R N E.

HN

NS

Submitted for the information of the Naval Board.

NAVAL OFFICER IN CHARGE,
FREMANTLE.....W.A.

Naval Staff Office,
Fremantle.....W.A.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

MS/255.

H.M.A.S. "MILDURA
AT FREMANTLE.

2nd June, 1951.

Naval Officer in Charge,
FREMANTLE.....W.A.

REPORT OF PROCEEDINGS FOR MONTH OF MAY, 1951.

Submitted for the information of the Naval Officer in Charge, Fremantle, in accordancewith C.N.O. 107/48, the report of proceedings of H.M.A. Ship under my Command for the month of May, 1951.

2. At 0900 H/1st May, with one officer and thirty four R.A.N.R. ratings embarked, H.M.A.S. "MILDURA" proceeded to Cockburn Sound for R.A.N.R. training exercises, remaining in the Cockburn Sound area, anchoring overnight until 1000/2nd May, when the ship proceeded via direct route to the Bharks Bay exercise area. Weather during the passage was not good training weather, with strong winds and moderate to rough seas.

3. "MILDURA" entered Naturaliste Channel at 0700/4th May, proceeding on an easterly course to raise Cape Peron, with the intention of exercising and anchoring in Dampier Roads or Herald Bight. Due to adverse weather however, exercises were carried out in the Denham Sound - Freycinet Reach area, anchoring overnight under the lee of Quoin Bluff.

4. The ship weighed and proceeded at 0330/5th May for Carnarvon, securing alongside north wharf at 1030. Fresh provisions were embarked, and leave was granted. A courtesy call was paid on the Mayor of Carnarvon. It was noticed, that, the Sub Collector of Customs excepted, Carnarvon evinced little interest in the visit of an H.M. Ship.

5. "MILDURA" proceeded at 0700/6the May for the Sharks Bay area, exercising en route, and came to anchorage in Turtle Bay at 1600.

6. It was concluded from the experience of this cruise and from local information, that the Sharks Bay area is not a good exercise area during the Monsoon period - May - November. Turtle Bay however, appears to be a good anchorage in all but northerly weather and Herald Bay a fair anchorage in all but northerly and Easterly weather.

7. H.M.A.S. "MILDURA" proceeded at 1030/7th May for Geraldton, securing alongside at 1540/8th May. Due to stress of weather, speed was reduced to six knots during the night of 7/8th May. The remainder of the passage was without incident.

8. Courtesy calls were exchanged with the Mayor and Resident Magistrate. All facilities were afforded by the Harbour Master.

9. On Wednesday 9th May, Jubilee Day, Ship was dressed and opened to the public for inspection. Challenges to Sporting fixtures with local teams were accepted, and the entertainment of the Ship's Company was undertaken by Civic organisations. The hospitality of these organisations has been acknowledged.

10. At 1000/10th May, "MILDURA" proceeded to Cockburn Sound via Houtmans Abrolhos, carrying out Gunnery drills and a shoot to seaward of the Archipelago. Sweeps were streamed in Gage Roads and exercises carried out in Cockburn Sound.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

"MILDURA" returned to Fremantle at 1320/12th May, and disembarked the R.A.N.R. draft.

11. At 0545 Monday/14th May, the Ship proceeded to Gage Roads and remained at anchor until a harbour-berth was available p.m. Wednesday 16th May. Subsequent movement in harbour required steam to be maintained until Friday 18th May. It will be appreciated that continuous steam and frequent movements in harbour do not permit the regular and thorough routine maintenance required, and it is recommended that the Harbour Trust be approached with a view to providing a permanent Naval berth.

12. A large draft "out" and a considereble sick list necessitated re-organisation of the watch and Station Bill, which was not complete when an R.A.N.R. draft of two officers and thirty two ratings was embarked during the forenoon of Monday 21st May.

12. "MILDURA" proceeded to Cockburn Sound for exercises at 0900/22nd May, and remained in the area until 1630/23rd May, thence proceeding via direct route and night passage to the Geographe Bay area. The discovery of a slight contamination of feed water, forced the "shutting down" of one boiler and speed was reduced to 8 knots. On arrival at Geographe Bay, further tests and examination of the condenser revealed contamination of both reserve and main feed water tanks and defective condenser tube ferrules. The ship remained at anchor while defects were made good by ship's staff - exhausting all contaminated water and alternating boilers until clean water had been distilled, a further delay was occasioned by minor Evaporator defects, which were again remedied by Ship's staff.

13. At 0430/26th May, H.M.A.S. "MILDURA" proceeded for King GeorgeSound, arriving at 1000/27th May. Seas were moderate to rough with a heavy South Westerly swell. The passage was without incident. Exercises were carried out during 27th May, and the forenoon of 28th May, the Ship entering Princess Royal Harbour and securing alongside at 1220.

14. A call was paid on the Senior Naval Officer Afloat, the Commanding Officer of H.M.A.S. "LABUAN", and later with this officer courtesy calls were exchanged with the Mayor of Albany. Leave was granted on 28th and 29th May, and patrols landed. The Civic authorities made available two buses for conducted tours of the surrounding district. Full advantage was taken of this hospitality. Inter ship sporting competition was arranged with H.M.A.S. "LABUAN", and opportunity was taken to conduct whaler races.

15. I attended a meeting convened by the President of the local Recruiting Committee, for the purpose of discussing the establishment of a training Division of the R.A.N.R. at Albany. A separate report will be forwarded.

16. "MILDURA" proceeded at 0900/30th May for Geographe Bay, carrying out Gunnery exercises en route. The passage was uneventful. Increasing North West winds during the afternoon of 31st May made it advisable to proceed direct to Cockburn Sound.

17. At 1600/31st May, excessive vibration indicated either a damaged Port propellor, or a loose "A" bracket. Subsequent examination of accessible fittings suggested a defective "A" bracket bearing. The port engine was stopped and the port propellor braked and "MILDURA" proceeded on one engine, speed 7½ knots. It is thought that docking will be necessary to determine and to remedy the defect.

18. The health of the Ship's company has been fair only, with one officer and four ratings discharged to hospital, two ratings retained in "LEEUWIN'S" Sick-bay, and a quite long

AUSTRALIAN WAR MEMORIAL RCDIG1073534

attending list. It is not thought however, that living conditions on board are in anyway responsible, and examination of the daily Medical record will confirm this opinion. The absence through sickness of these numbers has forced additional duty and responsibility upon the remainder of the Ship's company, and it is emphasised that the Reduced Scheme of Complement allows no margin for such situations.

19. Conduct has not been all that is required of a training ship, and discipline therefore is inflexible. It is considered that a good number of ratings entered during the post-war period feel that a "draft" to a ship operating from their home port lends itself to relaxation and may be treated as a "holiday", and that the comparative youth of the Senior ratings lacks the authority necessary to govern experienced Senior ratings. These impressions are being corrected, and it is confidently expected that the required standard of conduct will be maintained.

20. Some amenities for the ship's company's comfort are yet lacking. These will be provided as funds are available. The Service System Canteen is functioning well, and is adequate to demands.

Appendix I is attached.

J. Ferguson

LIEUTENANT, R.A.N.
COMMANDING OFFICER.

COMMANDING OFFICER
11 JUN 1951
H.M.A.S. LEEUWIN

AUSTRALIAN WAR MEMORIAL RCDIG1073534

APPENDIX 1.

Number of Hours steamed for the month of May,1951.

1,880.7 miles.

Number of Hours under - way for the month of May,1951.

237.14 minutes.

Average number of miles steamed per ton of oil fuel.

9.13 miles.

Total number of Miles steamed since commissioning.

182,845.6 miles.

Total number of Hours under - way since commissioning.

21,286.38 minutes.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY.

4336/17/29

MINUTE PAPER.

SUBJECT: H.M.A.S. Mildura REPORT OF PROCEEDINGS.- June '51

S.N.O. 27/8

2nd N.M. 28/8. D/Cdr. Ferguson is doing an excellent job &

3rd N.M. 30/8

4th N.M.

D. of P.

Ops. (N). 5/9

N.S. 5/9

D.N.L.

H.P.B. 11/9

A.A. 2nd N.M. 9

D. of M. 12/9

D.D.M. 12/9

D.E. (N). 17/9

D.O.I.W.

D.N.C.S. Seen by DNMS 25/9

N.S. 29/9

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

D.N.M.S. BRANCH
20 SEP 1951
NAVY

20/8 13/7

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336-17-29

C.441/45.

SUBJECT: HMAS Mildura - Report of Proceedings - June '51

C.N.7

D C N S 16/7

1st N M 17/7

H N (for further circulation)

D N I 13/VIII

D P S 16/8

D I S R.

D O D 22/8

D N C 23 Aug.

H N (N5)

13/9

AUSTRALIAN WAR MEMORIAL RCDIG1073534

29

RECEIVED
4 9 JUL AM
NAVY REGISTRY
1700

Commanding Officer, H.M.A.S. "MILDURA's" Report Reference No.M5/330, Dated 1st July, 1951.

WA 286.3.2339

II.

The Secretary,
Naval Board,
Navy Office,
MELBOURNE.

-6 JUL 1951

DEPT OF THE NAVY
4336. 17 29

PP
2NM
25/6

REPORT OF PROCEEDINGS FOR MONTH JUNE, 1951.

Submitted for the information of the Naval Board.

HN
9/7
N5

Naval Staff Office,
Fremantle.....W.A.

NAVAL OFFICER IN CHARGE,
FREMANTLE.....W.A.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. M5/330.

H.M.A.S."Mildura"
At Fremantle.
1st July,1951.

Naval Officer in Charge,
Fremantle.

(Copy to Commanding Officer, H.M.A.S"Leeuwin".)

REPORT OF PROCEEDINGS FOR MONTH JUNE,1951.

Submitted for the information of the Naval Officer in Charge, Fremantle, in accordance with CNO 107/48, the Report of Proceedings of H.M.A.Ship under my command for the month of June,1951.

2. At 0001/1st JUNE H.M.A.S."Mildura" was on passage from Geographe Bay to Fremantle with 2 Officers and 37 Ratings of an R.A.N.R draft borne for Training Cruise No 3. A suspected defective port "A" bracket necessitated steaming on one engine, with port propellor braked, speed 7½ knots. The passage was without incident. "Mildura" proceeded to Cockburn Sound to stream sweeps to complete R.A.N.R Training programme arriving 1130H, and on being directed to return to harbour , secured alongside Victoria Quay, Fremantle at 1420. Base staff assistance was requested. Examination of the starboard engine disclosed that a neck bush had seized on the piston rod. Arrangements for machining the necessary spares, neck-bush and metallic packing, and the work was undertaken by Ship's staff.

3. The R.A.N.R draft was disembarked P.M Saturday, 2nd June.

4. The suspected "A" bracket defect was confirmed by the Base Engineer Officer and "Mildura" was slipped on South Slipway Fremantle at 1115 Wednesday,6th June. Examination on drawing of the port shaft disclosed that the bearing was worn beyond repair and the shaft scored beyond the pres prescribed limits. Repair was undertaken by Dockyard. The bearing was rewooded and machined to the prescribed clearance and a spare shaft was fitted. During the period on the slipway, the bottom was cleaned, A/S Dome inspected and serviced and bare patches "touched up" with anti corrosive. The state of the Ship's bottom, considering the long period alongside, before the ship was ready for service, proved the effective -ness of the anti-corrosive paint used. A docking report has been forwarded by the Base Engineer Officer.

5. "Mildura" was unslipped at 0845H Monday,11th June, and was towed to berth at Victoria Quay. An R.A.N.R draft of 2 Officers and 40 ratings was embarked for Training Cruise No 4 at 1100. The ship remained alongside,completing repairs to the starboard engine, fuelling provisioning and storing, proceeding to Cockburn Sound at 0900H, Thursday,14th June for R.A.N.R Training Cruise No 4. Candidates for higher rate, from Ships and Establishments in the Fremantle Command, were embarked for training during the period in Cockburn Sound. Sweeps were streamed, dan buoys rigged, laid and weighed, and opportunity was given candidates to take charge of parties for Part of Ship duties and Boatwork.

6. At 1050 Saturday,16th June Mildura proceeded from Cockburn Sound for Houtman's Abrolhos via Champion Bay, disembarking the Higher rates class in Gage Roads enroute. Fuel consumption trials, as required for form S 231 and a full power trial were carried out during the passage. Weather was not ideal for a full power ,wind generally Force 5,gusting to Force 6, Sea and swell 23 to 34. Maximum revolutions

(obtained were 211, Speed)

AUSTRALIAN WAR MEMORIAL RCDIG1073534

obtained were 211,Speed 13.4 knots , but it is thought that the rated maximum 225 revolutions can be obtained by fitting one 600 pound sprayer to each boiler in lieu of existing 400 pound sprayers. The trial also showed the most economical cruising speed to be 140 revolutions, and cruising revolutions will be adjusted to this figure, Forms S231 and S 346 will be forwarded.

7. H.M.A.Ship under my command arrived in the Good Friday Bay anchorage area at 1430 Sunday,17th June. In view of the prevailing weather, and since no useful training could be accomplished, course was directed to Champion Bay, anchoring at 1905. Mildura exercised in Champion Bay during the forenoon of the 18th June, before proceeding to Geraldton, securing alongside at 1130.

8. The Mayor and His Lady were entertained, and leave was granted.

9. At 0800H the 19th June Mildura proceeded for Geographe Bay and Busselton. The weather deteriorated considerably during passage and when forecasts and observations indicated a stationary low pressure area off Cape Leeuwin, which would have made Geographe Bay unsuitable for sea exercises, I proceeded direct to Cockburn Sound arriving at 1000 the 20th June. Mildura exercised in Cockburn Sound daily, anchoring overnight in Sulphur Bay, until proceeding to a position 15 miles to the westward of Rottnest Island, at 0900 Friday,22nd June for a gunnery shoot and action exercises.A mark 7 Depth charge fitted with a mark 7 Modification 3 Pistol, was dropped in 75 fathoms, depth setting 150 feet,speed 12 knots. Detonation was satisfactory but 5 secondslate. Smoke was satisfactorily laid by mark 6 Smoke Float, duration 15 minutes.

10. During the return passage to Cockburn Sound, a large scale damage control and action exercise was carried out. Mildura anchored overnight in Cockburn Sound and returned to Fremantle at 1230 the 23rd June. The R.A.N.Rdraft was disembarked during the afternoon.

11. Apart from harbour movements to meet po rt requirements, Mildura has remained alongside, reverting to 48 hours notice for steam 28th June, and being granted 42 day's availability for leave and urgent defects from that date.

12. The health of the Ship's Company remains fair only- 1 Officer and 2 ratings remain in hospital, and have been absent from the ship for over 30 days. The inconvenience caused by such absence has been relieved by loan drafts for sea-going periods only from shore establishments of the Fremantle Command. It is again emphazized however, that it is not considered that living conditions in the ship are responsible for unusual sickness.

The conduct of the Ship's Company has improved considerably, and it is now thought that the ship has shaken down to a reasonably efficient and "Happy " state.

13. The service system canteen is functioning well and is adequate to demands. Grants have been made to Welfare and Sports Funds for the purchase of Radios, Sports gear and other amenities lacking. Repayment of the loan from the Central Canteen Fund will be commenced by quarterly installments on the 1st July.

Appendix A is attached.

4 JUL 1951

A. Ferguson

Lieutenant R.A.N
COMMANDING OFFICER.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

APPENDIX " A ".

NUMBER OF MILES STEAMED FOR THE MONTH OF JUNE,1951.	789.55 miles.
NUMBER OF HOURS UNDER WAY FOR THE MONTH OF JUNE,1951..	96.5 hours.
AVERAGE NUMBER OF MILES STEAMED PER TON OF OIL FUEL.	8.39 miles.
TOTAL NUMBER OF MILES STEAMED SINCE COMMISSIONING.	183,635.2 miles.
TOTAL NUMBER OF HOURS UNDER WAY SINCE COMMISSIONING.	21,382.88 hours.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY.

H336-12-29.

MINUTE PAPER.

SUBJECT: H.M.A.S. Mildura REPORT OF PROCEEDINGS. July 1951.

S.N.B. D 8/9

2nd N.M. 8/9

3rd N.M. 10/9

for 4th N.M. 13/9

D. of P. 14/9

Ops. (N). 14/9

N.5.

D.N.L. 14/9

H.P.B. 20/9.

A.A. 2nd N.M.

D. of M. 20/9

D.D.M. 21/9

D.E. (N) 1/10

D.O.U.W. 4/10/57

D.N.M.S. 6.10

N.D. 29/10

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

26/10

AUSTRALIAN WAR MEMORIAL RCDIG1073534

D.N.M.S. BRANCH
5 OCT 1951
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY

MINUTE PAPER

H336-12-29

C.441/45.

SUBJECT: HMAS Kildwra - Report of Proceedings - July 1951

DCNS

1st NM

HN (for further circulation)

DNI

DPS

DTSR

DOD

DNC

HN (N5)

23/8

MINUTE PAPER

DEPARTMENT OF THE NAVY

AUSTRALIAN WAR MEMORIAL RCDIG1073534

4336/17/29

Commanding Officer, H.M.A.S. "Mildura's" Report Dated 3rd August, 1951.

RECEIVED
A 16 AUG A.M
NAVY REGISTRY

DEPT OF THE NAVY

4336. 17. 29.

II.

WA286.3.2376

14 AUG 1951

1955

The Secretary,
Naval Board,
Navy Office,
MELBOURNE.

P.P.
2 N.M.
25/6. PT.

REPORT OF PROCEEDINGS FOR THE MONTH OF JULY 1951.

Submitted for the information of the Naval Board.

Naval Staff Office,
Fremantle.....W.A.

NAVAL OFFICER IN CHARGE,
FREMANTLE.....W.A.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6334

Royal Australian Navy.

4336 · 17 · 29

IN REPLY PLEASE QUOTE
No. M5/444.

H.M. A.S.Mildurs
At Fremantle
3rd August 1951.

Naval Officer in Charge
Fremantle W.A.

Report of Proceedings for the month of July 1951

Submitted for the information of the Naval Officer in Charge Fremantle, in accordance with C. N.O.107/48, the Report of Proceedings of H.M.A.Ship under my command for the month of July 1951.

For the whole, of the month of July H.M.A.S.Mildura remained at forty two days availability, expiring 10th August 1951 for mid-winter leave and making good urgent defects. Minor defects were progressed by Ship's staff and contractors, and long leave was granted in two watches.

The health of the Ships company is good, and conduct is satisfactory. The Service System Canteen is functioning well and is adequate to requirements.

Appendix A is attached.

J. Ferguson
Lieutenant Commander R.A.N.

Commanding Officer

D. R. R. F.
12 OCT 1951
NAVY

Appendix A.

Number of miles steamed for the month of July 1951	Nil
Number of hours under way for the month of July 1951	Nil
Average number of miles steamed per ton of oil fuel	-
Total number of miles steamed since commissioning	183,635.2
Total number of hours under way since commissioning	21,382.88

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DNHS 19/10.

DEPARTMENT OF THE NAVY.

4336/12/29

MINUTE PAPER.

SUBJECT: H.M.A.S. Mildura REPORT OF PROCEEDINGS. August 1951

S.N.O. 9/10

2nd N.M. 9/10

3rd N.M. 16/10

4th N.M.

D.N.W.O. 19/10.

D. of P. 22/10. Dof V should see para 15

Ops. (N) 25/10

Dof V 31/10

N.A. 6.

N.S. 2/11

D.N.L. 2/11

H.P.B. 7/11

A.A. 2nd N.M. 12/11

D. of M. 15/11

D.D.M. 19/11

D.E. (N).

D.O.U.W. 29/11/51

D.N.M.S. 3.12.

N.S. 19/12

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

3/10 18/9

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/29

C.441/45.

SUBJECT: HMAS Mildura - Report of Proceedings - August '51

18/9

DCNS 18/9

1st NM

HN (NS) (for further circulation)

for DNI 26/9

DPS 26/9.

DISR 2/10

DOD 2/10

DNC 5/10

HN (NS)

2/10.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

4336/17/29

Commanding Officer H.M.A.S. "MILDURA'S" Report Dated 3rd September, 1951.

RECEIVED
A 13 SEP P.M
NAVY REGISTRY

4336/17/29.
NAVY

II.

REPORT OF PROCEEDINGS FOR THE MONTH OF AUGUST, 1951.

4NM 11/9/51.

WA286·3·2400

The Secretary,
Naval Board,
Navy Office,
MELBOURNE.

2159 11 SEP 1951

4NM 11/9/51.

Submitted for the information of the Naval Board.

NAVAL OFFICER IN CHARGE,
FREMANTLE.....W.A.

Naval Staff Office,
Fremantle.....W.A.

6179.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

MS/553.

H.M.A.S. "Mildura",
At Sea.
3rd. Sept., 1951.

Naval Officer in Charge,
~~West. Australia.~~ Fremantle.

Report of Proceedings for the month of August, 1951.

Submitted for the information of the Naval Officer in Charge, ~~West. Australia,~~ Fremantle, in accordance with C.N.O. 107/48, the Report of Proceedings of H.M.A. Ship under my command for the month of August, 1951.

2. From 1st. August to 10th. August, H.M.A.S. "Mildura" remained at availability for leave and to make good urgent defects; coming to four hours notice for steam a.m. 13th. August, 1951. During this period livings spaces and storerooms were prepared to receive the first National Service draft; the Mark 23 Mounting and Mark 19 ~~gun~~-four-inch gun was landed to Naval Armament Store Officer, Byford and a Mark 23 two star mounting and new Mark 19 Gun shipped in lieu in accordance with CNO 260/44.

3. At 0900 Monday 13th August,1951, a draft of fifty - one National Service Trainees and two instructors was embarked for forty-seven days training. From 13th/15th August trainees familiarised themselves with the ship's routine, and fuel, Stores and provisions were embarked.

4. Before proceeding at 1030H/ 16th August for exercises in Cockburn Sound, a short Divine Service was held by the Honorary Naval Chaplain. Mildura proceeded to Cockburn Sound and remained in that area anchoring overnight and watering H.M.A.S."Parkes" before returning to Fremantle at 1700 Saturday, 18th August.

5. At 1115 Monday, 20th August, H.M.A.S."Mildura" again proceeded to Cockburn Sound, anchoring in CAREENING COVE ,off Colpoys Point, at 1735.

6. At 1615 Vice Admiral Sir John Collins, K.C.B., Chief of the Naval Staff, attended by Captain H.L. Howden, C.B.E., R.A.N., Naval Officer in Charge, West Australia and Commander A.K. Ramsay, R.A.N., walked around the ship, and inspected the ships company at Divisions. The Admiral disembarked at 1720, and "Mildura" weighed and proceeded to Fremantle, securing alongside at 1900.

~~7.~~

7. At 1630, Thursday ~~25th.~~ 23rd August, H.M.A.Ship under my command proceeded for King Georges Sound and Albany. The weather deteriorated after rounding Cape Leeuwin, and a heavy south-westerly swell made the course uncomfortable. The passage was without further incident, and "Mildura" secured alongside Old Arm Deep water Jetty, Albany, at 0930, Saturday 25th.

8. Boatwork training was carried out in Princess Royal Harbour, and opportunity was taken to land recreational parties and sports teams.

9. H.M.A.S."Mildura" proceeded for Esperance Bay at 1200, Monday 27th. August, exercising en route in good weather. In view of the heavy surge alongside the new jetty, I anchored in five fathoms off the old jetty. Leave and recreational parties were landed.

10. After weighing at 0800, Tuesday 28th. August, exercises were carried out in Esperance Bay before proceeding to King Georges Sound, where the ship exercised on 30th. and 31st. August. Esperance Bay, despite the swell, is a good exercise area, though it appears to be more convenient to anchor rather than secure alongside the new jetty; King George's Sound is an excellent exercise area in all weathers, with a good anchorage in Frenchman's Bay.

/ 11....

AUSTRALIAN WAR MEMORIAL RCDIG1073534

11. "Mildura" proceeded to Albany, securing alongside Deep Water Jetty ~~to~~ to fuel at 1200, 31st. August.

12. Separate reports of training, and reports on Victualling contracts arranged by Victualling Store Officer, Fremantle will be forwarded on completion of the training cruise.

13. The health of the ship's company is good, and conduct is satisfactory. The Service System Canteen is functioning well, and is adequate to requirements.

14. The accomodation of fifty National Service Trainees does not unduly strain accomodation space, though some crowding is evident in heavy weather.

15. Victualling arrangements at present are adequate and satisfactory, but it can be foreseen that increased prices for fresh provisions purchased at outlying ports may place some financial strain upon the repayment system of messing. No fair trial has yet been given, however, and attention will be given to this matter when forwarding my September report.

16. National Service trainees were unfortunate in experiencing comparatively heavy weather at their first "taste" of the sea, and some falling-off in enthusiasm and deflation of "high hope" was noticed for a few days. They have now recovered, however, and training is progressing satisfactorily.

17. Appendix A is attached.

J Ferguson

Lieutenant Commander, R.A.N.

Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

APPENDIX "A".

NUMBER OF MILES STEAMED FOR THE MONTH OF AUGUST,1951:-	867.7 miles.
NUMBER OF HOURS UNDERWAY " " " " " " :-	107 hrs. 44 mins.
AVERAGE NUMBER OF MILES PER TON OF OIL FUEL:-	8.34 miles.
TOTAL NUMBER OF TONS OIL FUEL EXPENDED:-	104 tons.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

20/11

19/10

DEPARTMENT OF THE NAVY

MINUTE PAPER

4 336/12/29

C.441/45.

SUBJECT: HMAS Mildura – Report of Proceedings – September 1951

19/10

DNAS 19/10

D C/NS for 23/10

1st N M

H N (NS) (for further circulation)

D N T 7/11

D P S 16/11

D T S R 19/11

D O D opinion – Inaction required by us on the proposal marked || on 2nd page.

opinion: No Unless an official complaint arrives. 20/11

20/11

D N C 22/11

H N (NS)

Letter is being prepared on file 3106/1/2 informing C.O. Mildura of the details required when reporting "Whale Sightings"

19/11

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY
NAVAL STORES
MINUTE PAPER

AUSTRALIAN WAR MEMORIAL RCDIG1073534

4336/12/29

Commanding Officer H.M.A.S. "MILDURA'S" Letter M31/633 of 1 Oct 1951.

RECEIVED
A 13 OCT AM
NAVY REGISTRY

4336. 12. 29
NAVY

11

REPORT OF PROCEEDINGS FOR THE MONTH OF SEPTEMBER

WA286-3-2416

The Secretary,
Naval Board,
Navy Office
MELBOURNE.

2376

10 OCT 1951

Submitted for the information of the Naval Board.

NAVAL OFFICER IN CHARGE
FREMANTLE W.A.

Naval Staff Office,
Fremantle. W.A.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Appendex "A"

Month of September, 1951.

No of miles steamed for the Month of September, 1951	:-	2123.2 Miles
No of hours underway " " " " " "	:-	249hrs 11mins
Average noof miles per ton of fuel oil	:-	11.05 miles per ton
Total no of tons oil fuel expended	:-	192 tons
Total number of miles steamed since commissioning.	:-	186,626.1 miles.
Total number of hours under way since commissioning.	:-	21,739.78 hours.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

M31/633.

H.M.A.S."Mildura",
At Fremantle.
1st. October, 1951.

Naval Officer in Charge,
Fremantle.

REPORT OF PROCEEDINGS FOR THE MONTH OF SEPTEMBER, 1951.

Submitted for the information of the Naval Officer in Charge, Fremantle, in accordance with C.N.O. 107/48, the Report of Proceedings of H.M.A.Ship under my command for the month of September, 1951.

On 1st. September, H.M.A.S."Mildura", with a National Service draft embarked, was at Albany. Fuel to seventy per cent capacity was embarked, and at 0545, Sunday 2nd. September, to comply with Naval Officer in Charge, Fremantle's signal D.T.G. 310630Z, "Mildura" proceeded for Fremantle. A heavy south-westerly swell, with moderate to rough seas and frequent heavy rain squalls , made the passage uncomfortable, and for some time speed was reduced to six knots. During this period, seasick casualties among the National Service trainees were heavy.

After anchoring in Gage Roads for two hours to conform with harbour movements, "Mildura" entered Fremantle harbour and secured alongside at 2130, Monday 3rd. September. Fuel was completed to capacity, and sea stocks of fresh and dry provisions were embarked. At 0900, 5th. September H.M.A.Ship under my command, with technicians of the staff of N.A.S.O. Byford embarked, proceeded to area N.Y. to carry out successful gun functioning trials of the new Mark 19 4" gun, and Mark 23x mounting, returning to harbour on completion. Dieselene distillate fuel for H.M.A.S."Limicola", and stores and provisions for ~~H.~~ H.M.A.S."Karangi" and the R.A.A.F. Party, Onslow were embarked.

At 1100, Saturday 8th. September, in accordance with Naval Officer in Charge, Fremantle's signal D.T.G. 080142Z, "Mildura" came to immediate notice; I took "Limicola" under my orders, and prepared to sail to rendezvous with H.M.A.S."Karangi" in Shark Bay. A series of unforseeable main engine and auxiliary defects developed in H.M.A.S. "Limicola" prevented sailing until Wednesday 12th. September. Technical assistance from "Mildura" to make good these defects was loaned.

During this period in harbour, training in accordance with the National Service syllabus was progressed. At 0900, Wednesday 12th. September, the Director of National Service Training, Captain A.S. Rosenthal, D.S.O. and Bar, R.A.N., attended by the staff of Senior Officer, Reserve Fleet, walked round the ship.

H.M.A.S."Mildura", with H.M.A.S."Limicola" in company, proceeded at 1400, Wednesday 12th. September for Shark Bay, to rendezvous with H.M.A.S."Karangi". Except for a steering engine defect, necessitating shifting to hand steeringfor about two hours, the passage was without incident. The weather was fair, sea slight to moderate and following, and "Limicola" made good 8.3 knots. Numerous whales, southbound, in schools of up to six, were sighted during the passage.

"Mildura" arrived at the rendezvous in Turtle Bay at 1900, 14th. September, and anchored in nine fathoms. Provisions were transferred, and "Karangi" departed for Fremantle at 0015, 15th. September, "Mildura" remaining at anchor until 0430, when course was set via the seaward route to Onslow.

The weather freshened and the sea increased during this passage, but remained following, and the passage was without incident. "Mildura" secured alongside Onslow jetty at 1715, Sunday 16th. September. "Limicola" completed to full capacity of fuel and water the following day, and stores and provisions held were transferred. Drums of dieselene for "Limicola's" use were landed to a dump made available by the wharfinger, Onslow.

The berth alongside at Onslow, because of strong tides, a moderately high range of tide, and in any westerly or nor'westerly wind, is uncomfortable; and it is understood that the Commanding Officer, H.M.A.S."Limicola" is investigating the possibility of laying a mooring in sheltered water to the eastward.

In order to clear the berth for M.V."Koolinda", "Mildura" proceeded at 0445, 18th. September, via Ashburton Roads to Anchor Island, anchoring in the lee of that island and Bowers Ledge at 1250, Instruction in methods of sounding, gunnery drills and boatwork under

/.....power.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

power and oars was progressed throughout the day.

"Mildura" proceeded at 0700,19th. September,to the area bounded by Peak, Flat, and Murron Islands to stream sweeps, lay dan buoys, and carry out gunnery firings. An unidentified lugger was sighted sheltering in the lee of Long Island, but it is believed that this was the pearling or fishing lugger operating from Onslow.

In order to provide a target for gunnery firings, a landing party of National Service trainees under instruction was despatched to investigate Peak Island and to erect a survey mark. This provided a suitable target for bombardment, and passing and closing runs of a controlled shoot were made, radar range being "scrambled" into the sound powered telephone control circuits, and spotting corrections to radar range being applied by the Control Officer. A radar index error of 300 yards was determined by fixes and applied by the operator. Fire was opened at 6500 yards, closing ~~5500~~ to 5500 yards, and in the initial stages of the first run the target was straddled. Thereafter, failure to report bad shots reduced control efficiency. After further drill, however, control and gun's crew teamwork improved considerably, and the target was straddled repeatedly. During closing runs,fire was opened at about 5000 yards and checked at 3000 yards, whereupon the Bofors carried out a highly successful strafing shoot, opening fire at 2800 yards and checking fire at 2000 yards. The mark, however, remains standing.

National Service trainees carried out the duties of loading and ammunition supply numbers during the shoot. Ammunition used was 4" S.U. Practice and 40 mm. H.E.T. With regard to the provision of a tagget for gunnery practice in this area, it is observed that the 1922 wreck on North West Cape would provide a suitable target for firings from reasonably sheltered water in Exmouth Gulf; and it is thought that the Deputy Director of Navigation may concur in declaring this area a firing area with the wreck as target,

Less water than the charted depth was found five cables to the eastward and south-eastward of Peak Island, and it is believed that the reef and shoal water extends further in this direction than charted. A thorough investigation was not made.

Minesweeping exercises were carried out in the area. Both sweeps were streamed in seven to ten fathoms, with a two-fathom float wire, two fathoms of kite wire veered. National Service trainees took part in all operations. Due to the shallow depth, however, and to the possibility of "nigger heads", this is not a suitable area for minesweeping. It was used on this occasion to obtain a lee,

"Mildura" anchored in Exmouth Gulf in a position 140(T) Vlaming Head Light 7.2 miles at 1800, remained at anchor overnight, and proceeded at 0630, 20th. September for Shark Bay, coursebeing set to pass to the eastward of Bernier and Dorre Islands. Numerous whales were sighted in the SharknBay area, and again the southward "trek" was observed. Exercises were carried out in the Shark Bay and Turtle Bay areas throughout Friday 21st. September until 1630, when course was set for Geraldton. A strong easterly set of 1½ to 2 knots was experienced off Shoal Point, but the passage was withoutbfurther incident.

H.M.A.S."Mildura" secured alongside Geraldton at 1830, 22nd. September. Leave was granted, Church parties were landed on the 23rd. September, and the ship was opened to visitors from 1300 to 1500. It has been noted that the people of Geraldton are most enthusiastic naval partisans. Successive visits increase, rather than diminish, this enthusiasm.

"Mildura" proceeded from Geraldton for Cockburn Sound at 1500, 23rd. September. It had been intended to conduct a night shoot off uninhabited Edel Land en route to Geraldton. Unfavourable weather precluded this programme, and I decided to complete to programme during thispassage. Some local authorities and local fishermen were informed of this intention. At 2000, in a position 18½ miles to the westward of Dongara, after a continuous all round radar sweep had shown a clear scan, fire was opened to seaward with starshell, and these starshell bursts were used as targets for a Bofors and Bren shoot. This illumination was sighted by a civil aircraft, Perthbound, and unfortunately reported to the Police Department, as a vessel in distress. It is regretted if inconvenience was caused, since every endeavour was made to inform all concerned, and to ascertain if ships or craft would be in the vicinity. With the exception of a broadcast of intentions, on 500 k/cs., negatived by absence of shipping in the area, procedure was as laid down in Weekly Notices to Mariners No. 9

/.....of 1951.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

of 1951. The remainder of the paasage was uneventful: training exercises were carried out en route, and the ship anchored in Careening Cove at 1630.

"Mildura" exercised in Cockburn Sound throughout Tuesday 25th. September, anchoring and securing to a buoy as necessary, before proceeding at 0900, 26th. September, to area N.Y. for gunnery and T.A.S. exercises. In adverse weather, the ship's company exercised the first degree of readiness, and remained at that station throughout the period. The gunnery surface target was a 44 gallon drum fitted with radar topmark Despite the steep seas and heavy swell, this target was detected and held at 4000 yards, though not sufficiently well to carry out a radar controlled shoot at that range. It is thought, however, that under calm conditions this expedient would have proved eminently satisfactory. A.A. practice, during which the target was single shot 4" H.E. bursts, and all National Service trainees manned each number of the Bofors gun's crew, was satisfactory. Bren machine guns were also manned by National Service trainees.

A pattern of three depth charges, settings 100 and 150 feet, was dropped in 75 fathoms in position 305(T) Rottnest Light 10 miles, speed 12 knots. Detonation was accurate within the prescribed limits. Smoke was generated and laid. On completion of firings, a large scale Damage Control and Action exercise was carried out satisfactorily. "Mildura" anchored in Careening Cove at 1815, 26th. September, and remained at anchor cleaning ship until returning to Fremantle at 1630, 27th. September.

"Mildura" remains alongside to complete with fuel, stores, and provisions. The National Service draft was disembarked p.m. 28th. September after a moderately successful cruise. Full details of this cruise are included in my report M74/634, dated 1st. October, 1951.

The accomodation of fifty National Service trainees was not an undue strain; victuallingbarrangemants were within resources, though no doubt not as adequate nor as varied as could be expected in a shore establishment. Purchases of provisions at outlying ports were restricted to a minimum, since experience has shown that goods available are of inferior quality and exorbitant price. The resources of the Service System canteen were strained to the utmost, but remained adequate. Essential Service was satisfactory.

The health of the ship's company is good, though some evidence of dermatitis and tropical itch in lower latitudes was evident. The assistance of the experienced Leading Sick Berth Attendant from H.M.A.S. "Leeuwin" was invaluable.

The conduct of the ship's company is good. Minor breaches of discipline among the National Service trainees were quickly corrected, Two desertions from the Engine Room branch, and the absence of a Stoker Mechanic detained in "Leeuwin" for medical treatment were felt by the depleted complement of Stoker Mechanics during continuous watchkeeping, Generally, however, a variety of training, extra work, and a sense of accomplishment has been conducive to the making of a happy ship's company.

National Service trainees were of a fair to good standard, but not, as I had been led to believe, superior to Permanent Service recruits, They appeared to grasp essentials more quickly, but lacked those essentials of discipline and training which must be imparted during Recruit School training. The majority, however, will make quite good"emergency" sailors", and some are keen and willing enough to adopt the Naval Service as a career,

Appendix A is attached.

J. Ferguson

Lieutenant Commander, R.A.N.,

Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY.

4336/12/29

MINUTE PAPER.

SUBJECT: H.M.A.S. MILDURA REPORT OF PROCEEDINGS. October '51

DNAS 19 5 52

S.N.B. 24/12

2nd N.M.

28/12 3rd N.M.

4th N.M.

DAWOT 14/1

D. of P. 13/1

Ops. (N). 15/1

N.E. 18/1

D.N.L. 22/1

H.P.

N.A. 2nd N.M. (x)

D. of M. 30/1

D.D.M. 31/1

A/D.E.(W) 12/2

D.E. (N) 13/2

D.O.U.W. 22/2/52

D.N.M.S. 26/2

N.5.

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

2 Jan 100

M 15/1

AUSTRALIAN WAR MEMORIAL RCDIG1073534

D.N.M.I.S. BRANCH
26 FEB 1952
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073534

HBL.JMB.

4336/12/29.

19
DNAS To

47728 20DEC51

The Senior Officer,
Hydrographic Service,
Naval Base Headquarters,
POTTS POINT. N.S.W.

H.M.A.S. MILDURA - REPORT OF PROCEEDINGS - OCTOBER, 1951.

I am directed by the Naval Board to forward herewith, for information, copy of Report of Proceedings submitted by H.M.A.S. MILDURA for the month of October, 1951.

Encl:

Secretary, Naval Board.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

23/11

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/29

C.441/45.

SUBJECT: HMAS Mildura - Report of Proceedings - October '51

DNAS 19/10

DCNS

1st NM

H/N(N5)

DNI 6/12

for

D.P.S. 7/12

for O.L.

DTSR 11/12

N1

DOD Request copy of this letter be forwarded to S.O.N.S. for his information. 13/12

DNC 14 Dec

HN(N5)

11/12.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

29/11.

MINUTE PAPER
DEPARTMENT OF THE NAVY

AUSTRALIAN WAR MEMORIAL RCDIG1073534

29

4336.12 29

(MILDURA's REPORT OF PROCEEDINGS FOR MONTH OF OCTOBER, 1951).

DNAS 19/10

RECEIVED
A 19 NOV A.M
NAVY REGISTRY

11.

WA 286·3·2439

The Secretary,
Naval Board,
MELBOURNE.

1698

16 NOV 1951

REPORT OF PROCEEDINGS FOR MONTH OF OCTOBER, 1951.

Submitted for the information of the Naval Board.

HN

2. With reference to paragraph 4 of "MILDURA'S" letter, this matter is being discussed with the State Shipping Service.

Naval Staff Office,
FREMANTLE.

NAVAL OFFICER IN CHARGE,
FREMANTLE, W.A.

N 4/11

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6834

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. M5/789.

H.M.A.S."Mildura",
At Sea.
5th. November,1951.

Naval Officer in Charge,
Fremantle, W.A.

REPORT OF PROCEEDINGS FOR MONTH OF OCTOBER, 1951.

Submitted for the information of the Naval Officer in Charge, Fremantle, in accordance with C.N.O. 107/48, the Report of Proceedings of H.M.A.Ship under my command for the month of October, 1951.

2. On 1st. October, 1951, H.M.A.S."Mildura" was at Fremahtle, carrying out general maintenance and making good minor defects after the completion of the First National Service Cruise. The ship remained alongside until 10th. October, embarking two R.A.N.R. Officers, one Stoker Mechanic R.A.N.R., and a National Service draft of 48 Recruit Seamen and one instructor on 8th. October, 1951.

3. National Service trainees familiarised themselves with the ship, were instructed in routine, and made conversant with relevant orders during 8th. and 9th. October, and under supervision embarked stores, provisions, and ammunition.

4. At 1300, 10th. October, "Mildura" slipped and proceeded for Cockburn Sound for "Shakedown" exercises in that area. Although "cleared" by the Fremantle Harbour Trust berthing attendant, immediately on slipping it was noticed that the tug "Wato" was proceeding from an obscured berth approximately three-quarters of a cable ahead. With "Mildura" gathering way at 120 revolutions , and "Wato" making sternway across the bows from port to starboard, helm was put to starboard, and the appropriate sound signal made. This signal was repeated, as the tug held course. Under the risk of imminent collision, "Mildura"'s way was checked, and stopped abreast M.V. "Kybra". The ship drifted broadside to leeward under a force 5-6 wind blowing directly onto the berth. Preparation for coming alongside "Kybra" was ordered, and the ship secured alongside. Since "Kybra" was deep-laden, "Mildura"'s forecastle flare overhung the former ship's forecastle deck, and, despite fenders, three guardrail stanchions and approximately 8 feet of rigid guardrail were slightly bent on contact. H.M.A.Ship sustained no damage."Mildura" remained alongside "Kybra" until the Master and Company Superintendent Engineer had been seen before proceeding. A full report of the incident has been forwarded.

5. H.M.A.Ship under my command remained in Cockburn Sound carrying out general seamanship training and evolutions, and anchoring overnight in Careening Cove and Sulphur Bay, until return to Fremantle at 1200, 13th. October. Sea stocks of provisions to capacity were embarked before proceeding at 1700, 15th. October, to comply with N.O.I.C. Fremantle's signal D.T.G. 100625Z.

6. In view of unsettled weather conditions and continued unfavourable forecasts, and in the light of experience of the previous National Service cruise, I proceeded to Cockburn Sound to progress training in sheltered water rather than spend profitless time in the exposed Geographe and Flinders Bay areas.

7. Training was progressed satisfactorily in accordance with the syllabus until the departure for Flinders Bay at 1700, 18th. October. At 2000, Service type rockets and Very lights were observed to the North of Rottnest. This was reported by signal to Naval Officer in Charge, Fremantle, and to the Fremantle Signal Station, and course was altered to investigate. A small fishing vessel was sighted, but was not in distress, and further investigation showed negative results. At 2130, with a clear radar scan, "Mildura" proceeded. The passage was without further incident. Rough seas and a heavy south-westerly swell were again experienced in the Cape Leeuwin area.

8. "Mildura" anchored in Flinders Bay in 6 fathoms in position 044 Cape Leeuwin Light 3.2 miles at 1745, 19th. October. Training progressed included boatwork under power, sail and oars. It is not considered that Flinders Bay is a good exercise area at this season. It is however a moderately safe and comfortable anchorage in all but south-easterly and easterly winds. The jetty charted is non-existent, though some ruined piles remain. The leads shown remain, but are not easily distinguishable from seaward. Cape Leeuwin Light is dipped behind the south-western hill shoulder at the recommended anchorage. A small boat's anchorage exists in the lee of a reef and bar five

/....hundred.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

hundred yards to the northward, and fifty to seventy yards offshore. This is not a good anchorage, and is not recommended for Service boats.

9. Landing can only be effected on a small beach in this area; there is no landing stage. Three slipways, capable of handling boats of up to about 35 feet, are available. The bar at the mouth of the Blackwood River is rock-strewn, and has a strong ripple at ebb and flood, It is navigable with caution by ship's boats to about 35 feet in length. Augusta was not visited, but a call was made on the Coast-watcher at Flinders Bay.

10. "Mildura" proceeded at 1730, 20th. October for Busselton. The Leeuwin passage was again uncomfortable, but the weather gradually moderated. In view of the heavy surge at Busselton jetty, anchorage was sought in a position 090 Busselton jetty Light 3 cables. Less water than the charted 3¾ fathoms was found in this position, and the ship was anchored in a position 3 cables to seaward at 0730, 21st. October.

11. H.M.A.S."Mildura" exercised in the Geographe Bay area until Thursday 25th. October, securing alongside Busselton jetty on the night of Monday 22nd. October, and anchoring overnight in position 117 Cape Naturaliste Light 9.2 miles on 23rd. and 24th. October. Training progressed included minesweeping, dan laying and recovery, ship handling for R.A.N.R. Officers, Officer of the Watch manoeuvres, plotting and T.A.S. exercises. The target used during the latter was Naturaliste Reef, and one Mark 7 depth charge, depth setting 100 feet, was fired in 29 fathoms in position 135 Naturaliste Reef 6 cables. Detonation was satisfactory, and the time interval correct. The type 128 C.V. A./S. set operated satisfactorily, but not at maximum efficiency, considerable water noise interfering with echo reception. Maximum range was 1400 yards, and average range 1000 yards.

12. At least three whales with calves were sighted in this area, southbound. A report in accordance with Navy Office letter no. 3106/1/2, (41207), dated 30th. October, 1951, is attached as Appendix "B".

13. "Mildura" berthed alongside No. 1 berth, Bunbury, at 1120, 25th. October, and remained overnight. Damage Control training was carried out alongside, and an Officer was detailed in accordance with Director of Naval Intelligence's letter no. 605/4D/165, dated 1st. October, 1951, to muster the Confidential Books and Signal Publications held by the Admiralty Reporting Officer. These were found to be correct, and a short cypher exercise was carried out with this Officer.

Enclosed on ARO Bunbury C.D file 31/12/51

14. H.M.A.Ship proceeded at 1800, 26th. October, and secured alongside at Fremantle at 0900, 27th. October. Fuel and sea stocks of provisions were embarked to capacity before proceeding at 1730, 30th. October to comply with Naval Officer in Charge, Fremantle's signal D.T.G. 300837Z.

15. The health of the Ship's Company is good, and conduct fair. The Service System Canteen is adequate to requirements and is financially stable. Grants for the purchase of sports gear and other amenities have been made to the Ship's Welfare Fund.

16. Appendices "A" and "B" are attached.

J. J. Ferguson
Lieutenant Commander, R.A.N.,
Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

APPENDIX "A" TO REPORT OF PROCEEDINGS FOR MONTH OF OCTOBER, 1951.

Total Distance steamed during month.....1007.4 miles.

Total number of hours under way.....108.03 hours.

Total amount of oil fuel burnt.....157 tons.

Average number of miles per ton of fuel.....6.42 miles.

J. Ferguson

Lieutenant ~~Commander~~, R.A.N.,

Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

Copy taken for Whale Sighting file
HBL 21/11

APPENDIX "B" TO REPORT OF PROCEEDINGS FOR MONTH OF OCTOBER, 1951.

WHALES SIGHTED.

DATE.	LOCALITY.	NO.	SPECIES.	SIZE.	WITH CALVES.	DIRECTION TRAVELLING.
24/10/51.	Geographe Bay.	3	Humpback.	Medium.	Yes.	South.

J. Ferguson
Lieutenant Commander, R.A.N.,
Commanding Officer.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 4539

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No.....

20/2.

DEPARTMENT OF THE NAVY.

4336-12-29

MINUTE PAPER.

DNHS 19/10.

SUBJECT: H.M.A.S. Mildura REPORT OF PROCEEDINGS. September '51

S.N.B. A264 DCNS M 27/1

2nd N.M.

3rd N.M. (later pt.)

4th N.M. 19/12

DAWOT A8B 19/12

D. of P. 21/XII.

Ops. (N) 2/1

N.5.

D.N.L.

3/1

H.P.D.

5/1

A.A. 2nd N.M. 11/1

D. of M. 15/1

D.D.M. 15/1

17/1 D.E. (N). 24/1

D.O.U.W. 7/2/52

D.N.M.S. 12.2

2/2 3rd N.M. 21/2

N.5.

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

22-2-52

B2, 14/2

AUSTRALIAN WAR MEMORIAL RCDIG1073534

D.N.M.S. BRANCH
8 FEB 1952
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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DEPARTMENT OF THE NAVY.

4336/12/29

MINUTE PAPER.

DNAS 19/10/51

SUBJECT: H.M.A.S. MILDURA REPORT OF PROCEEDINGS.- November '51

S.N.B. 17/1

2nd N.M. 18/1

3rd N.M. 22/1 23/1

4th N.M. 24/1

DAWOT 31/1

D. of P.

Ops. (N). 4/2

N.5. 11/2

D.N.L. 12/2

H.P.B.

N.A. 2nd N.M. (X) 11/2

D. of M. 17/-

D.D.M. 13/2

D.E. (N). 22/2

D.O.U.W. 28/2/52

D.N.M.S. 3.3.

N.5. 31/3

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

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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D.H.M.S. BRANCH
28 FEB 1952
NAVY OFFICE

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/29

C.441/45.

SUBJECT: HMAS Muldura – Report of Proceedings – November '51

DCNS 21/12

1st NM 24/12

HM(NS) (for further circulation)

DNI 25/12.

DPS 4/1

DTSR 10/1.

DOD 11/1

DNC 15/1

HN(NS)

AUSTRALIAN WAR MEMORIAL RCDIG1073534

28/12.

DEPARTMENT OF THE NAVY
MINUTE PAPER

AUSTRALIAN WAR MEMORIAL RCDIG1073534

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4336. 12. 29

H.M.A.S. "MILDURA"
At Fremantle,
12th December, 1951.

Dnks 19/6

RECEIVED
20 DEC A.M
NAVY REGISTRY

Naval Officer in Charge,
FREMANTLE.

REPORT OF PROCEEDINGS FOR MONTH OF NOVEMBER, 1951.

Submitted for the information of the Naval Officer in Charge, Fremantle, in accordance with C.N.O. 107/48, the Report of Proceedings of H.M.A. Ship under my command for the month of November, 1951.

2. On 1st November, 1951, "Mildura", in accordance with Naval Officer in Charge, Fremantle's signal D.T.G. 300837Z October, was on passage from Fremantle to Onslow. The passage was without incident, National Service training was progressed to syllabus, and a successful gunnery shoot was carried out on a survey mark target previously erected on Peak Island. At 1825, 2nd November, H.M.A. Ship anchored in 4½ fathoms off Onslow Jetty.

3. H.M.A.S. "Limicola", operating in that area, was watered and provisioned before proceeding at 1430, 3rd November, via Mary Anne Passage, for the Dampier Archipelago area. "Mildura" exercised in this area from 4th to 9th November, carrying out general seamanship training and evolutions, including considerable boatwork under power, sail, and oars and landings in light surf, before returning to Onslow at 1730, 9th November, to fuel.

4. Under supervision, trainees prepared to tow aft during the forenoon of the 10th November, using a sweep wire and a half shackle of 1⅛" cable, swivelled at each end. H.M.A.S. "Limicola" was secured astern, and at 1330 the tow was veered and "Mildura" proceeded via direct route for Fremantle.

5. At 2305, in position 316 Vlaming Head Light 8 miles, in unfavourable weather and a heavy swell, the tow parted about 5 fathoms from the cable. On recovery, temporary repair was effected with bulldog grips, the tow was repassed and secured, and at 0050, 11th November, course was set for anchorage in Exmouth Gulf, to effect permanent repair in sheltered water.

6. On arrival in Exmouth Gulf, however, the wind backed suddenly to the south-east and freshened to force 7, and at 0600, therefore, course was redirected to anchor in the lee of Muiron Islands. "Mildura" anchored at 0855. "Limicola" had made considerable water forward, rendering the forward messdeck uninhabitable. This was pumped out, and forward planks and stempost were caulked, By 1500, the tow was repassed, using a 3½" towing pendant and a 4" towing bridle, towing from the after bitts, and "Mildura" proceeded.

7. Despite continuing rough head seas and high winds, the passage, though uncomfortable, was without further incident. At times speed was reduced to less than four knots, and "Limicola" parted bridle hangers with monotonous nightly regularity. New hangers and provisions were streamed by buoy and grass line. Revisionary training was continued throughout the passage.

8. "Mildura" was relieved of the tow at Fremantle harbour entrance, and proceeded to berth at 1350, 16th November.

9. At 1030, 19th November, H.M.A. Ship under my command proceeded to Cockburn Sound to complete the training programme, and remained in this area, anchoring overnight, until 22nd November, proceeding at 0245, 22nd November, to arrive in area NY by dawn for gunnery and depth charge firings, Damage Control exercise, and general drills, "Mildura" returned to Harbour at 1220. The ship was cleaned for rounds on 23rd, and the draft was disembarked a.m. 24th November.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

10. H.M.A. Ship remained in harbour, shifting berth as necessary to accommodate commercial shipping movement, making good minor defects and carrying out general maintenance until the end of the month.

11. The health of the ship's company remains good; conduct is satisfactory. Victualling requirements were within resources, and the canteen service is adequate. Sports gear and amenities have been provided from canteen profits, and a goodly proportion of the initial grant of £200 discharged.

12. This National Service draft, both in conduct and training absorbed, fell short of the standard set by the previous draft. A full report of National Service training has been forwarded in my report M74/865. Appendix "A" is attached.

(Sgd.) J. Ferguson

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

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The Secretary,
Naval Board,
MELBOURNE.

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17 DEC 1951

H.M.A.S. "MILDURA" - REPORT OF PROCEEDINGS - NOVEMBER, 1951.

Submitted for the information of the Naval Board.

NAVAL OFFICER IN CHARGE,
FREMANTLE, W.A.

Naval Staff Office,
FREMANTLE, W.A.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

H336-12-52.

DEPARTMENT OF THE NAVY.

MINUTE PAPER.

SUBJECT: H.M.A.S. Mildura REPORT OF PROCEEDINGS. December 1951.

S.N.B. 18/2

2nd N.M. 19/2

3rd N.M. 21/2

4th N.M. 25/-

D. of P. 28/2

Ops. (N). 28/2

N.S. 29/2

D.N.I. 5/3

H.P.B. 3.

A.A. 2nd N.M. 11/3

D. of M. (+) 11/3

D.D.M. 12/3

D.E. (N). 14/3

D.O.U.W. 24/3

D.N.M.S. Can 1/4/52

N.S. 16.4

D.N.I. (N.H.R.O.) 22/4

AUSTRALIAN WAR MEMORIAL RCDIG1073534

D.N.M.S. B
4 APR 1952
NAVY OFFICE

23/164

AUSTRALIAN WAR MEMORIAL RCDIG1073534

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/53

C.441/45.

SUBJECT: HMAS Mildura - Report of Proceedings - December '51

DCNS 16/1

1st NM 22/1

HN (N5) (for further circulation)

DNT 31/

DPS 4/1

DTSR 7/1

DOD 11/1

DNC 13 Feb.

HN (N5)

241

L 6830—40M 21806/1/45

ROYAL AUSTRALIAN NAVY

IN REPLY PLEASE QUOTE
NO. WA286-3-2452

A 11 JAN P.M

NAVY MINISTRY

attached on reg

DEPT OF THE NAVY

4336	12	53

(MILDURA's Letter M.5/2 dated 2nd January, 1952)

PP's 29 ONAS 19/10/52

11.

0039

9 JAN 1952

The Secretary,
Naval Board,
MELBOURNE.

REPORT OF PROCEEDINGS - H.M.A.S. "MILDURA".

Submitted for the information of the Naval Board.

HN 14/1

N5

NAVAL OFFICER IN CHARGE,
FREMANTLE, W.A.

Naval Staff Office,
FREMANTLE, W.A.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Royal Australian Navy.

IN REPLY PLEASE QUOTE
NO. M5/2.

H.M.A.S."Mildura"
At Fremantle.
2nd January,1952.

Naval Officer in Charge,
Fremantle W.A.

REPORT OF PROCEEDINGS FOR MONTH OF DECEMBER, 1951.

Submitted for the information of the Naval Officer in Charge, Fremantle, in accordance with CNO 107/48, the report of proceedings of H.M.A.Ship under my command for the month of December,1951.

2. On 1st December,1951 "Mildura" was alongside at Fremantle. An R.A.N.R draft of one officer and forty-eight ratings was embarked during the forenoon, and under a now established procedure were "shaken down" during that day.

3. At 0900/2nd December, in fair but threatening weather, Mildura proceeded for the Geographe Bay exercise area. The passage was without incident and H.M.A.Ship anchored off Busselton at 2200. After preliminary lectures, R.A.N.R training was progressed in accordance with a prepared syllabus, as outlined in previous reports of R.A.N.R training.

4. "Mildura" remained in the Geographe Bay area until 5th December, exercising daily and anchoring overnight as necessary before proceeding at 0330/5th December for King George's Sound.

5. It had been intended to exercise in Flinder's Bay area enroute, but in view of continued weather forecastsof fresh to strong south easterly winds, which would have rendered the above mentioned area too exposed for training, it was decided to proceed direct to King George's Sound.

6. Training was progressed throughout 6th December; and Mildura anchored off Oyster Harbour overnight.

7. It had been intended to carry out Minesweeping and danlaying exercises throughout Friday, 7th December and to this end sweeps and danbuoys were prepared for streaming and laying respectively while anchored. During this evolution and immediately prior to weighing, a danbuoy mooring was dropped overboard while main engines were being turned, and foulled the starboard propellor.

8. This engine was braked and "Mildura" proceeded to a more sheltered anchorafe in Frenchman's Bay: Ship was pointed to provide a lee for a diver using Salvus gear, and unsuccessful efforts were made to clear the foulled propellor. H.M.A.Ship under my command proceeded to Albany to secure alongside at 1730.

9. Through the good offices of the Harbour Master, the services of a local diver was obtained, but when by 1730, Sunday 9th December, diving operations were only partially successful the diver was instructed to cut the wire at the shaft; and Mildura proceeded for Cockburn Sound on one engine at 1945.

10. While at Albany,opportunity was taken to land recreational parties, and to progress boatwork training under power,sail and oars in Princess Royal Harbour.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

11. During the return passage to Cockburn Sound a most successful four inch and Bofors shoot was carried out in the White Topped Rock area, and a pattern of five depth charges was dropped in position 216 degrees Rottnest Light 35.4 miles. One Mark 7 depth charge, depth setting 350 feet failed to detonate. My report M28/904 dated 14th December,1951 has been forwarded.

12. Mildura anchored off Woodman's Point at 2015/11th December proceeding alongside to deammunition at 1130/ 12th December. Training was progressed in Cockburn Sound before "Mildura" returned to Fremantle at 1900/13th December. The R.A.N.R draft was disembarked A.M 14th December. A detailed report of the R.A.N.R cruise has been forwarded in my report M73/921 dated the 17th December.

13. At 0915/ 15th December,1951, the Second Naval Member, Commodore R.R Dowling, D.S.O,R.A.N, attended by Captain F.M Bryce-Morris, R.A.N,Naval Officer in Charge, Fremantle, Commander W.J Dovers, D.S.C, R.A.N and Commander(E) N Letch, D.C.S, R.A.N walked round the ship, inspected the guard and Ship's Company and later addressed the Ship's Company.

14. On 17th December, in accordance with A.C.N.B's signal D.T.G 150645 Oct. Mildura reverted to 48 hours notice for 45 days availability for leave and making good defects.

15. At 0900/19th H.M.A.Ship was slipped at Fremantle slipway. The starboard propellor was cleared, rudder and propellor clearances were taken and at 0830/20th December "Mildura" was unslipped to secure alongside "Karangi" at No3 North wharf Fremantle.

16. For the remainder of the month "Mildura" remained alongside, under availability, boiler cleaning and making good defects.

17. The health of the Ship's Company has been good; conduct has been satisfactory. Canteen management has been very able and Canteen resources are adequate in all respects to requirements.

18. Appendix "A" is attached.

Lieutenant R.A.N
For COMMANDING OFFICER absent on leave.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

APPENDIX "A".

TOTAL DISTANCE STEAMED DURING MONTH	838.7 miles.
TOTAL NUMBER OF HOURS UNDER WAY	108 hours 55 min.
TOTAL AMOUNT OF OIL FUEL CONSUMED	102 tons.
AVERAGE NUMBER OF MILES PER TON OF FUEL	8.22 miles
TOTAL NUMBER OF MILES STEAMED SINCE COMMISSIONING	190.212.8 miles.
TOTAL NUMBER OF HOURS UNDERWAY SINCE COMMISSIONING	22,190.3 hours.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

8/6

DEPARTMENT OF THE NAVY

MINUTE PAPER

DEPT. OF NAVY 4336/12/30

YEAR

C.441/45.

1951

SUBJECT: H.M.A.S. Mildura – R.A.N.R. Training Cruise No II

5/6

D.L.S.R. 6/6/51

D.R.R.F. Request reports such as this on RANR training ~~+ similar~~ ones which may be expected in the future in connection with National Service training, may be minuted to DRRF in the first instance, as being the authority most intimately concerned. This report confirms my previous opinion that the West approaches the problem of Reserve training with imagination + energy. 8/6

D.C.N.S. 8/6

2nd N.M. Mildura has done well 13/6

1st N.M. 15/6

H of N (for further circulation) 18/6

5/6

D of N 27/7/51 se para 6.

H of N 29/6

N 3 noted 19/6/51

N 5 30/6

Do note + comply with DRRF as at 18/6

H of N 31/7

P.A. H.B.L. 2/8/51

D.R.R.F. 21 JUN 1951 NAVY

D.R.R.F. 7 JUN 1951 NAVY

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

INDEXED:
INIT. Date
DATE: 1/6/51

DEPT OF THE NAVY
4336 | 12 | 30

Commanding Officer H.M.A.S. "Mildura's" Report Reference No.M73/196, dated 19th May,1951.

RECEIVED
A 31 MAY A.M
NAVY REGISTRY

II.

R.A.N.R. TRAINING CRUISE NO.II

WA 307.1 284

HN

The Secretary, 1313
Naval Board,
MELBOURNE.

29 MAY 1951

Submitted for the information of the Naval Board.

NAVAL OFFICER IN CHARGE,
FREMANTLE.....W.A.

Naval Staff Office,
Fremantle.....W.A.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. M73/196.

H.M.A.S."Mildura",
At Fremantle.
19th May.1951.

Naval Officer in Charge,
Fremantle, W.A.

(Copy to Commanding Officer, H.M.A.S "Leeuwin")

R.A.N.R Training Cruise No 11.

Submitted for the information of the Naval Officer in Charge, Fremantle, the following report of the Royal Australian Naval Reserve Training Cruise carried out in H.M.A. Ship under my command during the period 30th April - 12th May,1951.

2. An R.A.N.R draft of one Officer and thirty-four ratings including all branches of the Naval Service was embarked during the forenoon of the 30th April. All ranks and ratings were conducted through the ship, "Shook-Down", and familiarised themselves with Ship's Standing Orders and Watch and Station Bills. The ship was provisioned and stored during the afternoon of the 30th April.

3. At 0900 - 1st May H.M.A.S."Mildura" slipped and proceeded to Cockburn Sound for exercises and shake-down at sea, anchoring overnight in Sulphur Bay. Training included Lead and line, boatwork, both power and oars, and ship handling.

4. Store-room, engine-room and boiler room rounds were carried out during the forenoon of the 2nd May, and at 1000 - 2nd May, "Mildura" weighed and proceeded via direct route to Shark's Bay exercise area. Weather during the passage was poor, and seas moderate to rough, with consequent sea- sick casualities among R.A.N.R trainees. Training during the passage included; duties of Quartermaster, Bosun's Mate and Lookout, practical splicing and rigging, damage control exercises, ship safety lectures and general duties.

5. "Mildura" entered Naturaliste Channel at 0700 / 4th May, proceeding on an Easterly course to raise Cape Peron, with the intention of exercising and anchoring in Dampier Roads or Herald Bight. The prevailing weather however was adverse and course was set southwards, through Denham Sound and Denham Channel to Freycinet Reach, exercising in that area and anchoring overnight under the lee of ~~Point~~ Bluff in Herald Bay. This slight departure from programme became necessary, when, in view of the apparent dislike of the majority of the R.A.N.R draft for turbulent water, and in order to accomplish some worth while training, sheltered water needs not be sought.
Must.

6. At 0330 / 5th May "Mildura" weighed and proceeded via direct route to Carnarvon, securing alongside north - wharf at 1030. Fresh provisions were embarked and leave was granted from 1230. A courtesy call was paid on the Mayor of Carnarvon at 1830, transport facilities being such that an earlier call was not possible. It was noticed, that the Sub-Collector of Customs excepted, Carnarvon evinced little interest in the visit of an H.M.Ship. It was also noticed that the charges made for the scanty

(fresh provisions obtained)

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE

No. ——

fresh provisions obtained were exorbitant, and it is not recommended that provisiond be sought in this area in future.

7. Mildura slipped and proceeded at 0700 /6th May for the Shark's Bay area, streaming sweeps enroute, carrying out general training, and anchored in Turtle Bay at 1600. The weather remained unpleasant, and it is concluded from this experience and from local information that the Shark's Bay area is not a good exercise area during the monsoon period; May- November. Turtle Bay however, would appear to be a safe anchorage in all but northerly weather, and Herald Bay a fair anchorage in all but northerly and easterly weather.

8. H.M.A.S."Mildura" proceeded at 1030 /7th May for Geraldton. Due to stress of weather, speed was reduced to six knots during the night of 7/8th May. The remainder of the passage was without incident.

9. The ship secured alongside No 3 berth Geraldton at 1540/8th May. Considerable interest was shown by the Geraldton people and a moderately large crowd welcomed the ship.

10. Courtesy calls were exchanged with the Mayor of Geraldton, and the Resident Magistrate; and Leading Citizens were entertained in H.M.A.S." Mildura". All facilities and assistance were afforded by the harbour-master.

11. On Wednesday,9th May, Jubilee Day, H.M.A.S."Mildura" dressed ship, and the ship was open to the public for inspection. Challenges to a football match and to a triangular shoot were accepted. Entertainment for the Ship's Company was arranged by the Geraldton Yacht Club and the Returned Soldiers, Sailors and Airmen's Imperial League of Australia. The hospitality of these organizations has been acknowledged.

12. Due to considerable Merchant Shipping movement in the harbour Mildura proceeded at 1000 for Cockburn Sound via Houtman's Abrolhos carrying out gunnery drills and shoot to seaward of the Archipelego. Double dropesa sweeps were streamed in Gage Raods and after exercising in Cockburn Sound, Mildura anchored at Sulphur Bay at 1630/11th May.

13. Captain's Rounds were carried out during the forenoon of the 12th May and the "Mildura" returned to Fremantle, securing alongside "C" Shed, Victoria Quay at 1320. After general payment the R.A.N.R draft was disembarked.

14. A copy of the R.A.N.R training program is attached as Appendix "A".

J. Ferguson
Lieutenant R.A.N.
COMMANDING OFFICER.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

APPENDIX "A".

1st May, 1951.	Soundings - Lead and line. Boat - work, Lowering and hoisting sea-boat underway. Anchors and cables. Lecture- Duties of Lookouts.
2nd May,1951.	Preparing store-rooms for Captain's rounds. Look-outs, Bosun's mates and Helsman whilst on passage. Lectures - Anchors and cables and duties of C.M. Damage control - Ship safety,merkings and stability.
3rd May,1951.	Splicing rope, whippings, rigging as fitted. Look-outs, Bosun's mates and Helsman whilst on passage. Demonstration fire- fighting and entering smoke-filled Compartment (Patt 230 and Salvus).
4th May,1951.	Lecture on sea-boat. Boatwork, Lowering and hoisting sea-boat underway. Lecture on duties of sentries.
5th May,1951.	Captain's rounds. Securing ship alongside. Ship maintenance.
6th May,1951.	Division's and Prayers. Streamed oropesa sweep. Boatwork.
7th May,1951.	Look-outs,Bosun's mates and helsman whilst on passage.
8th May,1951.	Lecture A/S Principles and performance plus demonstratio Look-outs,helmsman and Bosun's mate whilst on passage. Securing ship alongside.
9th May,1951.	Spread awnings. Dress ship.
10th May,1951.	Gun drill 4" and 40 MM followed by demonstration shoot with ship's company gun's crews. Look-outs, Helmsman and Bosun's mate whilst on passage.
11th May,1951.	Streamed double oropesa sweep. 4" gun-drill. Lead and line. Boatwork. Anchors and cables.
12th May,1951.	Captain's rounds. Anchors and cables. Securing ship alongside. Disembark draft.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

16/7

DEPARTMENT OF THE NAVY

MINUTE PAPER

DEPT OF THE NAVY

4336/12/33

C.441/45.

SUBJECT: Mildura — Report of R.A.N.R. Cruise No IV.

YEAR 1951

D.R.R.F. ACR 13/7

D.T.S.R. 16/7

D.N.P. 17/7

D.C.N.S.

NA3/DE(N) 24/7

18/7 D.E. (N) 23/7/51

D.O.U.W. 30/7/51

D of M 6/8

2nd N.M. 7/8

1st N.M. 9/8

8/8

13/8

P.A.

10/8/51

D.R.R.F.

12 JUL 1951

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AUSTRALIAN WAR MEMORIAL RCDIG1073534

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Commanding Officer, H.M.A.S."MILDURA", Report, Reference M73/327, DATED 27th June, 1 951.

II.

WA 307. 1 303

The Secretary,
Naval Board,
MELBOURNE.

- 6 JUL 1951

1703

REPORT OF R.A.N.R. TRAINING CRUISE NO.IV - 11th-23rd JUNE, 1951.

Submitted for the i nformation of the Naval Board.

HN
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H. Hawde

NAVAL OFFICER IN CHARGE.
FREMANTLE. W.A.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

St 6334

Royal Australian Navy.

IN REPLY PLEASE QUOTE
No. 473/327.

H.M.A.S."Mildura"
At Fremantle.
27 June,1951.

Naval Officer in Charge,
Fremantle.

(Copy to Commanding Officer, H.M.A.S."Leeuwin")

REPORT OF R.A.N.R TRAINING CRUISE No IV - 11th - 23rd June,1951.

Submitted for the information of the Naval Officer in Charge, Fremantle, the following report of the Royal Australian Naval Reserve Cruise carried out in H.M.A.Ship under my command during the period 11th-23rd June,1951.

2. H.M.A.S."Mildura" was unslipped at 0845 and shifted berth to Victoria Quay, Fremantle. An R.A.N.R draft of 2 Officers and 40 ratings was embarked at 1100. The draft was conducted on a Ship familiarization tour during the afternoon and acquainted themselves with Ship's Standing Orders and the Ship's Internal Organization.

3. The Ship remained alongside until Wednesday 13th June completing repairs to the Starboard main engine, during which time R.A.N.R trainees were employed in part of ship duties and received instructional lectures.

4. Before proceeding a short Divine Service was conducted onboard by the Honorary Fremantle Port Chaplain. Mildura slipped at 0900 Thursday, 14th June and proceeded to Cockburn Sound for exercises at sea and initial shakedown of trainees, anchoring overnight in Sulphur Bay. During the period in Cockburn Sound, a Higher rates Class from Ships and Establishments in the Fremantle Command was embarked. Sweeps were streamed and dan-buoys rigged laid and weighed. Candidates for Higher Rate were instructed in Chart Work and General Duties and visual signalling and were given opportunity to take charge of R.A.N.R classes, instructing them in rigging, general seamanship and practical boatwork. R.A.N.R Officers were instructed in Ship- Handling, and Modified Officer of the Watch Manoeuvres were carried out.

5. On completion of Captain's Rounds, Saturday 16th June, Mildura proceeded at 1150 by direct route to Champion Bay area, thence to Houtman's Abrolhos disembarking Higher Rate Candidates in Gage Roads enroute. During the passage fuel consumption trials as required for completion of form S 231, and full power trials were carried out. Weather during this passage was not all that could be desired for trials, wind generally Force 4-5, gusting occasionally to Force 6, backing and veering NE to W , Sea and swell 23 to 34 and generally quartering. Maximum revolutions obtained were 211, speed 13.4 knots, but it is considered that if one Six Hundred pound Sprayer could be fitted to each boiler in lieu of existing 400 pound Sprayers, the rated maximum 225 revolutions could be obtained.

6. Mildura arrived in the vicinity of Good Friday Bay anchorage at 1430H Sunday, 17th June, but in view of the prevailing weather and ocean forecasts and since no useful training could be carried out, course was set for for Champion Bay, and the Ship anchored overnight in the Roadsted, arriving at 1900.

7. Since this is the second experience of the unsuitability of the

(Houtman's Abrolhos as an exercise)

AUSTRALIAN WAR MEMORIAL RCDIG1073534

Houtman's Abrolhos as an exercise area at this season, it is recommended that this area be deleted from the exercise programme until a more favourable season.

8. Identities were exchanged during the passage with S.S "Dorrigo" and M.V "Norwhale".

9. Mildura exercised in Champion Bay during the forenoon of the 18th June proceeding to Geraldton and securing alongside No 3 berth at 1130. The Mayor of Geraldton was entertained onboard. Leave was granted.

10. H.M.A.SHip under my command proceeded at 0800 /19th June for Geographe Bay and Busselton. The weather worsened considerably during the passage and since indications were that a stationary low pressure area existed in the Cape Leeuwin area and that prevailing wind and sea would have made boatwork and Minesweeping Exercises in Geographe Bay impracticable, Mildura proceeded to Cockburn Sound arriving 1030H Wednesday, 20th June.

11. "Mildura" remained in Cockburn Sound exercising, anchoring overnight in Sulphur Bay, proceeding to a position Rottnest 290 15 miles at 0900H to carry out Depth CHarge firing and Gunnery Shoot. At 1232 a Mark 7 Depth Charge, Amatol and TNT filled, was dropped in 75 fathoms, Depth setting 150 feet, Speed 12 knots. Detonation was satisfactory but 5 secs late. During the exercise smoke was laid by Mark 6 Smoke Float from the Mine-sweeping chains, and a large scale Damage Control Exercise was carried out.

12. Mildura returned to Cockburn Sound anchoring in Sulphur Bayat 1548. On completion of Captain's Rounds at 1100 Saturday, 23rd June the Ship returned to Fremantle securing alongside M.V"Saxon Star" at No 7 North Wharf and after general payment the R.A.N.R draft was disembarked at 1330.

13. The general efficiency of R.A.N.R trainees for their cruise was well up to standard. The consistently high standard of Engine-Room Recruits must reflect credit upon the Engine - Room Instructional Staff at the Reserve Training Establishment. Some improvement was noted in the standard of the Communication Branch ratings, but it is felt that it must be emphazized th these ratings that a good knowledge of morse, light, buzzer and semaphore is a first essential to Communication efficiency, that this essential cannot be obtained by one exercise per week in a training establishment, an d therefore must necessarily be gained in their own time. Re-entry higher rates took charge well and as recorded on R.A.N.R Form 10Z and Conduct sheets are recommended for advancement.

14. Training was carried out, pending approval, in accordance with Appendix A to Report of Training Cruise No 3, dated 2nd June, 1951.

15. Officer training for the most part has been directed with a view to equipping Reserve Officers with the knowledge necessary to recommission ships of similar class from the Reserve Fleet and to take the latter to sea.

J. Ferguson
Lieutenant R.A.N
COMMANDING OFFICER.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

AUSTRALIAN WAR MEMORIAL RCDIG1073534

2/8

DEPARTMENT OF THE NAVY

MINUTE PAPER

4336/12/31

C.441/45.

SUBJECT: Mildura — R.A.N.R. Training Cruise No 3

"A report showing a very satisfactory state of affairs in the "Mildura" cum "Lemwin" approach to Reserve Training. C.O. Mildura was previously in charge of Reserve Training in "Lemwin" and did well." A.S.R. 11/7.

D.R.R.F.

D.E.(N) 17/7

D.F.S.R. 31/7

D.C.N.S. Notation of para 13? 2/8

2nd N.M. 10/8

1st N.M. 13/8

H. of N. (~~for further circulation~~) 13/8

P.A.

HBL

4/9/51

4/9

D.R.R.F.

22 JUN 1951

NAVY

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1951

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AUSTRALIAN WAR MEMORIAL RCDIG1073534

RECEIVED
A 18 JUN P.M
NAVY REGISTRY

INDEXED.
INIT. ...
DATE 13/6/51.

DEPT OF THE NAVY
4336 | 12 | 31

Commanding Officer, H.M.A.S. "Mildura's" Report Reference No.M73/260
Dated 2nd June, 1951.

1541

II.

15 JUN 1951

R.AN.R. TRAINING CRUISE NO.111

WA 307.1.290

The Secretary,
Naval Board,
Navy Office,
MELBOURNE.

HN

Submitted for the information of the Naval Board.

NAVAL OFFICER IN CHARGE,
FREMANTLE.....W.A.

Naval Staff Office,
Fremantle.....W.A.

AUSTRALIAN WAR MEMORIAL RCDIG1073534

M73/760.

H.M.A.S. "MILDURA"
AT FREMANTLE.

2nd June, 1951.

Naval Officer in Charge,
FREMANTLE,.....WA.

(Copy to Commanding Officer, H.M.A.S. "LEEUWIN".)

R.A.N.R. TRAINING CRUISE NO. 111.

Submitted for the information of the Naval Officer in Charge, Fremantle, the following report of the Royal Australian Naval Reserve Cruise carried out in H.M.A. Ship under my Command, during the period May - 2nd June, 1951.

2. An R.A.N.R. draft of two officers and thirty two ratings, including all branches of the Naval Service, was embarked during the forenoon of 21st May, all ratings generally "shook down", familiarised themselves with the ship, Standing orders, and watch and Station Bills, and were employed storing, provisioning and Part of Ship duties.

3. At 0900 Tuesday 22nd May, H.M.A.S. "MILDURA" slipped and proceeded to Cockburn Sound for general seamanship training, securing to a buoy in Careening Cove, made available by Commanding Officer Reserve Ships Fremantle. "MILDURA" remained secured to the buoy until 1500 Wednesday 23rd May, during which time all available hands were employed on ship maintenance, and preparing Ship's side for painting. The assistance rendered by the Commanding Officer, Reserve Ships, by making available pneumatic chipping hammers, scalers and a compressor was invaluable, and the co-operation afforded by his staff was much appreciated. In this regard, it is felt worthy of mention, that while it is realised that general ship maintenance forms part of the training syllabus of the R.A.N.R, it is not the intention to demand this at the expense of more worthwhile seamanship training which can only be carried out at sea - such employment of R.A.N.R. trainees during this cruise forced upon the ship by a large draft of the ship's company being without relief, by an unusually large sick list for which the reduced complement allows no margin, and by the necessity to anchor in Gage Roads from 14th to 17th May, when normal ship-keeping maintenance could be carried out by the permanent ship's company in harbour.

4. H.M.A.S. "MILDURA" proceeded from Cockburn Sound at 1630/23rd May via direct route, and by night passage for the Geographe Bay exercise area. The discovery of a slight contamination of feed water necessitated the shutting down of one boiler, and speed was reduced to 8 knots. On arrival at Geographe Bay, further tests and examination of the condenser revealed slight contamination of both Main and Reserve Feed water tanks, and defective condenser tube ferrules. "MILDURA" anchored in safe water, and defects were made good by ship's staff, exhausting all contaminated water, and alternating boilers as clean water was distilled. Training was carried out in accordance with the Syllabus attached, though some alteration to the time-table of the programme was necessary. A further delay was occasioned by minor Evaporator defects which were again remedied by Ship's staff.

5. In view of delays therefore, Flinders Bay was omitted from the programme and "MILDURA" weighed and proceeded at 0430, to round Cape Leeuwin in daylight, via direct route for King George's Sound. The sea was moderate with a heavy south

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westerly swell with consequent seasick casualties among the R.A.N.R. trainees. Visibility was poor, with a heavy sea fog, and later frequent rain squalls. The Radar performance throughout was excellent.

6. Sea exercises in King George's Sound were carried out from arrival at 1000/27th May throughout the day, anchoring overnight in Frenchman's Bay. Minesweeping exercises were carried out during the forenoon of 28th May, and "MILDURA" proceeded to Princess Royal Harbour, securing alongside the Deepwater jetty Albany at 1220H. A call was made on the Senior Naval Officer Afloat, the Commanding Officer of H.M.A.S. "LABUAN" and later with this Officer, courtesy calls were exchanged with the Mayor of Albany. Leave was granted on Monday 28th and Tuesday 29th May, and the Civic Authorities made available two buses for conducted tours of the surrounding district. Full advantage was taken of this hospitality. Inter Ship sporting fixtures were arranged with H.M.A.S. "LABUAN" and opportunity was taken to conduct whaler races. Patrols were landed.

7. "MILDURA" slipped and proceeded at 0900 Wednesday 30th May for Geographe Bay. The passage was without incident, although some adverse weather, caused by a low depression some 250 miles to the southward was experienced between Chatham Island and Cape Leeuwin. The ship exercised in Geographe Bay during the 31st May, carrying out a "shoot" to seaward, but in view of increasing north west winds and the unsuitability of Geographe Bay as an exercise area, under these conditions, course was set for Cockburn Sound.

8. At 1600/31st May, excessive vibration indicated either a damaged port propellor or a loose "A" bracket; subsequent examination of accessible fittings suggested a defective "A" bracket bearing. The port engine was stopped and the port propellor braked, and "MILDURA" proceeded on one engine, speed 7½ knots, entering Cockburn Channel at 1130.H/1st June. Minesweeping exercises were carried out until ordered to proceed into Fremantle Harbour. "MILDURA" secured alongside at 1420.

9. Captains Rounds and Higher Rates training were carried out on Saturday 2nd June and the R.A.N.R. draft was disembarked at 1330.

10. It will have been noted that a large draft "out" without relief, together with a sick list of one officer and four ratingsnecessarily made greater demands upon the remaining training staff. The additional requirements and duties however were accepted in a worthy spirit of service although the watchkeeping demands made upon the two training officers made some reduction in concentrated training inevitable, and it is regretted that this cruise was not as successful in its intensity of training as former cruises.

11. A further observation was a tendency of some, not particularly knowledgeable R.A.N.R. re-entries, to consider themselves sufficiently advanced in their Naval education to be beyond teaching. This attitude was discouraged. The continued keenness of younger ratings however, is most heartening.

12. Attached as Appendix A, is a training syllabus, which subject to approval, will be standard for initial A.C.T. Cruises.

13. In review of this cruise, it is thought that the quiet competency of Chief Engine Room Artificer W. Erickson, O/N. 30351 under minor adversity, and his untiring endeavour to keep the ship at sea, were commendable.

J. Ferguson

LIEUTENANT, R.A.N.
COMMANDING OFFICER.

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APPENDIX A.

A. Executive.

1. Sounding- Lead and line.
2. Anchors and cables.
3. Duties of Quartermasters and Boatswain's mates.
4. Tricks as helmsman -
5. Lookouts.
6. Hoisting and Lowering sea-boat underway.
7. Boat-Pulling.
8. Rigging.
9. Practical splicing, Rope and wire.
10. Spreading awnings - Rigging stages.
11. Securing alongside - securing to a buoy.
12. Streaming single and double Oropesa sweeps.
13. 4 inch and 40 mm Befors Gun drill and shoot.
14. Parade training with rifle and side arms.
15. Duties of jetty sentry.
16. Fire-fighting and use of appliances, including Pattern 230 and Salvus. Ship stability and W/T integrity and Flooding. Full scale Damage control exercise including fire, flooding, electrical failures and shoring.
17. Capabilities and performance of Types A/S128 CV and type E/S 765 Lectures on First Principles of A/S and E/S.
18. Capabilities and performance of Type A 276 Radar.
    Lectures on radar (First Principles).
19. Practical instruction in Ship cleanliness and Ship maintenance.
20. Lectures on messing and internal organisation.

B. Engine-Room

1. E.R.A's completed one weeks training in Engine-Room Watchkeeping. and one weeks practical instruction in Evaporators, Main Engine, bearings, Indicator cords, Oil fuel pumps and fire and bilge pumps.
2. Lectures on and practical demonstration of the running of Evaporators, handling of Main engines, use of feed water tests, Methods of firing, Control of Boilers, Purposes of water gauges, safety valves and feed regulators.
3. Stokers completed one weeks training in the Boiler Room and one weeks training in the Engine room.
4. Lectures on and practical demonstrations of the uses of different types of oils for main and auxiliary machinery, the general use of pumps, control of boilers, Method of firing, cleaning sprayers, cones etc. Course of steam and water and fire precautions.

C. Communications Branch.

1. V/S Training - Flashing and semaphore exercise daily.
2. Lectures on and demonstration of all types of V/S equipment fitted.
3. Voice procedure.
4. F.S.B. and C.O.F.
5. Manoeuvring Board exercise by flag hoisting and voice.
6. Signalmen of the watch.
7. The elements of cryptography - Basic books.
8. Instruction in V/ S Material Handbook, V.S.I. International Code and B.R. 70.
9. W/T. Training - S.B.X twice daily until out of range of Port wave.
10. Use and Type of all W/T and R/T equipment fitted and brief mention of other types in use.
11. Lectures on and instruction in Operating Procedure, W/T and Voice, G.S.I. and A.S.W.T.O's and "S" series.
12. Lectures on wave propagation, World wide and Station Organization.
13. Brief lecture on Fleet communication Organisation.
14. The Broadcast System and Ship-Shore Communication.

D. Supply and Secretarist Branch.

1. Lectures on and Practical experience in demanding and returning Naval Stores - A.S. 134d, A.S. 331, A.S. 156, A.S. 1091, A.S. 126 and A.S. 1096.
2. Posting of ledgers.

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3. B.R's and O.U's, their uses and issue. - The rate book.
4. P.L. Lists.
5. Systems of messing.
6. Demand and issue of victualling stores.
7. Provision, Implement, and Loan Clothing account and associated documents.
8. Preparation of menus.
9. Brief outline of Captain's office. - Correspondence register and filing system.

E. Electrical Branch.

1. Practical instruction in High power and switchboard - tracing earths etc.
2. Electrical routines - fans, motors and navigation circuits.
3. Motors, generators and starters.
4. Lectures and demonstration of the "Tree System" distribution of electrical power (JB's, D.B's, Fuses and Change - Over switches.)
5. Brief outline of the "Ring - Main" system.
6. Low power circuits - bells, buzzers, phones and battery maintenance.

F. OFFICERS.

1. Instructed in and carried out the duties of O.O.W at sea and in harbour, cable officer and Boat's Officer.
2. Instruction in celestial and terrestrial navigation.
3. Practise ship handling, coming alongside a dan- buoy and recovering man - overboard.
4. Instructed in Divisional Officer's Duties, Internal organisation and brief outline of Naval Store - keeping and Victualling Store Keeping procedure.

G. General.

1. Ratings of all branches received instruction in duties of Look-outs, Hoisting and Lowering sea-boat, boat-pulling, damage control, ship stability and water-tight integrity, messing and organisation, ship cleanliness and maintenance in their respective departments.

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